National Park Service
Cultural Landscapes Inventory
June 2022

Moraine Park Campground

Rocky Mountain National Park

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Introduction

Cultural Landscapes in the Cultural Resources Inventory System

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archaeological sites, historic structures, ethnographic resources and cultural landscapes. The set of CRIS records for cultural landscapes is referred to as CRIS-CL. CRIS-CL records conform to a standardized data structure known as the Cultural Landscapes Inventory (CLI).

The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)

The CLI is the data structure within CRIS used to document and evaluate all potentially significant landscapes in which NPS has or plans to acquire any enforceable legal interest.

Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:

- Landscape individually meets the National Register of Historic Places criteria for evaluation; or,
- Landscape is a contributing element of a property that is eligible for the National Register; or,
- Landscape does not meet the National Register criteria, but is managed as cultural resources because law, policy or decisions reached through the park planning process.

Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.

The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are: National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior…

Executive Order 13287: Preserve America, 2003. Sec. 3(c) each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying…historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A) Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,…and historic sites…

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

General Information

Cultural Landscape Inventory Name:	Moraine Park Campground
Cultural Landscape Inventory Number:	975217
Parent Cultural Landscape Inventory Name:	Rocky Mountain NP landscape
Parent Cultural Landscape Inventory Number:	890028
Park Name:	Rocky Mountain National Park
Park Alpha Code:	ROMO
Park Org Code:	1520
Property Level:	Component Landscape

Landscape/Component Landscape Description

Moraine Park Campground is a historic designed landscape in Rocky Mountain National Park (ROMO, or park) in Larimer County, Colorado. The campground is east of the Continental Divide and near the eastern boundary of the park, approximately four miles west-southwest of the town of Estes Park. The inventory unit encompasses 121.0 acres, nearly all of which is dedicated to campsites and accompanying buildings and structures, such as comfort stations, an amphitheater, and a ranger station. Established in 1963–1967 on formerly private land that was acquired by the park as part of Mission 66 efforts, the campground was one of the last large-scale Mission 66 projects at the park and the largest campground in the park. Currently, it is one of five developed campgrounds in ROMO and remains the largest. Moraine Park Campground operates year-round with limited availability in the winter season, the only campground in the park to do so.

Moraine Park Campground is on the north side of Moraine Park on a gently sloping hillside of a small moraine. The Continental Divide rises to the south and west of the campground. To the south, Longs Peak is prominently visible beyond Moraine Park, creating iconic, sweeping views for campers. Rocky ridges and outcrops northwest of the campground, an open meadow with an intermittent

stream to the northeast, and a steep hillside that slopes down to Moraine Park form natural boundaries for the campground. Large diameter ponderosa pine fill the camping loops and create natural delineators and privacy, which is enhanced by rocky ridges and draws throughout the campground. A variety of shrubs, grasses, and wildflowers native to the montane life zone grow in these loops as well.

The campground is reached from Moraine Park Road, which intersects with Bear Lake Road across from the Moraine Park Museum and Amphitheater. As Fern Lake Road branches to the south, Moraine Park Road continues to the west and becomes Moraine Park Campground Entrance Road, which serves as the only access to the campground. Past the entrance to the campground, where a small check-in kiosk stands, the road splits to the north and west. To the north, the road provides access to a group camping loop, Loop E, and continues northward to private properties and a maintenance area. As the entrance road continues to the west, it transitions to a loop road, Loop A, which provides access to three more campground loops: B, C, and D. Moraine Park Campground provides 255 campsites, 11 of which can accommodate large groups. One hundred and sixty-six campsites, including the group sites, are for tents only, 71 of which are walk-in campsites. The other 89 campsites can accommodate tents, trailers, or recreational vehicles (RVs).

Buildings and structures in Moraine Park Campground include an entrance kiosk, ranger station, amphitheater, filter plant, six comfort stations, four vault toilets, a concessionaire-operated firewood and ice sales building, shuttle bus shelter, water storage tank, solar showers, and a radio tower. The oldest buildings, four comfort stations, were built in 1963. Two other comfort stations represent the newest buildings in the campground and were built in 2009 to replace their Mission 66 era counterparts, although they retained the original 1963 foundations.

Numerous small-scale features are found throughout the campground. Each campsite has a tent pad, picnic table, fire pit, and campsite number sign, and bear-resistant food storage lockers are arranged between the campsites. Signs and footpaths guide campers to amenities in the campground, while stone and log barriers delineate roads and parking areas. Additional small-scale features provide campers with amenities such as drinking water and an RV dump station.

Significance Summary

This CLI examined the integrity of the Moraine Park Campground's cultural landscape as it relates to its period of significance, 1961–1967. The period of significance encompasses the years when Moraine Park Campground's extant landscape was primarily designed and developed. The first drawings for the campground were developed in 1961, and the loop roads configuration, campsite locations, and building locations were constructed between 1963 and 1967. This CLI recommends that the campground is eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its associations with the Mission 66 Era, and under Criterion C for its Mission 66 era Naturalistic style landscape architecture and Park Service Modern architecture. The campground is significant at the local level because it does not rise to the level of significance required for national or state significance, but of the campgrounds that were built in ROMO during the Mission 66 era, only Moraine Park Campground remains and has historic integrity. The campground retains integrity of location, setting, workmanship, feeling, and association. The integrity of design and materials has been diminished by the construction of new buildings and structures in the Rocky Mountain National Park Neo-Rustic style (hereafter referred to as Neo-Rustic), although this loss has not been on a large enough scale to result in a complete loss of historic integrity.

Landscape Hierarchy Description

Moraine Park Campground is classified as a component landscape of the parent Rocky Mountain National Park Landscape. The boundaries of the Moraine Park Campground landscape were established to encompass all of the significant cultural landscape features in the campground, including loop roads, campsites, and buildings, in addition to natural features that define the boundaries of the campground.

Landscape Type

Historic Designed Landscape

Site Plan

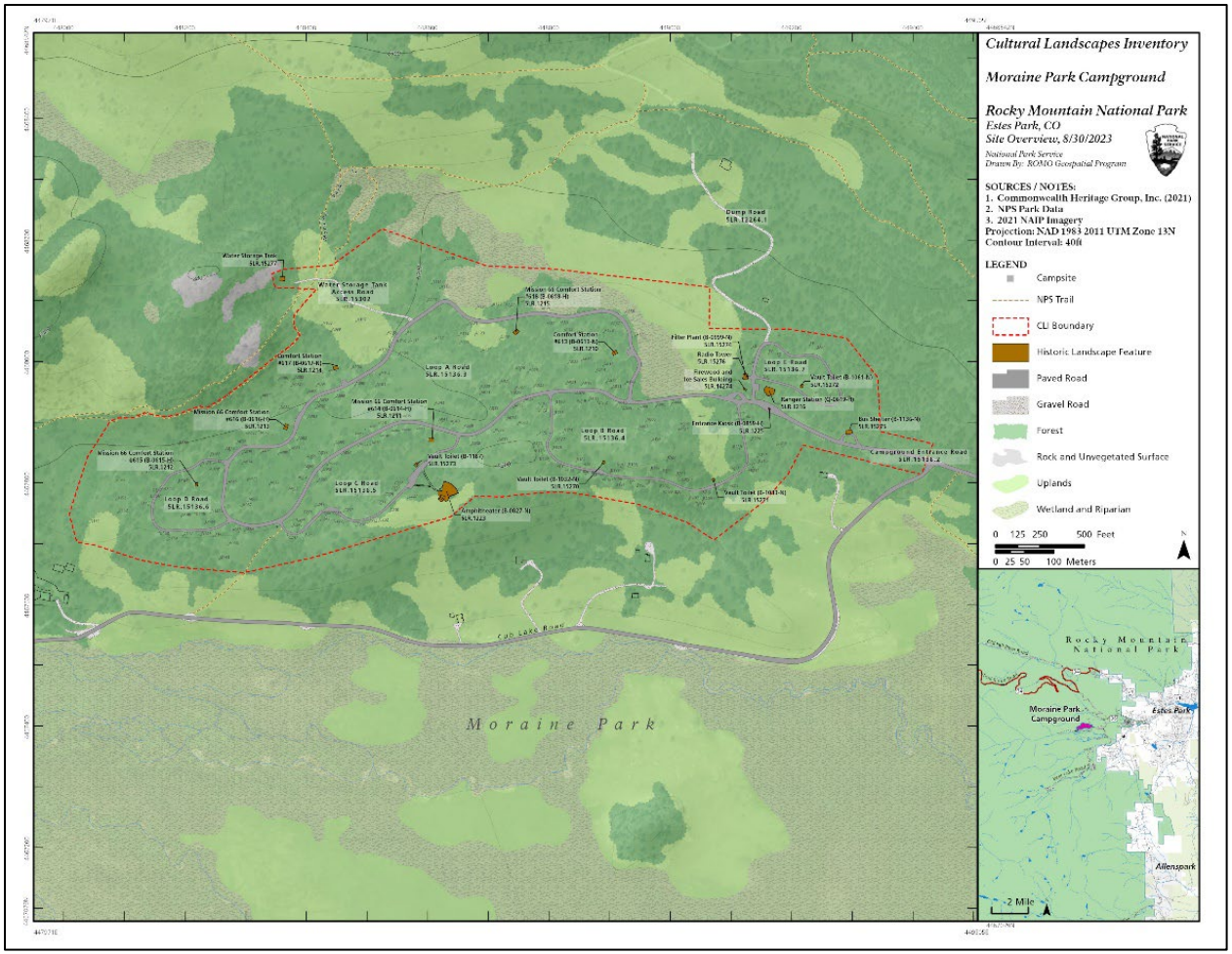


Figure 1. Moraine Park Campground site overview

Other Names

Table of Other Names

Name	Type
Moraine Park Campground	Both Current and Historic

Concurrence Information

Park Superintendent Concurrence:

Yes

Park Superintendent Concurrence Date:

6/27/22

Completion Status Explanatory Narrative

Commonwealth Heritage Group, Inc. (Commonwealth) was contracted by the NPS in April 2021. Commonwealth staff John Rasmussen and Katie Remensnyder conducted field survey from June 1 through 11, 2021. This CLI was completed with assistance from NPS park and regional staff, including Jennifer Bryant, Cheri Yost, Dan Jackson, Kelly Dick, Kelly Cahill, and Lisa Grudzinski, with data entry by James Lindberg. This CLI was accepted by the NPS on June 27, 2022. Colorado SHPO provided concurrence on April 7, 2023.

SHPO Concurrence:

Yes

SHPO Concurrence Date:

04/07/23

Geographic Information

Area (Acres)

121

Boundary Description

The boundary of Moraine Park Campground starts at the northwest corner of the intersection of Moraine Park Road and Fern Lake Road. The boundary extends north for approximately 100' and turns to the west-northwest for about 300 feet. The boundary then turns north-northwest and extends along the eastern side of Loop E, curving northwest and then west, crossing south of a private property and passing through a meadow. The boundary extends approximately 200' north of the eastern side of Loop A, and then jogs northwest and southwest to encompass the walk-in campsites and Water Storage Tank. From the Water Storage Tank, the boundary turns to the southeast for a short distance and follows the Water Storage Tank access road, before turning southwest and following an unnamed trail that parallels the Loop A Road, approximately 300' to the north. The boundary follows this trail to the northwest side of Loop D, where it turns south-southwest and aligns with a rocky ridge west of several walk-in campsites. The boundary then turns to the south before heading southeast and then east, encompassing the campsites on the south side of Loops D. South of the Loop C campsites, the boundary extends to the northeast, following the hillside before it slopes steeply downward to Moraine Park. Just east of the Amphitheater, the boundary gently curves to the southeast, following a social trail along a small ridge. Near the southeastern end of Loop B, the boundary turns northeast until it intersects with Moraine Park Campground Entrance Road. It then follows the road to the southeast to Fern Lake Road and continues in a straight line across Moraine Park Road/Moraine Park Campground Entrance Road to the beginning point.

The campground boundary was selected to encompass the built features associated with the campground, including campsites, comfort stations, a ranger station, an amphitheater, a kiosk, and vault toilets, along with natural features, such as the large ponderosa pine and native vegetation, that were retained during the campground's development to provide privacy and act as natural delineators. The boundary includes extant built features, natural features, and archeological sites that are associated with the campground's

history. Several linear features, including the former Moraine Park Cut-Off Road, the unnamed trail that forms the campground's northwest boundary, and a trail to the shuttle bus stop along Fern Lake Road, continue outside of the campground boundary. No data was taken beyond the boundary for this report due to the limits of the survey area.

Latitude/Longitude

Table of Latitude/Longitude

Geometry	Latitude	Longitude	GeoDatum	Elevation (Meters)	Position Source	Position Accuracy
Point	40.359884	-105.595088	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.360059	-105.596149	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.360896	-105.596216	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.3615	-105.596221	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.361626	-105.599638	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.362257	-105.599643	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.362549	-105.604157	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.363096	-105.606281	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.362523	-105.607289	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.362382	-105.608501	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.362166	-105.608417	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.362152	-105.607592	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.361421	-105.607915	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.360303	-105.609754	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.360122	-105.61159	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.358622	-105.61253	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.358199	-105.612373	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.357758	-105.608989	1983 NAD		GPS-Differentially Corrected	1 m

Geometry	Latitude	Longitude	GeoDatum	Elevation (Meters)	Position Source	Position Accuracy
Point	40.358662	-105.604828	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.358989	-105.604325	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.358402	105.599409	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.359834	-105.597702	1983 NAD		GPS-Differentially Corrected	1 m
Point	40.359405	-105.595307	1983 NAD		GPS-Differentially Corrected	1 m

Regional Landscape Contexts and Narratives

Physiographic

Moraine Park Campground is on the eastern side of ROMO, east of the Continental Divide and on the north side of Moraine Park, an expansive, generally flat, glacially carved valley. The peaks of the Continental Divide, which rise dramatically from the plains, range in elevation from 11,000' to over 14,000' in the park (NPS 2004). These include Longs Peak, which at 14,259' is the tallest peak in the park and visible from Moraine Park Campground. Rocky Mountain National Park includes several life zones because of the range of altitude: the montane, subalpine, and alpine. The Continental Divide also divides the park into two hydrological systems. Precipitation that falls on the western slope flows to the Colorado River basin, which has its headwaters in the park. Streams and rivers on the eastern slopes are part of the Mississippi River basin (NPS 2014, 2015).

Moraine Park Campground lies on a sloping hillside north of Moraine Park on a small lateral moraine. Its southern boundary is defined by the South Lateral Moraine, the densely forested slopes of which rise several hundred feet above the valley. Moraine Park is a large meadow with grasses, shrubs, and several stands of aspen, and the Big Thompson River branches and winds through the meadow. The lower slopes of the Continental Divide rise to the west, and Eagle Cliff Mountain is to the east. Moraine Park Campground is in the montane life zone, and the dominant trees species is ponderosa pine (Pinus ponderosa).

Cultural

Archeological evidence indicates that the first human occupation in ROMO occurred around 10,000 years ago. Circa CE 1000–1300, the Ute moved into the ROMO and Estes Park area, who were later displaced by the Arapaho in the early 1800s. The Shoshone, Apache, Kiowa, Pawnee, Sioux, and Cheyenne were occasionally known to traverse the area (Brunswig 2005:87; Buchholtz 1983:8). These tribal groups utilized the park in part of their seasonal hunting, as well as "periodic raiding of other cultural groups" (Brunswig 2005:86). The Spanish may have been the first Europeans in the Estes Park region, as early expeditions had reached the Great Plains in the 1540s. By the early 1700s, the French had reached present-day northeastern Colorado as well.

The first European Americans in the Estes Park region were limited to trappers and hunters. Estes Park's relatively isolated location and the steep slopes of the Rockies may have discouraged European American settlement until 1859, the first year of the Colorado Gold Rush. That year,

Joel Estes and his family established a ranch at the present-day site of Lake Estes. In the following decades, more people immigrated to the region. Although many who lived in the region were ranchers, tourism also developed early as people were drawn to the scenic beauty of the Rocky Mountains (Buchholtz 1983).

Abner Sprague and his family were the first settlers in Moraine Park, establishing a homestead in 1874. The Spragues began hosting tourists at their homestead and built a main lodge, cabins, a dining room, and a kitchen by 1881. Additional families followed Sprague, purchasing parcels and building ranches and cabins primarily along the north, south, and east sides of Moraine Park. By 1913 the Chapman family was operating a small store and post office near the eastern end of Moraine Park. Several hotels and lodges were built at well. Imogene Greene MacPherson, who first visited the area as a guest at Sprague's Ranch, built the Moraine Lodge and Resort between 1905 and 1923 at the eastern end of Moraine Park. In 1911 James and Sally Reed started to build the Brinwood Hotel near the western end of Moraine Park.

After ROMO was established in 1915, the National Park Service (NPS) began acquiring privately held parcels within and near the park's boundaries in order to "naturalize" these areas, as generally outlined by conservation philosophies (Yost 2005). In 1931 the MacPherson family sold the Moraine Lodge and Resort. Shortly after the lodge's acquisition the Civilian Conservation Corps (CCC), who had several camps in the park, began demolishing the buildings, leaving only the Assembly Hall. The CCC also built an amphitheater at the site and helped convert the hall into a museum. Additional cabins were acquired along the north and south sides of Moraine Park, which the park typically demolished as well.

Efforts to acquire privately owned parcels and naturalize them remained an important aspect of the Mission 66 era at ROMO, between 1950 and 1973 (Bzdek and Ore 2010). Many of the cabin owners sold their property to the United States during this time. The Reeds sold the Brinwood Hotel land but were allowed to keep operating the business, although by 1959 the park acquired the buildings and had them demolished (Butler 2005). The federal government purchased Sprague's/Stead's Ranch in 1963, which was quickly demolished by the park. However, the park also developed the Moraine Park Campground, roughly between the former Brinwood Hotel and Stead's Resort, at this time as well. Currently, approximately 20 privately owned parcels remain in Moraine Park.

Political

Moraine Park Campground is owned and administered by the NPS. It is within the political boundaries of Larimer County, Colorado, approximately four miles west-southwest of the Town of Estes Park, ROMO's eastern gateway community. The campground is in Township 5 North, Range 73 West, and spans the northeast quarter of Section 31 and the northern half of Section 32.

Location Map Graphic Information

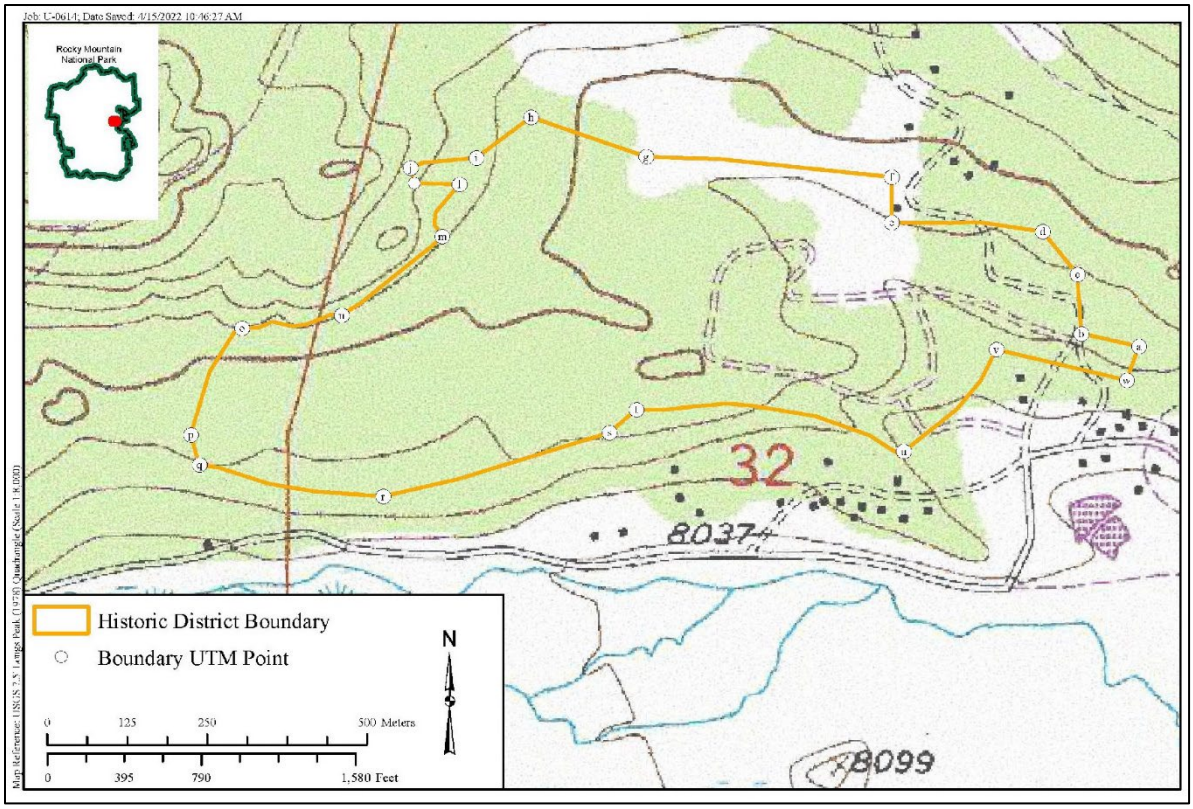


Figure 2. Moraine Park Campground Location Map

State and County

State

Colorado

County

Larimer County

Management Information

Management Category

Should be Preserved and Maintained

Management Category Date

06/22/22

Management Category Explanatory Narrative

The management category for Moraine Park Campground is "Should be Preserved and Maintained" because it has been determined eligible for listing in the NRHP by the Colorado State Historic Preservation Office (SHPO). The campground is compatible with ROMO's legislated significance and continues to provide the traditional uses for which it was created: public camping and outdoor recreation.

Management Agreements

Table of Management Agreements

Management Agreement	Other Management Agreement	Management Agreement Expiration Date	Management Agreement Explanatory Narrative
Concession Contract/Permit	—	—	Silver Peaks Enterprise has a contract to sell firewood and other convenience items, such as lighter fluid and ice.

Legal Interests

Table of Legal Interests

Legal Interest Type	Fee Simple Reservation Expiration Date	Other Organization/Agency	Legal Interest Narrative
Fee Simple	—	—	—

Adjacent Lands Information

Do Adjacent Lands Contribute?

No – Adjacent lands do not contribute

Located in managed wilderness?

No

Uses Information

Functions and Uses

Table of Functions and Uses

Major Category	Category	Use/Function	Historic Use	Current Use	Primary Use
Landscape	Scenic Landscape	View	Yes	Yes	No
Recreation/Culture	Theater (Cinema)	Amphitheater	Yes	Yes	No
Government	Government Office	Ranger Station	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	Yes

Public Access

Public Access

With Permission

Public Access Narrative

In summer, the campground is accessible to visitors who reserve campsites in advance and pay camping fees. The campground is first come, first served in winter with limited camping loops open and no water available. Visitors must pass through the Entrance Kiosk checkpoint before entering the campground.

Associated Ethnographic Groups

Ethnographic Study Status

No survey conducted

National Register Information

Documentation Status

SHPO – Documented

Documentation Narrative Description

Moraine Park Campground (Site ID 5LR.13979) has been determined eligible for listing in the NRHP. The park conducted a determination of eligibility (DOE) for the designed cultural landscape and received consensus from the Colorado SHPO May 16, 2016 (Stehman 2016). The DOE determined that the campground is eligible as an excellent example of Mission 66 era planning and design, and is eligible under Criterion A for its association with the Mission 66 era and under Criterion B for its association with landscape architect James (Jay) O'Shea. Additional findings from the 2016 DOE are that the campground is significant for its landscape architecture and its designed environment; is significant at the national level and has a period of significance of 1962–1967; and retains integrity of location, setting, design, materials, workmanship, feeling, and association.

This CLI provides additional documentation for Moraine Park Campground's consensus DOE, including a comprehensive analysis of the campground's history and extant conditions. This CLI provides additional documentation at a landscape scale for the campground, which was developed between 1961–1967. This period begins with the year that development plans for the campground first took place and ends with the year that development of the built features was completed.

Based on the findings of this CLI, Moraine Park Campground's period of significance should be expanded to begin with 1961. The park began planning for up to four new campgrounds in 1961 to meet the nearly overwhelming demands of visitors. Park staff developed the first prospective designs for Moraine Park Campground, along with completing the first survey of the proposed campground area, by the end of that year. The period of significance should continue to end in 1967, when development of the campground was completed.

Based on the findings of this CLI, Moraine Park Campground is eligible under Criteria A and C for its associations with the Mission 66 era, landscape architecture, and Park Service Modern

architecture. The campground was evaluated for significance under the criteria outlined for determining NRHP eligibility for campgrounds in the National Park Service Mission 66 Era Resources Multiple Property Documentation Form (Carr et al. 2015) and the unpublished guidelines for evaluating Mission 66 Campgrounds by the NPS.

The 2016 DOE determined that the campground is eligible for under Criterion B for its association with landscape architect James "Jay" O'Shea and his development of a new campsite type: walk-in campsites. However, this CLI finds that the campground should not be considered eligible under Criterion B. The NRHP requires that for Criterion B to be applicable to a property, the property must be associated with "individuals whose activities are demonstrably important within a local, state, or national historic context" (National Register Bulletin 15:14–16). Although James O'Shea worked as a landscape architecture for the Western Office of Design and Construction (WODC) and ROMO, his landscape designs for ROMO do not rise to the level of significance required for eligibility under Criterion B. Further, Moraine Park Campground is representative of O'Shea's landscape design and is more appropriately evaluated under Criterion C.

Moraine Park Campground retains integrity of location, setting, workmanship, feeling, and association, and its integrity of design and materials has been somewhat diminished as a result of new construction and the use of the Neo-Rustic style for these buildings, rather than the Park Service Modern style originally used in the Mission 66 era in the campground. However, these changes are not significant enough to result in a complete loss of integrity of design and materials in the campground.

The 2016 DOE found that Moraine Park Campground is significant at the national level. However, campgrounds throughout the national parks were developed during Mission 66, and Moraine Park Campground does not rise to the level of exceptional national importance. The campground does not represent a significant development in the nationwide Mission 66 program or the National Park System. Despite incorporating a new type of campsite, the walk-in campsite that has since been incorporated into national park campgrounds across the United States, Moraine Park Campground was not the first campground in which this site type was used. Moraine Park Campground also does not represent a significant aspect of Mission 66 history in Colorado's national parks. This CLI recommends that Moraine Park Campground is significant at the local level based on the guidelines established by Carr and the NPS. The campground does

not rise to the level of significance required for national or state significance. However, of the campgrounds that were built in ROMO during the Mission 66 era, only Moraine Park Campground remains and has historic integrity.

Concurrence Eligibility

Eligible – SHPO Consensus Determination

Date

05/16/2016

Narrative

N/A

National Register Significance Level

Local

National Register Significance -- Contributing/Individual

Individual

National Register Classification

District

Statement of Significance

Under the National Park Service Mission 66 Era Resources Multiple Property Documentation Form for campgrounds (Carr et al. 2015) and the unpublished guidelines for evaluating Mission 66 Campgrounds by the NPS, this CLI finds that Moraine Park Campground is eligible for listing in the NRHP under Criteria A and C. Under Criterion A, Moraine Park Campground is significant in the area of Politics/Government for its associations with the Mission 66 era in ROMO. The campground is also significant under Criterion C for its landscape architecture and for its Park Service Modern architecture. The period of significance is 1961–1967, which begins with the year the park starting planning and surveying the campground and ends with the completion of the campground's development. The campground is eligible at the local level of significance because it is an excellent example of Mission 66-era planning and landscape design in ROMO. The campground continues to maintain historic integrity that clearly expresses its

associations with the Mission 66 program's goals, Mission 66 landscape design, and Park Service Modern architecture.

This CLI evaluates Moraine Park Campground for its eligibility for listing in the NRHP under the guidelines established by Carr et al.'s National Park Service Mission 66 Era Resources Multiple Property Documentation Form for campgrounds (Carr et al. 2015) and the unpublished guidelines for evaluating Mission 66 Campgrounds by the NPS. To be considered eligible under these guidelines, the campground should contain a range of contributing buildings and landscape features that express the Mission 66 program's goals; be important to the park's camping history and reflect planning efforts, such as loop roads and parking spurs; reflect the concept of providing more privacy for campers; and have trails to comfort stations, other buildings, and nearby hiking trails. Under Carr et al.'s guidelines, buildings such as ranger stations and comfort stations must also meet a series of requirements to be considered eligible for the NRHP, or, in the case of Moraine Park Campground's buildings, be considered contributing elements to the overall campground. Ranger stations should reflect several character-defining features of the Park Service Modern style, such as low profiles, shallow roofs, and large fenestration patterns in public areas; have been planned and built as part of the Mission 66 program; and retain physical integrity from the period of significance. Similarly, comfort stations should also reflect the style, including low, horizontal profiles, continuous ribbon windows beneath the eave, and prow-gable roofs; and retain physical integrity from the period of significance.

CRITERION A

Moraine Park Campground is significant under Criterion A for its association with the Mission 66 era in ROMO. In 1956 the United States Congress allotted ROMO $9.2 million to be distributed over a period of 10 years as part of the nationwide Mission 66 program to develop and staff national parks. Conrad Wirth, the director of the NPS from 1951 to 1964, had conceived Mission 66 as a way to meet the demands of rapidly increasingly numbers of visitors throughout the National Park System. Wirth envisioned the parks being used primarily for day use in order to accommodate the largest number of visitors possible. New and improved roads would convey visitors through the parks in their own vehicles, visitor services would be placed in centralized locations, and previous developments would be demolished and the scenery restored.

Rocky Mountain National Park's superintendent, James V. Lloyd, and park staff had quickly developed a prospectus in 1955 and 1956 to determine where the Mission 66 funding would be needed most and how the park would be able to meet the goals of the Mission 66 program. Nearly half of the funding would be used for creating and improving the park's road system, including

new parking areas, wayside exhibits, and picnic areas. Additional projects in the prospectus included building three new visitor centers, two of which would be at entrances to the park; developing new trails; upgrading utility systems; constructing new housing for staff; and expanding existing campgrounds while removing concessionaire-operated lodges in the park. Park staff would also continue to work with private landowners in and near ROMO's boundaries to acquire the land for park expansion.

Initially, the park had no plans to create another campground, believing that expanding the existing campgrounds would be ample for the number of visitors who wanted to stay overnight in ROMO. However, as part of Mission 66, NPS demolished several hotels and ranches in the park, eliminating a substantial number of opportunities to stay overnight in the park. At the same time, the demand for camping continued to grow, outpacing what the park had planned for the six existing campgrounds within ROMO. The park attempted to allay overcrowding by constructing temporary campgrounds and overflow areas at Hallowell Park, Phantom Valley, and Roaring Fork, in addition to building new picnic areas to separate day use from the campgrounds. The park, realizing that their Mission 66 plans regarding campgrounds would be inadequate, decided to modify their plans. The park conducted a survey to identify potential sites for a new campground in 1961. By 1962 the park had reached an agreement for the campground's location and design, which would become Moraine Park Campground.

The extant landscape features at Moraine Park Campground reflect the nationwide Mission 66 goal and that of ROMO to limit overnight stays to campgrounds, rather than the lodges and ranches that were popular in ROMO for decades. Although not part of the park's original 1955–1966 Mission 66 prospectus, the campground illustrates the park's adaptation to meet visitors' demands for overnight camping. Although park planners estimated the number of visitors to ROMO would likely reach two million by 1966, they seemingly underestimated the demand for overnight stays in the park. Moraine Park Campground represents the park's response to this demand while also continuing to adhere to the park's overall Mission 66 goals: improving visitor experiences, limiting overnight stays to campgrounds, and limiting development to the "front country."

The campground also reflects the park's goal to acquire private properties, demolish structures, and "naturalize" these areas. A major goal of the Mission 66 program was to restore scenery and diminish signs of human presence in national parks, while simultaneously increasing the role of national parks as day-use areas by establishing new picnic areas, trails, and wayside exhibits. At ROMO, this was achieved by confining developments to the "front country" and eliminating

lodges and guest ranches in the park. Before and during the campground's development, the park demolished the Brinwood Hotel, just west of the present-day campground, and Stead's Ranch and Resort, southeast of the campground. The NPS acquired several private residences in the close vicinity of the campground as well, which the park demolished. Despite being in a previously developed area, the park intentionally created what would appear to be a natural setting for the campers. Originally planned for the former Brinwood Hotel site, park staff decided to move the campground to the north and east, hiding it from view from within Moraine Park. However, campers were afforded beautiful, expansive views of Moraine Park, the Continental Divide, and Longs Peak. Located a short distance from Bear Lake Road and the Moraine Park Museum and Amphitheater (currently the Moraine Park Discovery Center), the campground's placement also conformed to the general rule of front-country-only development.

CRITERION C

Under Criterion C, the campground is significant for its landscape architecture design and the Park Service Modern style ranger station and comfort stations. During the Mission 66 program, the NPS adopted a new style of architecture nationwide, largely abandoning the Rustic style that had characterized park buildings since the NPS was established in 1916. This new style, which has become known as Park Service Modern, incorporated many aspects of the Modern Movement styles. The Modern Movement used prefabricated, relatively inexpensive building materials, such as concrete block, plywood, glass, and dimensional lumber. Buildings forms were simplified and many lacked ornamentation. Wide roof overhangs, horizontal massing, and open interior floorplans were characteristics of the style as well. National Park Service architects incorporated many of these elements into designs while also modifying the style so buildings would blend into their surroundings, similar to the Rustic style. The resulting Park Service Modern style commonly resulted in buildings with simple, rectilinear forms, wood siding, and muted colors. Many of the buildings constructed during the Mission 66 era were based on standard plans. By creating a similarity between building types, visitors would be able to quickly and easily identify a building's function, such as a comfort station. For ROMO, most Mission 66 buildings were constructed from standard plans developed by the WODC.

Moraine Park Campground includes a Park Service Modern style ranger station and four comfort stations. The buildings were constructed from standard plans developed by the WODC. The ranger station exemplifies many elements of the style, including a low, horizontal profile; a shallowly sloping roof with prow gables; exposed rafter tails; dark-painted wood siding; and a large expanse of windows on the façade. The comfort stations include similar features such as the

low, horizontal profile and prow-gabled roof. Their construction materials are primarily buff-colored, textured, concrete block and dark-painted plywood. The four comfort stations also feature the original roof materials: a vapor barrier covered with small pebbles and some larger stones that help the buildings blend with the surrounding rocky outcroppings.

The Mission 66 landscape design at Moraine Park Campground followed the earlier design principles that were developed by E. P. Meinecke and adopted by the NPS in the 1930s. The park adapted and refined these guidelines during Mission 66 by expanding the size of the campsites and campground to increase privacy, and by providing more campsites that could accommodate RVs and trailers. Moraine Park Campground's extant loop roads, parking spurs, campsite locations, stone barriers, centralized comfort station locations, footpaths to park trails, and campsite-specific small-scale features all exemplify the Mission 66 design principles.

While working as a landscape architect with the WODC, James O'Shea (who became the park landscape architect in 1965) devised an entirely new type of campsite: the walk-in campsite. Walk-in campsites were first used at another campground at ROMO, Aspenglen. However, only six of these walk-in sites were developed, possibly on an experimental basis to see if they were popular with campers. These new sites were able to take advantage of additional terrain where traditional campsites could not be placed, provided additional privacy between campsites, and gave campers a backcountry camping feeling while also providing amenities like comfort stations and quick access to a vehicle. The sites proved popular, and several years later, O'Shea incorporated over 70 walk-in campsites in Moraine Park Campground's landscape design, representing more than 25 percent of the campsites in the campground. This type of campsite, widely used for the first time at Moraine Park Campground, became a common feature of campgrounds throughout the park system in the following years and can be found in Acadia National Park, Great Smokey Mountains National Park, Olympic National Park, Zion National Park, and many others.

PERIOD OF SIGNIFICANCE

Bzdek and Ore recommend a period of significance of 1947–1973 for ROMO's Mission 66 development era. Although ROMO did not receive funding for park projects until 1956, Bzdek and Ore consider 1947 to be the start of Mission 66 at the park. This is because the Ptarmigan Lane housing units, constructed in 1947 "mark the beginning of park actions that led to the Mission 66 buildings program" (Bzdek and Ore 2010:32). Although the Mission 66 era ended in 1966, the Parkscape USA program, developed by NPS director George B. Hartzog Jr. continued to fund the development of projects that were started under the Mission 66 program, lasting until

1972. However, at ROMO, several projects continued into 1973, when the park converted Endovalley Campground to a picnic area and developed a master plan that proposed closing the Hidden Valley Winter Use Area, both of which were consistent with the Mission 66 goals of emphasizing day use at national parks and "naturalizing" developed areas. The Mission 66 era as it concerns Moraine Park Campground is considered to begin in 1955 when the park first started making plans for the Moraine Park area in ROMO's Mission 66 Prospectus. The period of significance ends in 1967, when development of the campground was completed.

LEVEL OF SIGNIFICANCE

This CLI has determined that Moraine Park Campground is significance at the local level. Although it is not significant at the national or state level, of the campgrounds that were built in ROMO during the Mission 66 era, only Moraine Park Campground remains. The other campgrounds that remain in the park today were already extant but redeveloped during Mission 66 (Glacier Basin and Timber Creek) or were both redeveloped and substantially altered since the Mission 66 era (Aspenglen). Longs Peak Campground, which was also built during the Mission 66 era, has lost much of its historic integrity due to substantial additions and alterations. Only the loop road and parking spur arrangements and the septic system remain from the period of significance. The park recommended in a DOE and received consensus from the Colorado SHPO August 21, 2018, that Longs Peak Campground is not eligible. In contrast, Moraine Park Campground retains much of its historic integrity.

INTEGRITY

Moraine Park Campground retains integrity of location, setting, feeling, and association as it relates to its period of significance, 1961–1967. Some integrity of design, materials, and workmanship has been diminished as a result of replacing the Park Service Modern amphitheater and two comfort stations with Neo-Rustic buildings, in addition to constructing new Neo-Rustic buildings, including a filter plant and shuttle bus station. The park has also replaced many of the small-scale features, such as picnic tables and tent pads and added bear-resistant food storage boxes to improve visitors' experiences. Several campsites have been added in Loops A and B, although these represent a small proportion of the total number of campsites in the campground. However, these changes are not significant enough to result in an overall loss of historic integrity. The campground continues to retain most of its character-defining features from the period of significance and Mission 66 Era design principals, such as the circulation patterns, including the roads and footpaths; the campsite layout, including the individual campsite arrangements, parking areas, and campsite design; four of the original six comfort stations; the entrance area

buildings, including the Entrance Kiosk and Ranger Station; views of Moraine Park and Longs Peak; and much of the vegetation that creates a sense of privacy between campsites.

National Register Significance Criteria

Criterion A: Associated with Events significant to broad patterns of our history

Criterion C: Design/Construction: Embodies distinctive construction, work of master, or high artistic values

National Register Periods of Significance (with Historic Context Themes)

Table of National Register Periods of Significance

Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
1961 CE – 1967 CE	—	—	—
1961 CE – 1967 CE	—	—	—

National Register Areas of Significance

Table of National Register Areas of Significance

Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
Landscape Architecture	—	—
Architecture	—	—

National Historic Landmark

Status

No

World Heritage Site

Status

No

Chronology & Physical History

Chronology

Table of Chronology

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1860	CE	1860	CE	Settled	Initial permanent settlement of European Americans in Estes Park.
1874	CE	1874	CE	Homesteaded	Abner Sprague establishes a homestead in Moraine Park (Butler 2005:335–338). His parents and siblings reside at the homestead as well.
1875	CE	1875	CE	Established	The Spragues begin hosting tourists at their homestead. They soon expand the operation and build a main lodge, a dozen cabins, a springhouse, a dining room, and a kitchen by 1881 (Pickering 1999:97).
1880	CE	1880	CE	Established	The first road in Moraine Park is established, possibly by Abner Sprague. It becomes known as Moraine Park Road (Butler 2005:103).
1881	CE	1881	CE	Land Transfer	William Hunter Ferguson is issued a land patent for the SW¼ of Section 32 in T05N R73W (Bureau of Land Management, General Land Office [BLM GLO]).
1885	CE	1885	CE	Land Transfer	Abner Sprague is issued a land patent for the SE¼ of Section 32, T05N R73W (BLM GLO).
1890	CE	1890	CE	Built	Early European American settlers establish a horse trail between Moraine Park and Horseshoe Park, the northern portion of which is also used as a wagon road (Butler 2005:68). This may have followed the route of the later Moraine Park Cut-Off Road.
1890	CE	1890	CE	Land Transfer	William Hunter Ferguson is issued a land patent for the E½ SE¼, NW¼ SE¼, and the NE¼ SW¼ of Section 31 in T05N R73W (BLM GLO).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1890	CE	1890	CE	Land Transfer	Mary M. Sprague, Abner Sprague's mother, is issued a land patent for the E½ NW¼ and the S½ NE¼ of Section 32 in T05N R73W (BLM GLO).
1900	CE	1900	CE	Land Transfer	Areanna Chapman, a sister of Abner Sprague, is issued a land patent for Lots 3 and 4, the SE¼ SW¼, and the SW¼ SE¼ of Section 31 in T05N R73W (BLM GLO).
1904	CE	1904	CE	Land Transfer	The Spragues sell their ranch to James D. Stead, a cousin of Abner's, who renames it Stead's Ranch (Pickering 1999:123).
1905	CE	1905	CE	Established	Medicine Bow Forest Reserve, which included portions of present-day Rocky Mountain National Park, is established.
1905	CE	1905	CE	Land Transfer	Mary M. Sprague is issued a patent for the W½ NW¼ of Section 32 and the S½ NE¼ of Section 31 in T05N R73W (BLM GLO).
1910	CE	1910	CE	Land Transfer	James D. Stead is issued a patent for the N½ NE¼ of Section 31 and the SE¼ of Section 30 in T05N R73W (BLM GLO).
1910	CE	1910	CE	Land Transfer	William J. Workman is issued a patent for the N½ NE¼ of Section 32 and the NW¼ of Section 33 in T05N R73W (BLM GLO)
1911	CE	1912	CE	Built	James Ferguson, brother of William Hunter Ferguson, and his brother-in law Charles E. Reed build the Brinwood Hotel on the northern side of Moraine Park, just west of the present-day Moraine Park Campground (Butler 2005:302–303; Pickering 1999:233). A two-story hotel is built first, followed by several cabins, a garage, stables, and a ranch house in the following years. Eventually there were 29 buildings on 290 acres.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1915	CE	1915	CE	Built	Local residents or business owners improve the Moraine Park Road. The 2.5-mile road extends from the former Thompson Entrance (near the Big Thompson River, south of Eagle Cliff Mountain) north of the Big Thompson River to the Brinwood Hotel (1936 Master Plan:5).
1915	CE	1915	CE	Established	ROMO is officially dedicated.
1916	CE	1916	CE	Established	The National Park Service is established.
1918	CE	1918	CE	Maintained	The park grades Moraine Park Road (SAR 1918; SAR 1919). Private parties finance a 2-mile western extension of Moraine Park Road (Butler 2005:90).
1920	CE	1920	CE	Land Transfer	Superintendent L. Claude Way negotiates a transfer of the deed for Moraine Park Cut-Off Road, which extends from High Drive in Section 29 to Moraine Park Road in Section 32, to the United States (SMR September 1920:7).
1922	CE	1922	CE	Expanded	The park's maintenance workers widen portions of Moraine Park Road and Moraine Park Cut-Off Road (road sections not specified; SAR 1922:11).
1925	CE	1925	CE	Reconstructed	The park reconstructs the Moraine Park Cut-Off Road, also known as the Beaver Park Cut-Off Road. The road extends from High Drive across Upper Beaver Meadows and through a low gap in the North Lateral Moraine. It continues through the present-day Moraine Park Campground to Moraine Park Road (Butler 2005:102).
1926	CE	1926	CE	Built	William J. Workman builds a summer home on his land, north of Stead's Ranch (Estes Park Trail 9 July 1926:6).
1926	CE	1926	CE	Land Transfer	William J. Workman sells a portion of Section 32 (portion not specified) to Herbert C. Hansen (Estes Park Trail 29 October 1926:6).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1926	CE	1926	CE	Land Transfer	By 1931 Alice Grange has acquired the S½ NE¼ of Section 31 and the NW¼ and most of the S½ NE¼ of Section 32 (Drawing 121-4964).
1930	CE	1930	CE	Land Transfer	By 1931 Alice Grange has acquired the S½ NE¼ of Section 31 and the NW¼ and most of the S½ NE¼ of Section 32 (Drawing 121-4964).
1932	CE	1932	CE	Land Transfer	The United States acquires Charles L. Reed and Sons' land, including the Brinwood Hotel. By 1932 Reed had acquired the SE¼ of Section 31 and the SW¼ of Section 32, except for several parcels in the NE¼ SW¼ of Section 32 (Drawing 121-3003). The United States also acquires several small private properties in Moraine Park (SAR 1932:16). The United States acquires Alice Sprague Grange's and her husband Luther H. Grange's land, which includes the NW¼ and a large portion of the S½ NE¼ of Section 32 (Warranty Deed #18; Drawing 121-4964).
1933	CE	1933	CE	Built	In mid-December, the park contracts W. A. Colt & Sons of Lyon, Colorado, to clear and grade a new road, Segment 3-A Deer Ridge–Moraine Park Road. The contract totaled $83,541.45 (SAR 1933:13; 1936 Master Plan:6). The road extends from Moraine Park Road north to Beaver Meadows and to Trail Ridge Road, and it is currently a section of Bear Lake Road and US 36.
1934	CE	1934	CE	Built	W. A. Colt & Sons build the new Deer Ridge–Moraine Park Road. It was complete by September (SAR 1934:17; SMR September 1934:6). In November, the park contracts with Van Winkle and Finger of Golden, Colorado, to surface this road with a base course for $21,566.40 (SAR 1935:14; 1936 Master Plan:6).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1935	CE	1935	CE	Built	Van Winkle and Finger complete the surfacing of the Deer Ridge–Moraine Park Road in July (SAR 1935:14). In November, the park contracts with the Larson Construction Company of Denver for $35,640.00 to cover the road with a bituminous mat surface (1936 Master Plan:6)
1936	CE	1936	CE	Demolished	The park obliterates the Moraine Park Cut-Off Road, except for a 0.75-mile section north of Stead's Ranch (1936 Master Plan:5).
1936	CE	1936	CE	Land Transfer	William J. Workman runs an advertisement in the Estes Park Trail for building sites for sale in Moraine Park. He sells additional parcels in Section 32. The buyers of the parcels build approximately 10 privately owned homes on both sides of what remains of Moraine Park Cut-Off Road. The houses become known as the Workman Community or Workman Subdivision (Estes Park Trail 17 July 1936:2; Drawing 121-2581).
1936	CE	1936	CE	Land Transfer	The United States acquires an 80-acre parcel in Moraine Park from William J. Workman. Workman planned to sell the timber from this parcel to a local sawmill, but the federal government was able to provide funding for the parcel's purchase (SAR 1936:14).
1940	CE	1940	CE	Built	By 1942, Bob and Helen C. Hutchinson were operating a group of cabins just to the south of present-day Moraine Park Campground, which they call the Hutchinson Cottages (Estes Park Trail 24 April 1942:54; 11 May 1945:3).
1946	CE	1946	CE	Land Transfer	James and Nona Faulkner, Helen C. Hutchinson's uncle and aunt, purchase the Hutchinson Cottages and rename them the Faulkner Cabins (Estes Park Trail 12 November 1954:3).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1947	CE	1947	CE	Expanded	James and Sally Reed sell the Brinwood business to Fred Steffens and Gilbert May, who continue to expand the hotel operations, including upgrading the existing cabins and building new structures (Estes Park Trail 21 February 1947:3; Drawing RM-2117).
1951	CE	1951	CE	Planned	An engineering crew from NPS's Region Two Office spends several days surveying in the Brinwood Hotel area (SMR May 1951:2). Park staff prepare a Master Plan for the Brinwood Hotel area. The plan includes retaining the main lodge building and several associated buildings and barns, demolishing many smaller cabins, and constructing new cabins, parking areas, and a corral. However, the park's modified concession plan requires that concessionaires provide food, overnight lodging, and a livery for the public, along with requiring the concessionaires to "finance the costs of modernization and rehabilitation in line with Park Service development plans" (SMR September 1951:3; November 1951:2; December 1951:2; Musselman 1971:213).
1952	CE	1952	CE	Planned	Park staff revise the Master Plan for Brinwood Hotel (Drawing 121-3119-D; SMR April 1952:3). Park staff, possibly with help from the Bureau of Public Roads, surveys Route 4 Moraine Park Road for a planned relocation around Stead's Ranch (SMR November 1952:2).
1953	CE	1953	CE	Built	The park's road maintenance crew builds the Route 4 Moraine Park Road bypass around Stead's Ranch (SMR January 1953:3; SAR 1953:16). The new road travels south of the ranch, preventing park visitors from driving through the ranch.
1954	CE	1954	CE	Land Transfer	James and Nona Faulkner sell the Faulkner Cabins to Edgar and Dorothy Stopher, who own Stead's Ranch (Estes Park Trail 12 November 1954:3).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1954	CE	1955	CE	Land Transfer	The park obtains a signed option to purchase the Faulkner Cabins from Edgar and Dorothy Stopher. NPS's Washington, DC, office approves the option in December. The United States takes possession of the parcel in April 1955. One cabin is used by male seasonal rangers from 1950–1962, and a second is used for female seasonal rangers (SMR December 1954:3; SMR April 1955; Butler 2005:340).
1955	CE	1955	CE	Planned	Park staff form a committee and start preparing a prospectus for possible Mission 66-funded projects in the park. Park Landscape Architect Charles S. Schuster prepares maps for the prospectus (SMR July 1955:2–4). Park staff prepare building reports for the recently acquired Faulkner Cabin Camp, which is also referred to as the Moraine Park Camp (SMR September 1955:4). Park staff also prepares a list of privately owned parcels within the park's boundaries for possible acquisition as part of the Mission 66 program (SMR September 1955:4).
1956	CE	1956	CE	Planned	Park staff determine the owners' names and legal descriptions for privately held parcels in Moraine Park (SMR March 1956:4). Congress approves funding for the Mission 66 program in July. The park submits the final Mission 66 prospectus to the Regional Director in July as well (SMR July 1956:2).
1958	CE	1958	CE	Planned	The park and NPS announce a plan to eliminate all lodge concessions in the eastern side of ROMO (SMR November 1958:6).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1959	CE	1959	CE	Demolished	Steffens' and May's permit for operating the Brinwood Hotel expires. The park received several proposals for the continued operation of the hotel, but none met the conditions established by the modified concession plan. The Brinwood Hotel ceases operations in September and sells the furnishings and fixtures to the public. In October, park rangers start removing the fencing from the Brinwood Hotel property and the Faulkner Cabins. Two months later, in December, the park prepares contracts for removing the buildings at Brinwood Hotel (SMR September 1959:8; October 1959:5; December 1959:7).
1960	CE	1960	CE	Demolished	The park contracts with Fred Steffens, a former concessionaire, of Denver to remove the Brinwood Hotel buildings for $1,938 (Contract 14-10-235-44). The building removal was financed with Mission 66 funding (SMR February 1960:4; SMR March 1960:13).
1960	CE	1960	CE	Expanded	Campers start using overflow camping space at Hallowell Park, Phantom Valley, Roaring Fork, and picnic areas, as the campgrounds are full most days (SMR July 1960:3).
1961	CE	1961	CE	Expanded	Park staff place picnic tables at several roadside parking areas to help relieve the overcrowding at the park's campgrounds, which were also being used as picnic areas for day use (SMR July 1961:11).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1961	CE	1961	CE	Planned	As part of Mission 66 improvements, park staff, including Park Landscape Architect Thomas DeHaven, and WODC Landscape Architect Ralph Bakewell prepare drawings for four possible new campground sites in September (possible locations are not specified in the Superintendent's report). In November, park staff begin surveying the potential new campground location in Moraine Park with the assistance of WODC Engineer John Ballard. Park and WODC staff complete a field review of the proposed Moraine Park Campground location in November as well. Park staff further discuss and plan the proposed campground that month (SMR September 1961:12; October 1961:11; November 1961:11–12).
1962	CE	1962	CE	Planned	The park, with help from USGS, drills a test well for water in Moraine Park for the proposed campground (SMR July 1962:14). NPS and park staff inspect the proposed Moraine Park Campground layout, and the Master Plan is complete and ready for final review in October (SMR July 1962:15).
1962	CE	1962	CE	Planned	In October, the park prepares to open bids for several projects in the proposed Moraine Park Campground, including water, sewer, and electrical systems; six comfort stations; and campground roads, all of which are part of Mission 66 improvements at ROMO (SMR October 1962, Progress Report).
1963	CE	1963	CE	Built	The park builds the new Moraine Park Road in its present-day location. The former Moraine Park Road that passed south of Stead's Ranch is abandoned and obliterated. The portion of Fern Lake Road that travels south from Moraine Park Road, east of Moraine Park Campground, was built at this time as well (Butler 2005:103; Drawing 121-3613).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1963	CE	1963	CE	Land Transfer	The federal government purchases the 560-acre Stead's Ranch for $750,000. In September, Edgar Stopher, the owner of Stead's Ranch, releases all of the buildings to the park, nine months earlier than called for in the purchase agreement (SAR 1963:17; SAR 1964:33).
1963	CE	1963	CE	Planned	The park holds reviews for the preliminary plans for the Moraine Park Campground roads and spurs in March. The next month, the park reviews the plans for proposed utilities and comfort stations, and Regional Director Baker makes an on-site inspection of the proposed campground (SMR March 1963:6; April 1963:3).
1963	CE	1963	CE	Planned	The park opens bids for the construction of six comfort stations in June, and awards the contract to A & H Builders, Inc., of Boulder, Colorado, for $54,012. The same month, Park Landscape Architect Richard A. Strait and WODC Landscape Architect James O'Shea lay out an access road to the proposed comfort stations' locations (SMR June 1963:10).
1963	CE	1963	CE	Planned	In July, the park reviews the plans for the water, sewer, and electrical systems, and holds a pre-construction conference with A & H Builders, Inc. (SMR July 1963:11).
1963	CE	1963	CE	Built	A & H Builders, Inc., begins constructing the six comfort stations in Moraine Park Campground in July. By August, they are 30% complete, and are 100% completed by early December (SMR August 1963:8; December 1963:7).
1963	CE	1963	CE	Planned	In September, the park also contracts with A & H Builders, Inc., to construct the campground's electrical system for $28,509. The same month, the park awards the contract for the water and sewer systems and roads to Emerson S. Ellett Inc. of Denver for $194,330.10 (SMR September 1963:10; Construction of Electrical System, Moraine Park Campground Completion Report 1964).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1963	CE	1963	CE	Planned	In December, Jim Egan of the U.S. Public Health Service in Denver revises construction plans for the Moraine Park Campground sewage disposal facilities, which will be in Moraine Park, south of the campground (SMR December 1963:4).
1963	CE	1963	CE	Built	A & H Builders, Inc., begins building the electrical system in October 1963, after the park inspects and establishes the clearing limits for the poles and lines. The contractors finish the electrical system in late January 1964 (SMR October 1963:8; January 1964:7).
1963	CE	1964	CE	Built	Emerson S. Ellett Inc. begins clearing and grading the campground roads and begins building the water and sewer systems in November. After receiving stop work orders due to poor weather, the contractors resume construction of the water and sewer systems and roads in April. The roads and water and sewer system are completed in early August 1964 (SMR November 1963:8; April 1964:7; August 1964, Progress Report).
1964	CE	1964	CE	Planned	Park staff plan a self-guided nature trail in Moraine Park, which will begin at the western end of the campground and connect to the south side of Moraine Park via the Cub Lake Trail (SMR April 1964:3).
1964	CE	1964	CE	Planned	The park continues to plan campsite locations. On September 4, Park Landscape Architect Richard A. Strait inspects campsite locations, and in December, WODC Landscape Architect Gary Switzer helps the park complete the campsite location drawings. By December, the campsite and trail plans are complete (SMR September 1964:12; November 1964:10; December 1964:8).
1964	CE	1965	CE	Built	Park staff clear and define the campsites; plan, design, and install signs and interpretive panels; and install picnic tables, fire pits, and refuse containers (SMR August 1964, Progress Report).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1964	CE	1965	CE	Built	The park awards the contract of the sewage treatment plant to Western States Construction Company of Loveland, Colorado, for $26,172. The company begins construction in August 1964 and completes the project in July 1965 (SMR August 1964:11; July 1965, Progress Report).
1964	CE	1965	CE	Paved	Flatiron Paving Company of Boulder, Colorado, starts paving the roads and parking areas in Moraine Park Campground in October 1964, after the park awards a contract for $137,066.82 for paving several areas in ROMO (SMR October 1964:11).
1965	CE	1965	CE	Planned	Landscape Architect Richard A. Strait prepares designs for 10 types of signs for Moraine Park Campground. The park's sign committee meets in January to discuss the signage for the campground. Strait and the park's Assistant Landscape Architect (name unknown) make addition sketches and plans for signs in February and March (SMR January 1965:2, 11; February 1965:9; March 1965:9).
1965	CE	1965	CE	Built	The park's Sign Shop makes, paints, and letters campsite markers and posts. The shop completes additional signage for the campground in June through September, and the Maintenance Department builds a bulletin board (SMR February 1965:7; March 1965:7; June 1965:12; July 1965:8; September 1965:11).
1965	CE	1965	CE	Removed	The park's wood concessioner removed blown down trees, hazard trees, and beetle-killed trees from the campground to sell as firewood (SMR February 1965:7). The maintenance department continues to clear the former sites of the Brinwood Hotel and Stead's Ranch (SMR May 1965:6).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1965	CE	1965	CE	Established	Camping Loops A and D open to the public on June 25 (SMR June 1965:12). The park completes the new Moraine Park Nature Trail, which begins at the western end of the campground and connects to the south side of Moraine Park via the Cub Lake Trail (SMR August 1965:5).
1965	CE	1965	CE	Paved	The Flatiron Paving Company receives a second contract in June 1965 to pave additional roads in the campground, which they complete in September (SMR June 1965:16; September 1965:11).
1965	CE	1965	CE	Planned	The park receives standardized plans and specifications for the Moraine Park Campground Amphitheater and the Moraine Park Ranger Station with Duplex, which are slated for construction in 1966. Park Landscape Architect James O'Shea, who transferred to the park from WODC, conducts a field study for the Amphitheater and Ranger Station in November (SMR September 1965:10).
1965	CE	1965	CE	Naturalized	The park's road crew completes the removal of the old Moraine Park Road to the former Stead's Ranch and reseeds the old alignment (SMR December 1965:6).
1966	CE	1966	CE	Planned	Park Landscape Architect James O'Shea completes site plans and drawings for the Amphitheater and Ranger Station in January through April, and makes additional field surveys in June (SMR January 1966:10; March 1966:9; April 1966:9).
1966	CE	1966	CE	Destroyed	Park staff obliterate the abandoned horse trails in Loop B (SMR April 1966:6).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1966	CE	1966	CE	Built	Park staff lay out new trails and rebuild campsites in the campground under the direction of Park Landscape Architect O'Shea. Park staff also build picnic table anchors to prevent campers from moving the tables around, which resulted in damage to the vegetation (SMR April 1966:8; September 1966:6).
1966	CE	1966	CE	Abandoned	The Mission 66 program ends.
1966	CE	1967	CE	Built	The park contracts with Len Builders, Inc. of Denver to build the Amphitheater and Ranger Station for $55,581.50. Len Builders start construction in August. By October Len Builders had constructed and installed the Amphitheater seat posts, projection booth, and stage and screen and covered the sloped seating area with pavement. The Ranger Station and Amphitheater are almost complete in November, but adverse weather results in a stop work order. Construction resumes in May 1967 and both the Amphitheater and Ranger Station are completed in June. The first program at the Amphitheater is held on July 2 (SMR July 1966:11; August 1966:9; October 1966:8; November 1966:7; May 1967:9; June 1967:8). By May 1967, ROMO contained 767 campsites within seven developed campgrounds: Aspenglen, Endovalley, Glacier Basin, Longs Peak, Moraine Park, Timber Creek, and Wild Basin (NPS 1967).
1967	CE	1967	CE	Built	Paul Van Horn, a concessioner who operates the Glacier Creek stable, develops a second stable near Moraine Park Campground with the assistance of Park Landscape Architect O'Shea. The new stable is at the site of the former Brinwood Hotel (SMR May 1967:7, 9; June 1967:8).
1974	CE	1974	CE	Demolished	The park demolishes the Lucas house and garage that are north of the Ranger Station (SAR 1974:8).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1974	CE	1976	CE	Built	New sewer lines are installed to connect the campground to the Upper Thompson Sanitation District system (SAR 1974). The sewage treatment plant and lagoons were removed at this time as well.
1975	CE	1975	CE	Demolished	Park staff demolish three pit toilets at the campground and replace them with vault toilets in the same locations (SAR 1975:26).
1975	CE	1975	CE	Built	Park staff install new signs for the campground, which are NPS-standardized signs by 3M (SAR 1975).
1976	CE	1976	CE	Built	Park staff install new campsite signs (SAR 1976:32).
1977	CE	1977	CE	Built	The park installs a new phone booth with "a distinctive outdoor design" near the Ranger Station (SAR 1977:24).
1978	CE	1978	CE	Maintained	Park staff sandblast and paint the Water Storage Tank (SAR 1978:33).
1979	CE	1979	CE	Expanded	The Bear Lake Shuttle Bus System expands to include the Moraine Park–Fern Lake trailhead area, including a stop near the campground entrance (SAR 1979:1).
1979	CE	1979	CE	Altered	The barn at the concessioner-operated Moraine Park livery is modified, although it is not specified how it was modified, or who did the work (SAR 1979:6).
1979	CE	1979	CE	Maintained	Park staff repaint the Moraine Park Campground Amphitheater. They also paint the picnic tables and pit toilets in Loop E (SAR 1979:15).
1980	CE	1980	CE	Maintained	Park staff repaint picnic tables and the stalls and partitions in the comfort stations (SAR 1980:67).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1980	CE	1980	CE	Built	The park builds a power line to the pump house, and the park's Resource Management Crew, with help from the Youth Conservation Corps (YCC) and Young Adult Conservation Corps (YACC) restore the area (SAR 1980:91).
1980	CE	1980	CE	Maintained	Park staff paint the pump house and the interior of the Water Storage Tank (SAR 1980:67, 69).
1981	CE	1981	CE	Removed	Park staff removes 407 hazard trees, mostly aspen, from the campground (SAR 1981:11).
1981	CE	1981	CE	Rehabilitated	Park staff restore and repair 10 campsites; the campsites are not specified (SAR 1981:16).
1982	CE	1982	CE	Maintained	Park staff build a new sliding window for the Amphitheater's projection booth (SAR 1982:20).
1983	CE	1983	CE	Maintained	The YCC undertakes several projects at the campground, although the exact locations or activities are unknown (SAR 1983:12).
1984	CE	1984	CE	Removed	Park staff remove nine hazard trees, all ponderosa pine, from the campground (SAR 1984:58).
1985	CE	1985	CE	Rehabilitated	Park staff construct new tent pads and install new log steps in the campground. They undertake vegetation rehabilitation and stabilization projects as well, although the types of projects and locations are not specified, beyond the removal of Canada thistle (SAR 1984:59; 1985:34).
1985	CE	1985	CE	Maintained	Park staff sandblast and paint the interior and exterior of the Water Storage Tank (SAR 1985:37).
1985	CE	1985	CE	Rehabilitated	Contractors rehabilitate the Moraine Park water system, which supplies water to the Utility Area, Beaver Meadow Entrance, Moraine Park Museum, private property owners, campground, and stables (SAR 1985:37).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
1990	CE	1991	CE	Built	The Filter Plant is built to supply the campground with drinking water from two wells near the Big Thompson River.
1992	CE	1993	CE	Built	Park staff upgrade the audio-visual systems at the Amphitheater, improve accessibility, and replace lighting (SAR 1992:14).
1994	CE	1995	CE	Demolished	The park removes two pit toilets from Loop B (B-1032 and B-1033) and replaces them with two vault toilets (Hawkins and Arnold 2000:6).
1997	CE	1997	CE	Rehabilitated	The park's Operations Branch installs new sewage lift station pumps at the Moraine Park Stables (SAR 1997:2).
1998	CE	1998	CE	Rehabilitated	The park's Operations Branch rehabilitates 30 campsites, four of which meet federal accessibility standards. The park's Design & Technical Assistance Staff are responsible for designing the layout of the campsites that meet then-current federal accessibility standards (SAR 1998:6).
1999	CE	1999	CE	Demolished	The park replaces the pit toilets in Loop E with vault toilets (B-1061; Hawkins and Arnold 2000:6).
2001	CE	2001	CE	Built	The park builds a new vault toilet in Loop C as well (B-1187; Drawing RM-60446).
2001	CE	2001	CE	Rehabilitated	Park staff rehabilitate 57 campsites. Although additional information could not be found, the park likely installed new tent pads, fire pit rings, and picnic tables (SAR 2001:10).
2001	CE	2001	CE	Built	The park begins installing bear-resistant food storage lockers in the campsites.

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
2001	CE	2001	CE	Demolished	The park replaces the Amphitheater. The project includes building a new stage that meets (then-current) 2001 federal accessibility standards, building a new screen structure and projection booth, and rehabilitating the seating area. Contractors install a new audio-visual system at the Amphitheater (SAR 2001:13).
2003	CE	2003	CE	Built	The shuttle bus shelter and pull-through are built on the north side of the campground entrance road, east of the Entrance Kiosk (Drawing 121-60459A).
2006	CE	2006	CE	Built	Concessionaire Rex Walker, who operates the Moraine Park Livery, builds a hay barn at the stables (SAR 2006:5).
2008	CE	2008	CE	Rehabilitated	The park's Operations Branch rehabilitates the Water Storage Tank (SAR 2008:18).
2009	CE	2009	CE	Demolished	The park demolishes Comfort Stations #613 and 617, replaces them with new comfort stations in the same locations that meet federal accessibility standards, and builds new footpaths to the buildings (Arnold PowerPoint).
2010	CE	2010	CE	Built	The park builds two solar showers in Loop A, one near Comfort Station #619 and the other between Campsites 49 and 53.
2010	CE	2014	CE	Rehabilitated	The park rehabilitates over 9,000' of sewer main using cured-in-place pipe (CIPP) lining (Drawings 121-60564, 121-114967, 121-60680).
2012	CE	2012	CE	Damaged	The Fern Lake Fire burns through Moraine Park in December. Nearly 3,500 acres burn, and firefighting efforts keep the fire south of Fern Lake Road near Moraine Park Campground (NPS 2019).
2016	CE	2016	CE	Rehabilitated	Contractors replace the water lines from Bear Lake Road to the Filter Plant (Drawing 121-134624A).

Start Year	Start Era	End Year	End Era	Major Event	Major Event Description
2020	CE	2020	CE	Damaged	On October 24, the East Troublesome Fire reaches Moraine Park Campground, damaging some campsites in Loop D, trail systems, and vegetation. At the adjacent Moraine Park Stables, two bunkhouses are destroyed.

Physical History

Physical History Time Periods and Narratives

SETTLEMENT AND DEVELOPMENT OF THE ESTES PARK REGION, PRE-CONTACT – 1915

Moraine Park Campground lies on the northern side of Moraine Park, near the eastern boundary of ROMO. The campground first opened to the public in 1965 and was built as part of the park's Mission 66 efforts. Few major changes have occurred in the campground since it opened; however, prior to its development, areas in and adjacent to Moraine Park Campground included privately owned cabins, large resorts, and ranches, along with roads, fences, and other structures. Since ROMO's establishment in 1915, the United States started purchasing these private properties to incorporate into the park. Acquisitions accelerated during the Mission 66 era, and many of these were in Moraine Park. Today, the campground may seem to stand in a natural environment, but this appearance was created through the park's efforts to demolish and remove all signs of Moraine Park's earlier developments.

Pre-contact:

Following is a brief overview of the pre-contact history of ROMO, taken primarily from the in-depth history of the park prepared by the University of Northern Colorado in 2005 by Robert H. Brunswig, Prehistoric, Protohistoric, and Early Historic Native American Archeology of Rocky Mountain National Park, and the People of the Poudre: Native Americans in Larimer County – People of the Mountain and Plains (Burris n.d.). The Rocky Mountains of ROMO lie in between the cultures of the Great Basin and Central Plains and the archeology reflects the relationships to both cultures over the past 11,000 years (Brunswig 2005).

The Peopling of the Americas:

The first people likely reached North America no earlier than 30,000 years ago. Although definitive archeological evidence dating the arrival of North America's populations is scant, the

earliest accepted date for the diagnostic artifacts of the Clovis Culture, generally considered the earliest culture in the New World, is at most 1,000 years before the common era (BCE; Anderson et al. 1996). However, recent research undertaken at numerous North and South American sites strongly suggests the possibility of earlier arrival and occupation dates (Dillehay and Meltzer 1991; Lepper and Bonnichsen 2004). Numerous sites have been put forward as evidence for a pre-Clovis human occupation in eastern North America, including the Meadowcroft rock shelter in Pennsylvania, the Page-Ladson and Little Salt Springs sites in Florida, the Saltville and Cactus Hill sites in Virginia, the Topper site in South Carolina, and the Big Eddy site in Missouri (Anderson et al. 1996; Lopinot et al. 2000). These claims, however, are subject to debate (Dincauze 1984; Haynes 2002).

Paleoindian Period:

Research suggests that by 9,950 BCE, Paleoindians could have entered Colorado. Clovis hunters are believed to have populated North and South America as a result of following large herds of megafauna, such as mammoth and mastodon, across a formerly exposed land bridge (Beringia) connecting present day Siberia and Alaska. The Paleoindian Era is marked by lithic technologies known as Clovis, Folsom, and Plano (Burris n.d.). According to William Butler, there are several well-documented Clovis finds at ROMO (Brett 2003:28). However, during the Folsom period, there is no indication of aboriginal presence at the park, likely due to a high elevation glacial advance during the time. Wilfred M. Husted speculates that the higher altitudes of the park were open for seasonal occupation, and year-round occupation by 4,500 BCE (Brett 2003:28). The end of the Paleoindian Era is marked by climatic changes resulting in the extinction of large megafauna. Climatic change led to an economic transition characterized by a shift in hunting toward smaller game and utilization of plant resources.

Archaic Period:

The climactic changes at the beginning of the Holocene led to new cultural adaptations known as the Archaic Period (5,500 BCE to 200 CE; Burris n.d.). The Archaic period is marked by a shift from following and hunting mega-fauna to the use of local food sources. These resources include smaller game as well as local plants. The Archaic followed resources on seasonal rounds based on the availability of these food sources (Burris n.d.). Tool assemblages include smaller projectile points for use with a spear thrower or atlatl and ground stone for processing foods.

During the early part of the Archaic, drought conditions led the peoples to search for resources in "eastern foothills and mountains" of ROMO (Brunswig 2005:80). This was followed by cooler and

wetter conditions in the Middle and Late Archaic stages. There are several well documented game-drives in the park that seem to indicate this was a successful strategy for hunting (Benedict and Olson 1978). The Archaic period lasted until the adoption of ceramics and bows and arrows (Stone 1999:56, 63).

Late Prehistoric Stage: Early and Middle Ceramic Periods:
The Late Prehistoric Stage includes the Early and Middle Ceramic Periods (Gilmore et al. 1999). This stage lasted from around 2,000 years ago until permanent European presence in the area of ROMO (Burris n.d.). During the Early and Middle Ceramic Periods, the similar cultural adaptations of the Archaic Period were replaced with "diverse regional responses to cultural developments" (Brunswig 2005:83). Tool assemblages include finely flaked smaller projectile points (for bow and arrow) and ceramics.

The Early Ceramic Period is identified by the appearance of "bi-conical shaped, cord-marked pottery" (Brunswig 2005:84). Also noted during this period are elements of corn horticulture in the foothills, although no farming has been identified in the mountainous region of ROMO. The Middle Ceramic Period is marked by brown and gray cord-marked pottery with globular wide mouth pots and some collared rims (Brunswig 2005:85). Brunswig indicated that no Middle Ceramic pottery has been, as yet, identified in the park (Brunswig 2005:85).

According to Burris, in the later part of the Ceramic period, "regional cultures transformed into the Native American cultures we are more familiar with today" (Burris n.d.). These cultures include mainly the Arapaho and Ute, although the Shoshone, Apache, Kowa, Pawnee, Sioux, and Cheyenne were occasionally known to traverse areas in ROMO (Brunswig 2005:87). These tribal groups utilized the park in part of their seasonal hunting, as well as "periodic raiding of other cultural groups" (Brunswig 2005:86).

Post-contact:
By 1680 the Ute were trading with the Spanish, which included acquiring horses. This transformed their lifeway, and the Ute became accomplished bison hunters on the Great Plains. However, the Comanche, who were trading with the French and acquiring guns in the mid-1700s, forced the Ute from the plains and back to the Rocky Mountains. Several roads and trails that remain in use in the park were probably developed by the Ute at this time, including Trail Ridge, Ute Trail, and the trail through Forest Canyon Pass. The Arapaho had migrated to the region

around the 1780s and ranged and hunted throughout the region, where they were frequently in conflict with the Ute. However, the discovery of gold in 1858 brought thousands of European American immigrants to the region, and a series of treaties between the U.S. government and the Arapaho and Ute in the mid-to-late 1800s eventually forced the tribes out of their lands and onto small reservations (Buchholtz 1983:18–27).

European Settlement in the Estes Park Region:

The first Europeans present in northeastern Colorado were the Spanish. In the 1540s Francisco Vasquez de Coronado led a Spanish expedition to the Great Plains, although there is no documentation of any expeditions reaching the Estes Park region. Large expeditions were based out of Taos and Santa Fe, and their explorations to Colorado in the 1600s were likely confined to the Arkansas River Valley. Smaller expeditions or individuals set out into the mountains as well, but their exact travels are unknown. Reports from the 1850s made note of early, small, Spanish mining settlements or encampments in areas along the rivers and creeks; however, it is unclear why these encampments were attributed to the Spanish. The French may have been amongst the first Europeans to reach the Estes Park region as well. By the early 1700s the Spanish learned that the French were trading with Native Americans in northeastern Colorado, violating Spanish claims to the area. In 1720 Pedro de Villasur led a Spanish military expedition to northeastern Colorado to determine how far the French had ventured into Spanish territory. However, after the Pawnee attacked and killed many members of the expedition, the Spanish left and the French increased their presence in the region. French fur traders also traveled the river systems of the Great Plains in the late 1700s. Although they were within sight of Longs Peak and Mount Meeker, which they named “Les deux Oreilles,” no evidence exists that any set foot in the present-day boundaries of ROMO (Buchholtz 1983:31–34; Burris n.d.). The French also called the mountain meadows “parcs,” which was translated to “parks” in English and became incorporated into many towns and areas in Colorado, such as Estes Park and Moraine Park (Noel 2015:8).

The United States purchased northeastern Colorado, including Larimer County and the Estes Park region, from the French as part of the Louisiana Purchase. Early European American trappers ventured into Colorado as early as 1805, including James Pursley, A. P. Chouteau, Julius De Munn, and Ezekiel Williams, although their exact areas of exploration are unknown (Buchholtz 1983:31–34). The first officially recorded United States reconnaissance in the area of ROMO and Estes Park was that of Major Stephen Harriman Long and his party of 22 men in 1820. Long and his party were accompanied by three French guides, who were already

knowledgeable of the Rocky Mountains and assisted the group in reaching the foot of the eastern slopes of the Rockies. Although they spotted the mountain peaks of ROMO, including the one that would be later be named for Long, the party did not venture farther west from the plains. After Long's expedition, the few European Americans who lived in the area were the mountain men who made a scant living by hunting and trapping. Several fur traders opened small trading posts along the South Platte River, east of ROMO, in the 1830s, but the posts were abandoned by 1850 (Buchholtz 1983:39–40).

Rufus B. Sage was likely the first European American to record the valley in which Estes Park is now located. Sage stayed in the area for a month in 1843 to hunt, and he later published his account in his book, Rocky Mountain life; or, Startling scenes and perilous adventures in the Far West during an expedition of three years. It is possible that Kit Carson explored the ROMO area, although these reports have not been substantiated. As more people immigrated west in the mid-1800s, it is also possible that several traveled to the Estes Park area, although no record of any permanent settlement exists. One of the first European Americans to settle in the ROMO region was fur trader Philip Crenshaw, who settled near Grand Lake around 1857. Crenshaw built a cabin but returned to his native Missouri in 1861 (Buchholtz 1983:77–78).

In 1859 the Colorado Gold Rush brought thousands of people to the state, including Joel Estes and his family. After happening upon the Estes Park area in 1859 during a hunting trip, Estes and his family returned in 1860 to establish a cattle ranch. The Estes sold their ranch to Michael Hollenbeck and a man identified only as "Buck," and left the area in 1866 (Buchholtz 1983:52). By 1875 Estes Park was becoming well-known and more prospectors, mountain climbers, settlers, and even tourists came to the area. Many of the settlers established small subsistence ranches (Buchholtz 1983:77–78).

EARLY DEVELOPMENT OF MORAINE PARK, 1875-1914

D. C. Oakes and E. H. Kellogg completed the first plat map of Township 5 North, Range 73 West, which includes northeastern Moraine Park, in 1874 (because other areas of Moraine Park are only tangentially related to Moraine Park Campground's development, they are not discussed at length in this CLI; BLM 1874). Moraine Park was first known as Willow Park in the late 1800s, when it appears on the 1874 plat map (Figure 3). The origin of Willow Park's name is unknown, and the name changed to Moraine Park in 1902 (Pickering 1999: 98).

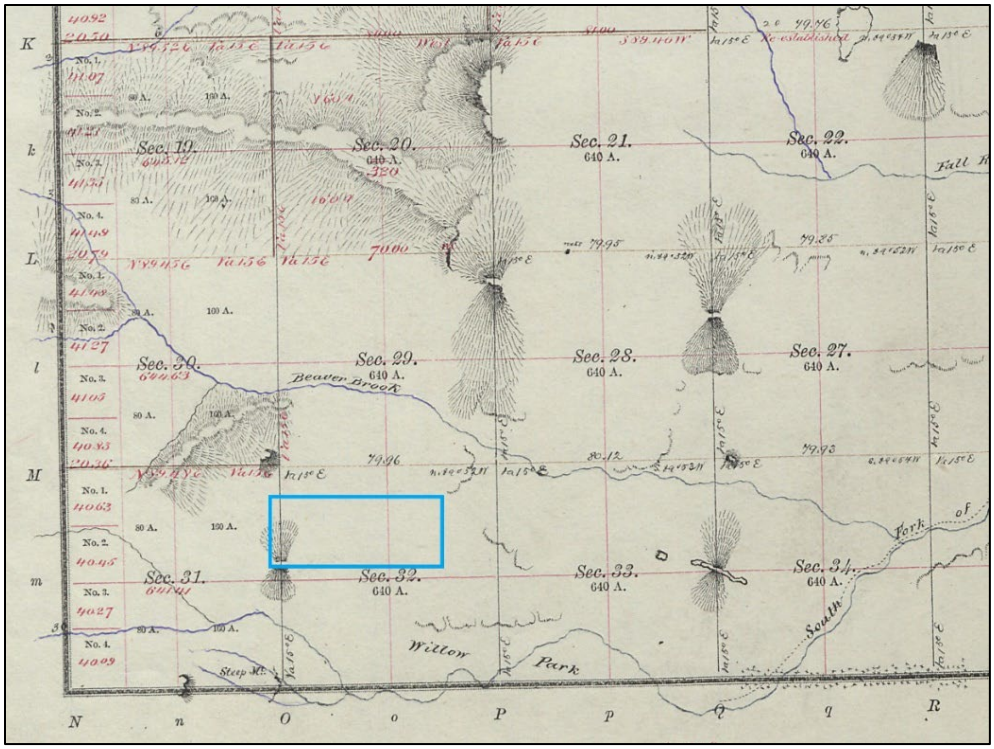


Figure 3. Detail from an 1874 plat map of Township 5 North, Range 73 West. Moraine Park Campground's general area is outlined in blue. The map also shows the name of Moraine Park as Willow Park (BLM 1874).

The first European American settlers in Moraine Park, Abner E. Sprague and Clarence Chubbock, started to build a cabin on the northeastern side of Moraine Park in May 1874. However, Chubbock was murdered only a month later, and Sprague's brother, Fred, joined him in Moraine Park instead. Abner and Fred constructed a rough-hewn log cabin and soon their parents, Thomas and Mary, joined them. The Spragues did not file a patent for the land until 1885, when Abner received a patent for the southeast quarter of Section 32 (Buchholtz 1983: 77–78; Pickering 1999: 97). In 1875, shortly after the Spragues completed their cabin, they hosted several tourists who were on their way up Windy Gulch. Sensing an opportunity that was likely more profitable than ranching, the Spragues began serving dinners to tourists, and before long, several tourists inquired about overnight accommodations. Their operations quickly grew, and by 1881 the Spragues had built a dozen guest cabins, a main lodge with guest rooms, a dining room, a kitchen, and a springhouse, which collectively became known as Sprague's Ranch (Pickering 1999: 97). Sprague's Ranch's continued growth is discussed at greater length below.

Abner Sprague's family soon developed additional areas in Moraine Park after they established their ranch. Abner's mother, Mary, opened a small general store and post office just north of the

Thompson River and west of present-day Bear Lake Road in 1880. In 1881 Abner's brother, Fred, also homesteaded 160 acres to the east of Abner's claim, and in 1890 and 1905 Mary received land patents for 240 acres to the north and northwest of Abner in Section 32 and 80 acres in Section 31. Abner's sister, Areanna Chapman, received land patents for the southern portions of Section 31, to the west, in 1900 as well (Pickering 1999:98; BLM 1881, 1890, 1900, 1905). In 1904 Abner Sprague sold his ranch and hotel operations to J. D. Stead and relocated to Sprague Lake, where he opened a new lodge. Stead, who also owned a portion of the northwest quarter of Section 31, continued to expand the ranch, which he renamed Stead's Ranch (Pickering 1999:123).

As early as the late 1870s tourists were camping in Moraine Park. Anna Gordon, a visitor who camped for a month in Moraine Park, noted that

"promiscuously scattered, were the tents and canvas-wagons, dotting the camp-grounds of transients. The former were often pitched at night and taken down in the morning, while their tenants moved to visit other points of interest (in Pickering 1999:130)."

By 1880 the first road in Moraine Park, Moraine Park Road, had been established, presumably by the Spragues to help tourists reach their ranch, general store, and post office (Butler 2005:103). The road roughly followed the northern side of the Big Thompson River from south of Eagle Cliff Mountain westward through Moraine Park. Moraine Park Road seems to have opened Moraine Park to additional settlement. In addition to the Spragues, William Hunter Ferguson patented 320 acres in Sections 31 and 32 in 1881 and 1890 (BLM). Other landowners, who were primarily concentrated along the eastern and southern sides of Moraine Park, began building summer homes and cabins in the late 1800s and early 1900s as well. In 1903 Imogene Greene purchased a 160-acre homestead relinquishment east of Abner Sprague and built a summer home two years later, and in 1910 William J. Workman received a patent for a portion of the northeast quarter of Section 32 and a portion of the northwest quarter of Section 33 (BLM; Pickering 1999: 233) (Figure 4).

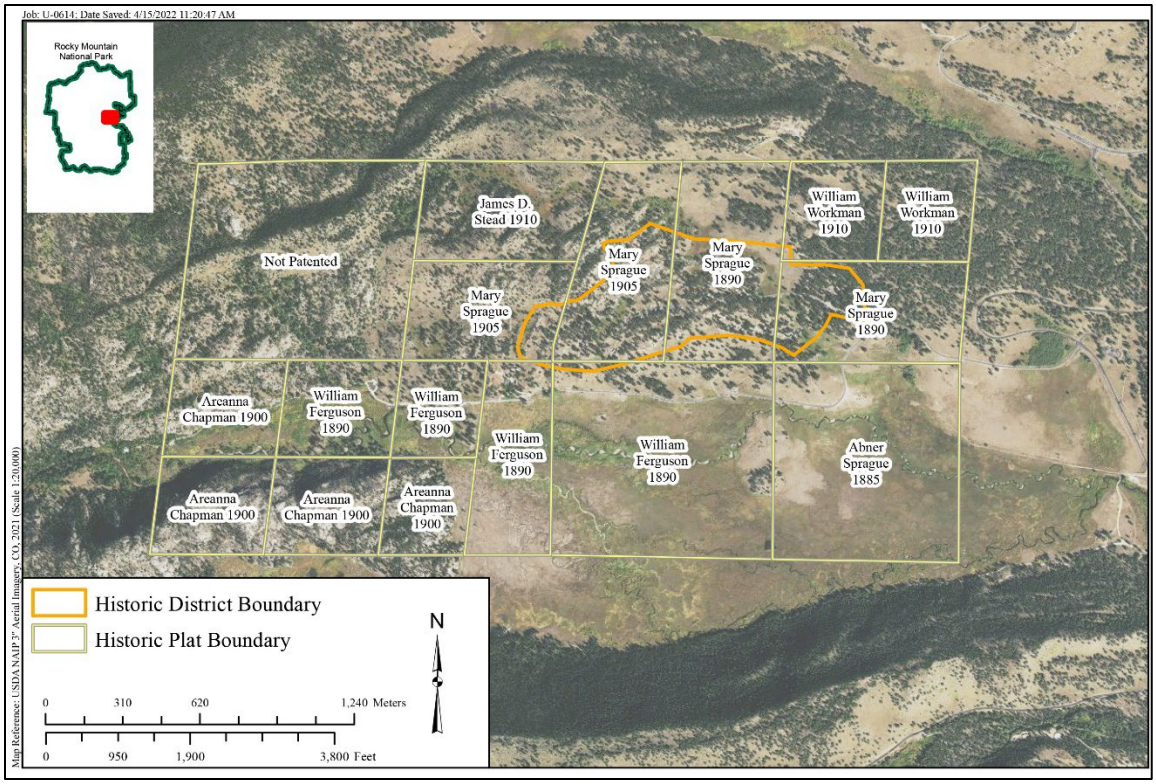


Figure 4. By 1910 nearly all of Moraine Park had been patented, primarily by the Sprague family: Abner, his mother Mary, and his sister Areanna Sprague Chapman. William Workman and William Ferguson had received patents for large parcels as well. The northwest quarter of Section 31 was never patented and remained the property of the United States.

Imogene Greene first came to Moraine Park in 1898 as a guest at Sprague's Ranch. Two years after purchasing the land on the east side of Moraine Park near the western slopes of Eagle Cliff Mountain, McPherson built a summer home, named Hillcrest, in 1905. Five years later, in 1910, she and her husband, William D. Macpherson, opened the Moraine Lodge on the property. The Moraine Lodge quickly expanded to include 40 buildings, including the main lodge, a dining facility, a livery, small guest cabins, and an assembly hall (Pickering 1999:233; Yost 2010:24).

Around 1911 William Ferguson had sold a portion of his land to his brother, James Ferguson, and his brother-in-law, Charles L. Reed. In 1911 and 1912, James and Charles started to build the Brinwood Hotel (Pickering 1999:233; Butler 2005:302–303). The first building at the site was a two-story hotel, which was quickly followed by the construction of several cabins, a garage, stables, and a ranch house in the following years. Charles and his wife, Sally Ferguson Reed, operated the Brinwood Hotel and offered lodging, horseback riding, a dance hall, and even a

tennis court to tourists who visited to enjoy surrounding mountain views and trails. The hotel operated seasonally, from late spring into early September.

As tourism increased in Moraine Park, so did the need for expanded and improved infrastructure. By 1910 a branch of Moraine Park Road traveled north to Imogene Greene MacPherson's Hillcrest. When James Ferguson and Charles Reed built the Brinwood Hotel in 1911–1912, Moraine Park Road extended past Sprague's to the west, terminating at the Brinwood (ROMO Master Plan 1936:5). Around the 1890s a horse trail developed between Stead's Ranch and the Horseshoe Inn in Horseshoe Park to the north. Although few details are known about the trail's origin, it crossed the north lateral moraine on the north side of Moraine Park, extended through Beaver Meadows, and crossed the western slopes of Deer Mountain. Around 1910 this road had be5n further developed as well, but was only improved between Stead's Ranch and High Drive (Figure 4). It became known as the Moraine Park Cut-Off Road, and was also referred to as Beaver Park Cut-Off Road (Burlington Route ca. 1910; Butler 2005:100; ROMO Master Plan 1936:4).

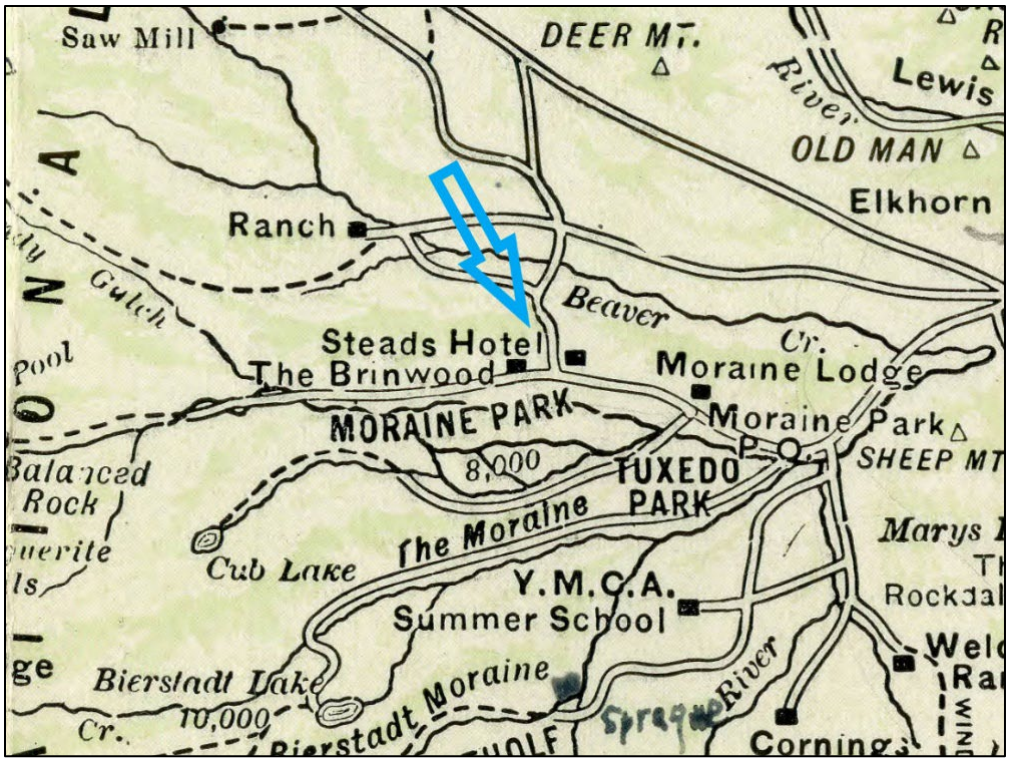


Figure 5. Detail from a ca. 1910 map of the Estes Park area. The blue arrow points to the present-day Moraine Park Campground area, roughly between Steads [sic] Hotel and The Brinwood (Burlington Route ca. 1910).

Moraine Park's ranches, resorts, and cabins continued to attract tourists and private owners in the following decades, especially after ROMO was established in 1915. However, once the park was established, the NPS sought to purchase many of the private landholdings to incorporate into the park, setting the stage for the slow transition of a privately owned, developed Moraine Park to a "natural" setting that could be enjoyed by visitors to the park for recreation and sightseeing (Figure 5).

THE ESTABLISHMENT AND EARLY DEVELOPMENT OF ROMO, 1915-1916

Rocky Mountain National Park's beginnings arguably started with Enos Mills, who moved to the Estes Park region in 1886. Mills was a naturalist, conservationist, and author who was instrumental in establishing the park. By the 1890s, Mills was strongly advocating for the creation of a national park that would span from Longs Peak to Pikes Peak so the public would be able to experience the natural wonders of the Rocky Mountains. Mills built the Longs Peak Inn in 1901 to draw more tourists to the area and authored several books that extolled the area. Although Mills was met with resistance from the United States Forest Service (USFS), in part because there was no National Park Service to administer the park, he found support for establishing a national park from the Colorado Mountain Club, which was founded in 1912 by Denver attorney James Grafton Rogers. The club soon formed a National Park Committee, mapped proposed park boundaries, and drafted park bills to be introduced in Congress. The Denver Chamber of Commerce supported the development of a park, and by 1913 Colorado politicians were also in favor of a park. Support continued to grow, and on June 29, 1914, a bill for the creation of a national park was presented to Congress. The bill passed the Senate, who sent the bill to the House of Representatives in October. The House Public Lands Committee heard testimony for the formation of a national park from Colorado governors, Senators, Congressmen, and the Secretary of the Interior. On January 18, 1915, the bill passed the House, President Woodrow Wilson signed the bill on January 26, and the 358.5-square-mile Rocky Mountain National Park was established (Musselman 1971:17–27).

The park was officially dedicated on September 4, 1915. The Secretary of the Interior, Franklin K. Lane, appointed C. R. Trowbridge as the first "acting supervisor" of ROMO, who was tasked with organizing the administration of the park. R. T. "Dixie" MacCracken was hired as the first park ranger, and two additional rangers, Frank R. Koenig and Reed A. Higby, were hired a short time later. In 1916 L. Claude Way replaced Trowbridge. Way's initial title was head ranger, but soon it was changed to superintendent, and he served as superintendent until 1921 (Musselman 1971:29–

30).

Rangers focused their efforts on protecting the park and regulating its use, which meant fighting forest fires, keeping cattle outside of the park, and patrolling for hunters (Buchholtz 1983). After the NPS was formally established in 1916, the administrative goals of the park began to reflect the overarching goals mandated by Congress for all national parks: "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" (National Park Service Organic Act, 16 U.S.C §1).

By the time the park was established, Fall River Road construction was progressing, and hiking and horse trails crisscrossed the park. The park was immediately popular, with an estimated 51,000 visitors in 1916 and 120,000 in 1917. To accommodate these visitors, Superintendent Way and the park rangers built new trails and expanded existing ones, improved roads, and in 1917 established ROMO's first campground, Glacier Basin (Buchholtz 1983).

PARK AND PRIVATE DEVELOPMENT IN MORAINE PARK, 1915-1929

After ROMO was established in 1915, nearly all of Moraine Park remained in private ownership. Charles and Sally Reed continued to operate the Brinwood Hotel, J. D. Stead expanded Stead's Resort with multiple buildings, and William and Imogene Greene MacPherson operated and expanded the Moraine Lodge. Additional summer homes and cabins were built in Moraine Park along its north, south, and west sides, with the proximity of the national park undoubtedly acting as a major attraction. In 1926 William J. Workman built a summer home on his land in Section 32, north of Stead's Ranch and near the Moraine Park Cut-Off Road, slightly northeast of the present-day Moraine Park Campground. He then subdivided his parcel and sold lots to Herbert C. Hansen and Hilda O. Hines, who built summer homes as well (Estes Park Trail 9 July 1926:6; 29 October 1926:6; 11 March 1927:7).

Although the park did not own most of the land in Moraine Park, it did acquire and assume responsibility for Moraine Park Road and Moraine Park Cut-Off Road. These roads were heavily traveled during the park's early years because they served as some of the primary routes to access the park. In 1918 the park graded Moraine Park Road, and in 1922 the park widened Moraine Park Cut-Off Road and portions of Moraine Park Road (SAR 1918; SAR 1922). In 1918 the Rocky Mountain Transportation Company, along with several other private parties, funded a two-mile-long extension of Moraine Park Road. The extension stretched from the Brinwood Hotel west to the Forest Inn, which was built prior to 1915 and offered overnight accommodations and dining,

and to the nearby Pool, a scenic series of cascades in the Big Thompson River (Butler 2005:90). Until this road extension was constructed, the Forest Inn was only accessible by trail; no details could be found to determine if the road extension followed the trail alignment. Although the road construction was privately funded, it is likely that the park assumed responsibility for its maintenance soon after construction, as by 1918 the Forest Inn and the road were on government-owned lands.

By the end of the 1920s, Moraine Park remained much as it had when the park was established in 1915: most of the land remained privately owned by people with summer cottages and vacation homes, along with the hotel and lodge operators who accommodated the many visitors to the newly established park. However, during the Great Depression, significant changes began to occur in Moraine Park, including the transfer of several large parcels of land from private ownership to park land. The Great Depression also marked the arrival of the CCC in ROMO, who undertook many large-scale projects throughout the park, including Moraine Park (Figure 6).

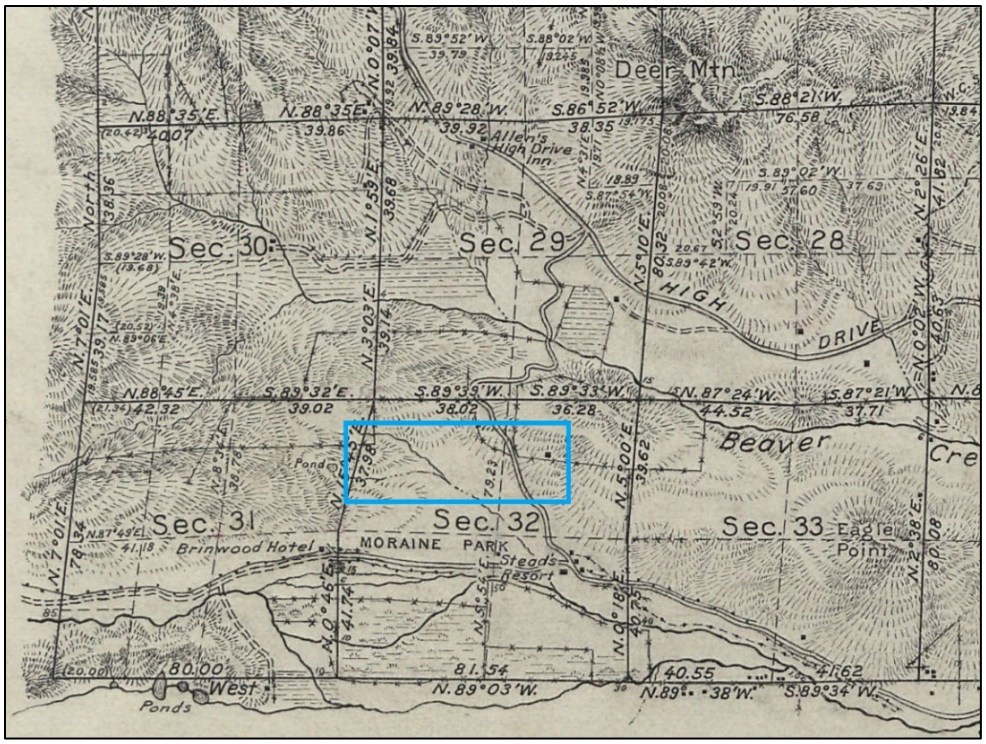


Figure 6. Detail from a 1928 survey of Township 5 North, Range 73 West. Moraine Park Campground's general area is outlined in blue. (labeled as Eagle Point on this map; BLM 1928).

THE GREAT DEPRESSION AND THE PUBLIC WORKS ERA, 1919-1942

Background:

The Civilian Conservation Corps in Rocky Mountain National Park

President Franklin D. Roosevelt established the CCC on March 31, 1933, under the Emergency Conservation Work Act As one component of the New Deal, the CCC was formed to alleviate the high unemployment rates among young men, due to the Great Depression, by providing them with environmental conservation jobs. On April 3, Roosevelt assigned the NPS with operating the CCC work camps and supervising work assignments. However, after the NPS and the USFS realized that they did not have enough manpower to operate the work camps, active and reserve US Army officers were tasked with operating and supervising the CCC camps while the NPS and the USFS oversaw the work projects. Each camp was to consist of 200 men, and funding was to be spent primarily on labor. By mid-May, the NPS was ready to employ 12,600 men in 63 camps in parks across the country (Paige 1985:7–15).

The CCC opened their first camp in ROMO on May 13, 1933, at Horseshoe Park. Known as camp NP-1-C, it was the first CCC camp west of the Mississippi River. By May 22, 1933, around 150 men were based out of Camp NP-1-C. Their work projects included cutting beetle-killed trees, constructing buildings, clearing trails and roads, installing landscaping around the administrative area, and several projects in Moraine Park (Audretsch 2017:1–2, 6). A second camp, NP-3, was established on the west side of the park, near Phantom Valley Ranch, in June, and a small camp, the Wild Basin Side Camp, split off from camp NP-1-C in July (Audretsch 2017:1–2, 6).

Work continued in 1934, with more men from Company 865 arriving in the park in April. In May, the CCC established camp NP-4 at Hollowell Park. In October, the CCC closed camp NP-3 and the men moved to camp NP-4. In 1934, CCC work included cutting beetle-killed trees, installing a new water system at the Fall River Station, obliterating the old High Drive, and building a new Fall River entrance station. Crews also obliterated portions of Fall River Road after Trail Ridge Road was completed. Portions of Fall River Road had been visible from Trail Ridge Road, and park officials believed that this detracted from the scenic beauty and views. The CCC removed fill from Fall River Road, restored the natural contours of the land, and planted native grasses and shrubs to revegetate the former road. This was one of the biggest CCC projects in the park, and this continued until 1935 (Audretsch 2017:3; Brock 2005:45).

In the following years, the CCC established additional camps in the park, including NP-3-C, a

temporary camp in Phantom Valley that operated only in the summers of 1934 and 1935; NP-4-C in Hallowell Park on Mill Creek, established in 1934; NP-7-C, a temporary camp in Phantom Valley that replaced NP-3-C in 1935; NP-11-C, also in Hallowell Park, merged with NP-4-C in 1940; and NP-12-C near Grand Lake, established in 1940 (Musselman 1970:101).

Despite the impacts of the Great Depression on most aspects of American life, it did not seem to affect visitation to ROMO. Incredibly, visitation to ROMO doubled between 1933 and 1938 (Bzdek and Ore 2010:7). Through the efforts of the CCC, the park was able to accommodate the significant increase in visitation while preserving the natural landscape. While working in ROMO, the CCC revegetated and landscaped many areas throughout the park, cut beetle-killed trees, cleared trails and roads, built new roads, improved and constructed new campgrounds, and even helped with fighting wildfires and structural fires (Audretsch 2017:1–20). The CCC also helped the park improve visitors' experiences by constructing comfort stations, amphitheaters and campfire circles, walkways and trails, picnic tables, and fire pits (McClelland 1993:223). The CCC construction projects adhered to the Rustic style of architecture, which had been adopted by the NPS since 1918. Advocated by NPS Director Stephen Mather and his assistant, Horace Albright, the tenets of the Rustic style dominated park architecture for several decades. Buildings were to blend in with their surrounding natural environment by using natural, locally available materials, and construction was to be done with hand tools, with an attention to handcrafted details.

With the onset of World War II, men began to leave the CCC for work in the defense industry, and many others left after conscription began in 1940. As a result of multiple factors, which included declining CCC enrollment, the low unemployment rate, and the need for more war funding, the 77th United States Congress voted to stop funding the CCC, effectively ending the program at the end of the fiscal year, which was then June 30, 1942 (Paige 1985:29–33). The CCC closed camps NP-1 and NP-7 in 1939, and NP-4 in 1941. The remaining CCC camps at ROMO, NP-11 and NP-12, were closed in July 1942 and were the last remaining camps in Colorado (Audretsch 2017:1–20). The loss of the CCC workers resulted in not only a large loss of manpower for new construction and maintenance in ROMO, but also required park personnel to coordinate disposal of all CCC property. The liquidation of the camps continued into 1943 (SMR January 1943).

Early Campground Planning:

During the Public Works era, plant pathologist E. P. Meinecke's philosophies concerning campground planning became integral to developments in the national parks. Meinecke had

determined that heavy foot traffic and cars were negatively impacting trees and vegetation by compacting the roots and soil, injuring and sometimes killing the plants. Meinecke studied this issue extensively in Sequoia National Park, where camping and construction had resulted in the loss of sequoias and other native plants. It was here that Meinecke developed a theory and guidelines for camp planning that would avoid these adverse impacts to vegetation (McClelland 1993:161).

In 1932 the USFS published Meinecke's A Camp Ground Policy, in which he described policies and guidelines that would help preserve existing campgrounds and help in the design of new campgrounds. In addition to recommending more resilient settings for campgrounds, such as those with sandy soils or those at higher altitudes, Meinecke recommended that

"instead of permitting the campers to do their own haphazard planning, the ground must be gone over and divided up into individual campsites or legitimate sizes, each one offering approximately as much privacy, shade, and other advantages as the other, based on the vegetation on the ground and on the preservation of its essential features throughout the life of the camp site (Meinecke, in McClellan 1993:162)."

Meinecke's plan further outlined the need for one-way roads, loop roads, and parking spurs set at angles to minimize the impacts of cars (Figure 7). Campsites were to be delineated and each given a parking space, fire pit, tent site, and a table that was to be fixed in place. Large logs or boulders were to be used to mark campsite boundaries and the edges of roads and parking spaces, and were to be placed to protect vegetation (Meinecke, in McClellan 1995:162–163).

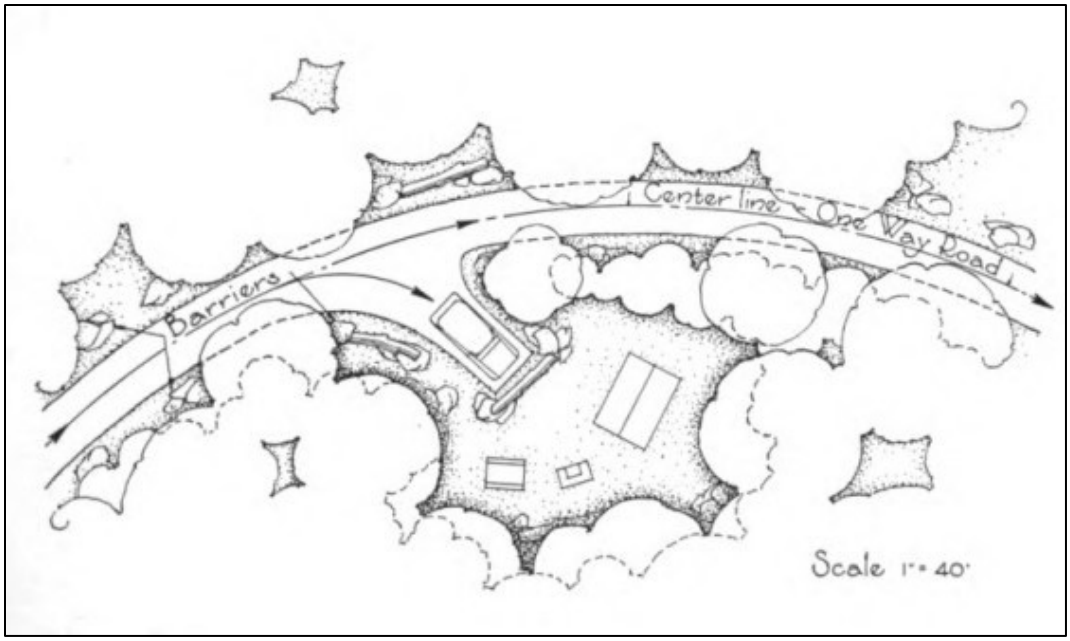


Figure 7. One of E. P. Meinecke's designs for campsites that was adopted by NPS included parking spurs set at angles to one-way roads (Good 1938:9). This design was used by the CCC for their campground development and rehabilitation projects in ROMO at Aspenglen Campground and Glacier Basin Campground.

Meinecke's guidelines soon drew the attention of the NPS. Existing and new campgrounds began to incorporate loop roads, parking spaces, and designated campsites that were defined with stones and logs (McClelland 1993:163). Meinecke continued to develop his theory and guidelines for campgrounds and published Camp Planning and Camp Reconstruction in 1934. He expanded upon the ideas of preserving landscape features and vegetation and gave more attention to the arrangement of campsites in the greater landscape and surrounding vegetation (McClelland 1993:164–165).

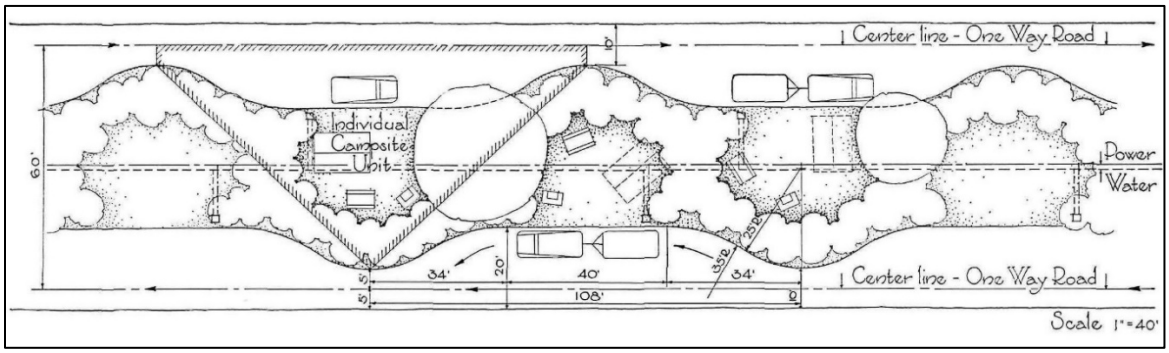


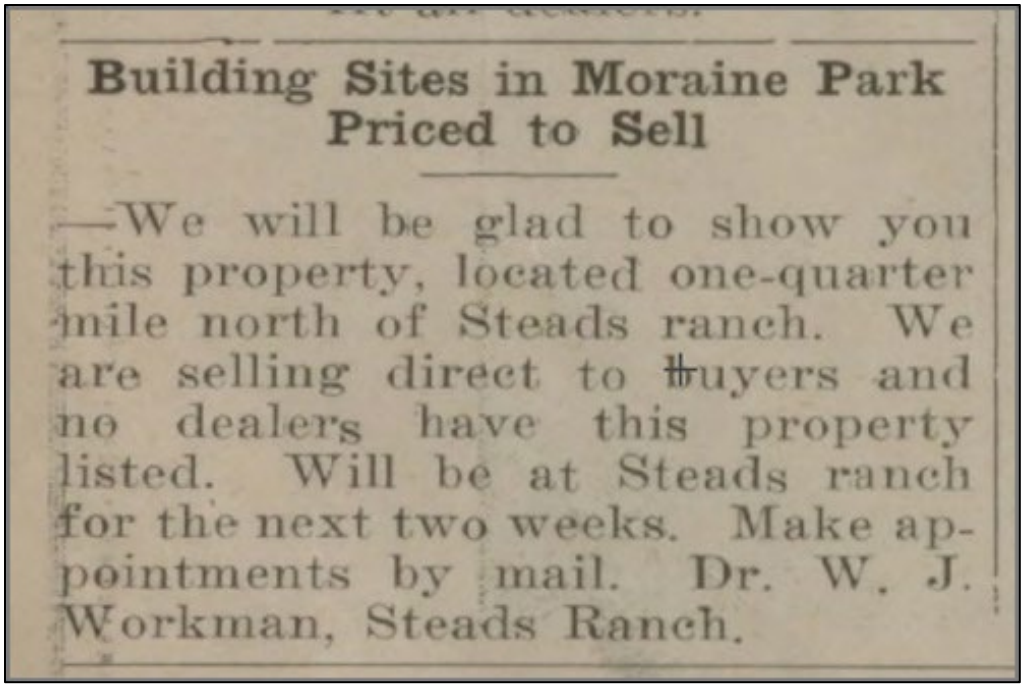
Figure 8. The NPS also used parallel parking spurs to accommodate both vehicles and trailers, although this was employed at a lower frequency in ROMO's campgrounds during the Public Works Era (Good 1938:12).

Meinecke's guidelines were developed at a fortuitous time, as the CCC started working in many national parks only a year after A Camp Ground Policy was published in 1932. As a result, the NPS and CCC supervisors were able to follow many of Meinecke's recommendations and guidelines, incorporating them into projects to improve, develop, and expand campgrounds, including Glacier Basin and Aspenglen at ROMO (McClelland 1993:163). The NPS also adapted Meinecke's designs to fit camper needs, such as parking spurs that could accommodate trailers (Good 1938:1–15). In 1938 Albert Good, an Akron, Ohio-based architect, edited a three-volume set of books that was considered "a comprehensive index of national park principles and practices for naturalistic landscape design and rustic architecture," titled Park and Recreation Structures (McClelland 1993). Volume III included drawings of the NPS-adapted parking spurs, and the books were widely distributed (Figure 8).

Moraine Park Developments:

Despite the impacts of the Great Depression on most aspects of American life, it did not seem to affect visitation to ROMO. Incredibly, visitation to ROMO doubled between 1933 and 1938 (Bzdek and Ore 2010:7). Privately owned developments in Moraine Park continued during this era as well. By 1932 Charles L. Reed and his sons owned the southeast quarter of Section 31 and much of the southwest quarter of Section 32, with smaller parcels owned by Margaret Buchtel, J. T. Tourtelotte, W. C. Bocker, R. S. Williams, Naida Stevenson, M. Perkins, and W. W. Booth in Section 32. Alice E. Grange owned most of the northern half of Section 31 and the northwest quadrant of Section 32, while James D. Stead owned most of the remaining land in Section 32. William J. Workman continued to own the land in the north half of the northeast quadrant of Section 32 with smaller, subdivided parcels belonging to Hilda O. Hines, Florence J. Workman, R. F. Trumbull, Mary B. Plimpton, and Bostwick (Drawing 121-4964; Drawing 121-3003).

In 1936 William J. Workman ran an advertisement (figure 9) in the Estes Park Trail for building sites in Moraine Park that were for sale, indicating that he continued to subdivide his original parcel. It is also probable that this area is what became known as the Workman Subdivision. The 10 to 12 cabins that were built in the Workman Subdivision were privately owned and stood on both sides of Moraine Park Cut-Off Road (Estes Park Trail 17 July 1936:2; Drawing 121-2581; Drawing 121-60203).



Building Sites in Moraine Park Priced to Sell

—We will be glad to show you this property, located one-quarter mile north of Steads ranch. We are selling direct to buyers and no dealers have this property listed. Will be at Steads ranch for the next two weeks. Make appointments by mail. Dr. W. J. Workman, Steads Ranch.

Figure 9. On July 17, 1936, William J. Workman, who owned a portion of Section 32, ran this advertisement in the Estes Park Trail, indicating that he was subdividing his property for private development (Estes Park Trail 17 July 1936:2).

Because of the Great Depression and changing conservation philosophies within the NPS, the acquisition of privately held parcels in Moraine Park by the United States began to accelerate in the 1930s. One of the largest additions to ROMO in Moraine Park occurred in 1931, when the owner of the Moraine Lodge, J. Russell McKelvey, sold the property to the United States (Yost 2005). Taking advantage of the availability of labor due to the CCC, the park directed Camp NPC-1 to demolish the Moraine Lodge and its associated buildings, and restore the site to a "natural" state (Yost 2005). The men in Camp NP-1-C demolished all of buildings associated with the Moraine Lodge except for the Assembly Hall, which the men helped to remodel into a museum under the park's guidance in 1936. The CCC also constructed the Moraine Park Amphitheater and its associated features, and removed the Moraine Park Road spur that led to the resort and replaced it with an entrance drive and parking area that remains extant (Audretsch 2017:1–2, 6).

One year after the NPS acquired the Moraine Lodge property, it purchased Alice Sprague Grange's and her husband Luther H. Grange's land, which includes the NW¼ and a large portion of the S½ NE¼ of Section 32 (Warranty Deed #18; Drawing 121-4964). The NPS also purchased Charles L. Reed and Sons' land in 1932, including the Brinwood Hotel, along with several other

small privately owned parcels in Moraine Park (SAR 1932: 16). By 1932 Reed had acquired the SE¼ of Section 31 and the SW¼ of Section 32, except for several parcels in the NE¼ SW¼ of Section 32 (Drawing 121-3003). Unlike the Moraine Lodge, the NPS allowed the Reeds to continue operating the Brinwood as concessionaires. The park issued a permit to the Reeds for the hotel operations, which needed to be renewed after 20 years (SAR 1932: 16).

The 1932 Superintendent's report is likely referring to the McKelvey's, Grange's, and the Reeds' sales, noting that:

"During the past year the Government acquired by voluntary sale, title to 4,414 acres of land…amounting to $435,316.00. An additional 240 acres was placed under contract for purchase. All of the land purchased is meadow land lying along the Thompson River drainage. Topographically it belongs in the park, and its addition will greatly facilitate the and protect road construction and will afford winter forage for deer and elk (SAR 1932:16)."

By the end of the 1930s, much of the area that would come to be the site of Moraine Park Campground had been incorporated into the park.

Rocky Mountain National Park developments in Moraine Park during this era were not limited to Public Works projects. In December 1933 the park contracted W. A. Colt & Sons of Lyons, Colorado, to construct a new road into Moraine Park: Route 3-A, also known as the Moraine Park Connector Road (SMR December 1933:13; SAR 1934:17). Route 3-A extended south from High Drive to Moraine Park Road, east of Moraine Park Cut-Off Road (Figure 10). W. A. Colt and Son completed the grading for the new road by September 1934, and the park contracted Van Winkle and Finger of Golden, Colorado, to surface the road (SAR 1934: 17; SMR September 1934: 6; SAR 1935: 14) (Figure 11). Then, in November 1935, the park contracted the Larson Construction Co. of Denver to cover the road with a "bituminous mat surfacing" (1936 Master Plan: 4).

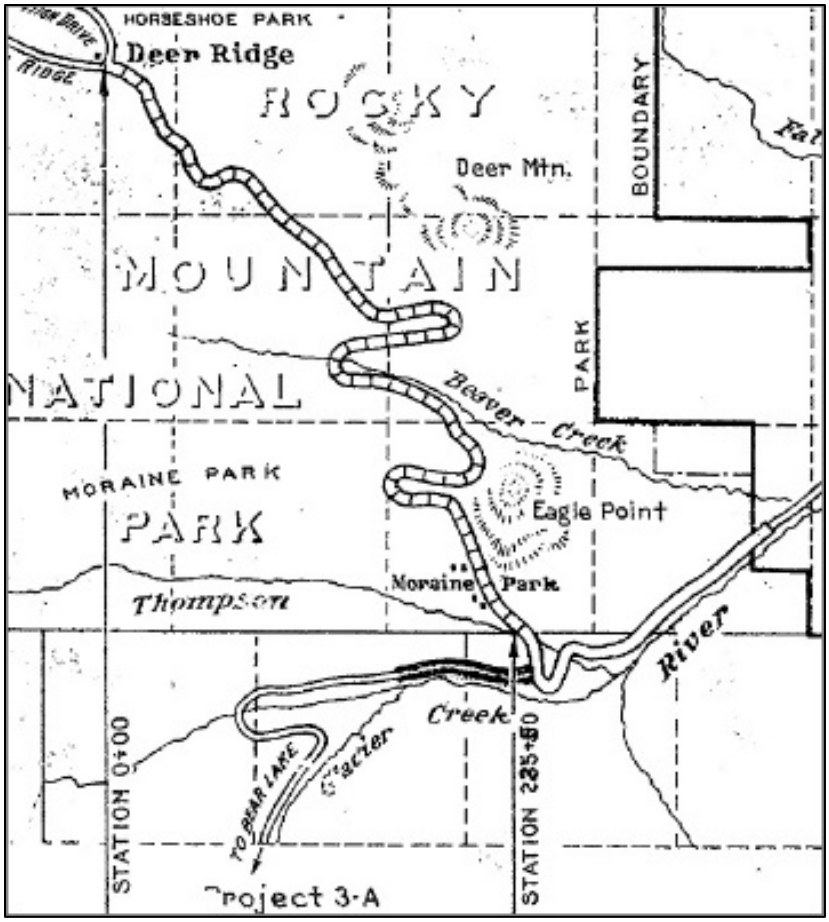


Figure 10. In 1933 the park contracted W. A. Colt and Sons to construct Route 3-A, today part of Bear Lake Road. This new road connected Moraine Park Road to Trail Ridge Road. Although Moraine Park Road is not depicted on the map, the portion west of Route 3-A remained and was heavily traveled. The Thompson River Entrance on Moraine Park Road south of Eagle Point remained as well (Drawing 121-60058).

After Route 3-A between High Drive and Moraine Park was completed, the park obliterated the Moraine Park Connector Road, except for a three-quarter-mile section north of Stead's Ranch that William J. Workman and other private property owners used to access their property (SAR 1936: 5). Eventually, Route 3-A extended to Tuxedo Park and became Bear Lake Road, the alignment of which remains extant between Bear Lake and U.S. Route 36.

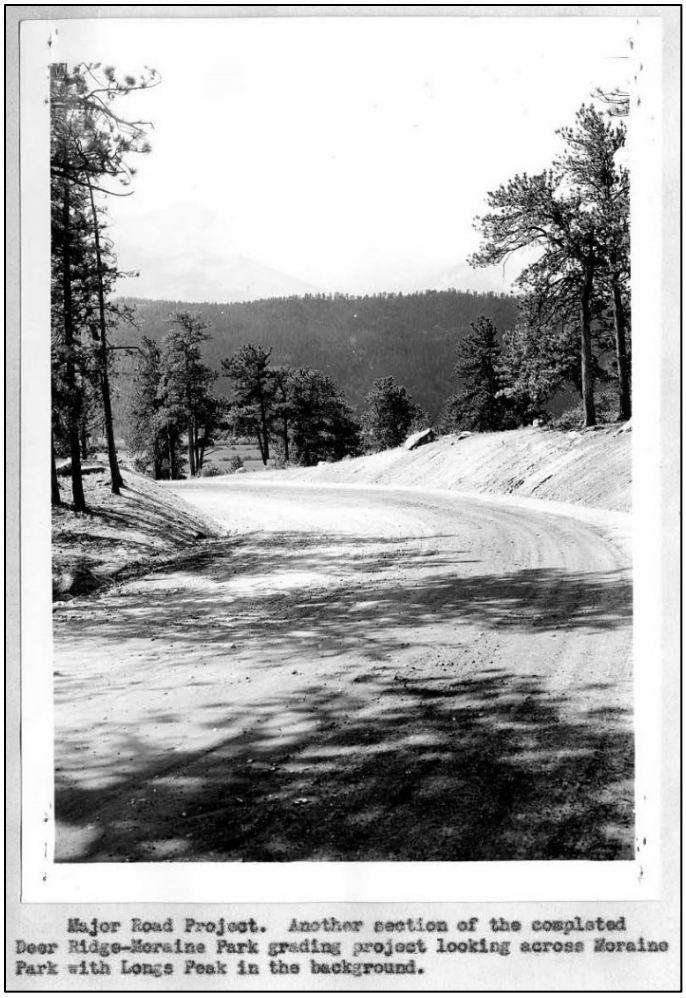


Figure 11. This photograph of Route 3-A was taken on the north side of Moraine Park, looking south-southwest. This photograph also demonstrates how NPS landscape architects capitalized on topography and views to create an experience for park visitors; although only slightly visible in the photograph, the curve provides views of Moraine Park with Longs Peak and the Continental Divide rising in the background (SAR 1935:19).

Although the park could not have predicted the massive increase in tourism in the 1940s and 1950s and the Mission 66 program, their projects during the Public Works Era represented the first steps toward deliberately creating a "naturalized" environment in Moraine Park and the eventual construction of the Moraine Park Campground.

WORLD WAR II AND THE POST-WAR BOOM, 1942-1954

The number of visitors to ROMO greatly decreased in 1942. Compared to 1941, visitor numbers in the park were down 45 percent in 1942. This was primarily due to World War II and the

ensuing gasoline rationing and heavy use of trains by military personnel (Musselman 1971:157). Although numbers of tourists visiting the ranches and hotels in Moraine Park were not reported, it is probable that they decreased as well during the war years.

After World War II ended, visitation to ROMO rapidly grew, and additional private developments expanded in Moraine Park as well. By the mid-1940s, nearly twenty vacation homes stood on the north side of Moraine Park Road, between Stead's Ranch and the Brinwood just south of the present-day Moraine Park Campground. By 1942 Bob and Helen C. Hutchinson operated a group of rental cabins in this area as well, which they named the Hutchinson Cabins (Estes Park Trail 24 April 1942:54; 11 May 1945:3). Around 1946 the Hutchinsons sold their cabins to James and Nona Faulkner, who renamed the rentals the Faulkner Cabins. Stead's Ranch remained in operation and by 1946 included Stead's house and the original hotel, two lodge buildings, 10 "sleeping rooms," a dance hall, a garage, and 11 cottages, as well as several barns, corrals, and small outbuildings associated with ranching (Sanborn 1926; USFS 1947). In 1950 Stead sold the ranch to Edgar M. Stopher, a nephew of Abner Sprague (SMR October 1950:63).

The increase in tourism affected the park's concessionaires as well. In 1947 the Reeds sold the Brinwood Hotel to Fred Steffens and Gilbert May, who continued to expand the hotel operations (Estes Park Trail 21 Feb 1947:3). Steffens and May upgraded the existing cottages built by the Reeds and constructed new structures as well. In 1951 an engineering crew from the NPS Region Two Office spent several days surveying the Brinwood Hotel area (SMR May 1951:2). The park modified its operating plan for concessionaries that year, and park staff prepared a Master Plan for the Brinwood (Drawing 121-3119-D). The plan included retaining the main lodge building and several associated buildings and barns, demolishing many smaller cabins and constructing new cabins, and constructing additional parking areas and a corral (Figure 12). However, the park's modified concession plan required that concessionaires provide food, overnight lodging, and a livery for the public. It also required concessionaires to "finance the costs of modernization and rehabilitation in line with Park Service development plans" (SMR September 1951:3; November 1951:2; December 1951:2; Musselman 1971:213).

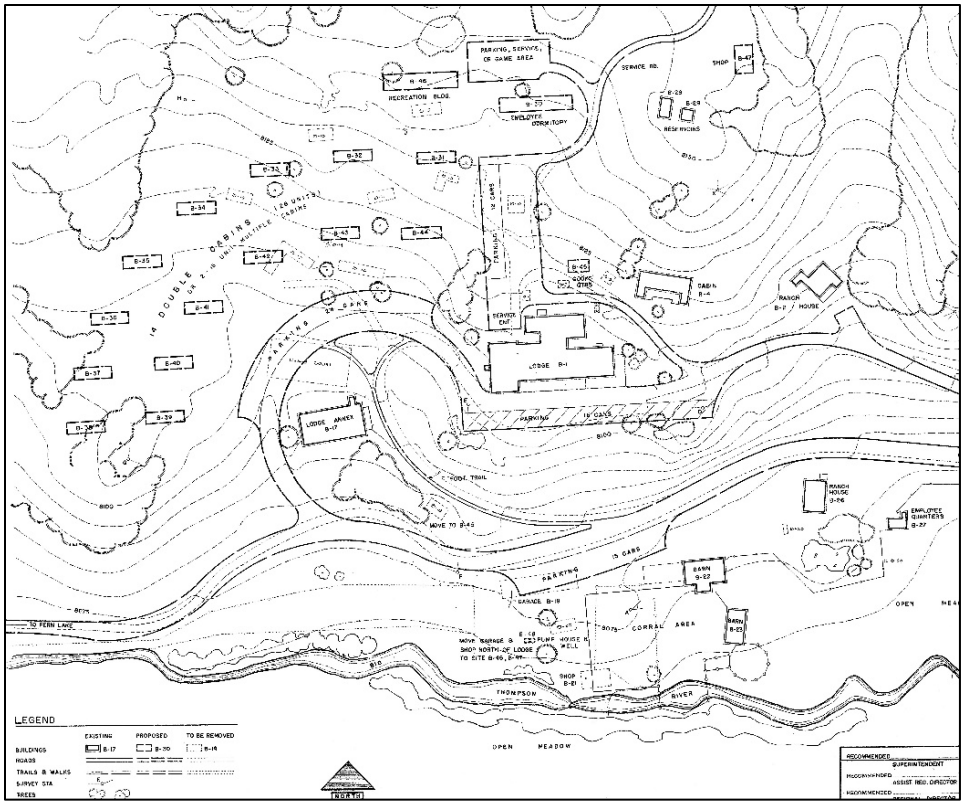


Figure 12. The park's 1951 Brinwood Master Plan depicts the original lodge with an associated annex building, an employee dormitory, two employee buildings, a recreation building, guest cabins, two barns, and several parking areas (Drawing 121-3119-D).

As a result of the increased visitor traffic along Moraine Park Road, in 1952 Edgar M. Stopher requested that the park construct a new alignment for the road that would not pass through the middle of Stead's Ranch. The park conducted a preliminary survey for relocating Moraine Park Road, also called Route 4, around Stead's Ranch in July 1952 (SMR July 1952:2) (Figure 13). The realignment was completed by April 1953 (SAR April 1953:16). The new Moraine Park Road retained its alignment from Route 3-A along the northern side of the Thompson River, but rather than turning north just east of Stead's Ranch, the road continued to the west, rejoining its preexisting alignment west of Stead's. The former road that traveled north to Stead's Ranch before looping back to the south could now be reserved for visitors to Stead's, while park visitors could continue along the new road to the western end of Moraine Park (Drawing 121-3136).

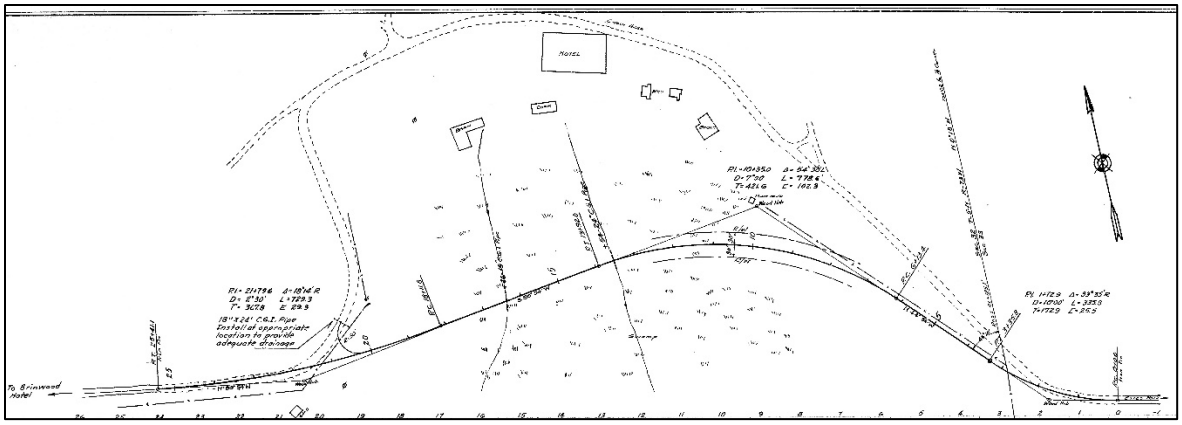


Figure 13. Due to heavy visitor traffic, in 1952–1953 the park rerouted Route 4, Moraine Park Road, to bypass Stead's Ranch to the south (solid black line). Visitors to the park could travel along the road directly to the west, while the road's former loop to Stead's could be reserved for its visitors (parallel dashed lines). Currently, the portion of the original Moraine Park Road west of Stead's serves as the alignment for Fern Lake Road (Drawing RM-2175).

Although visitation to ROMO was rapidly growing, the park system was suffering from inadequate funding and insufficient facilities to meet visitor demands. In 1945 visitation to ROMO was just under 340,000 but had reached over one million by 1948 (Bzdek and Ore 2010:3). Despite the significant increase in visitation, park budgets were higher in the 1930s during the Great Depression than in the 1940s and 1950s, after adjusting for inflation (Carr 2007:4). The CCC and other New Deal programs were not continued after the war, "crippling the ability of the Park Service (and most state park departments) to build and maintain roads, trails, bathrooms, or any other visitor facilities" (Carr 2007:4).

ROMO Superintendent David H. Canfield described park conditions in 1949:

"Practically every log barrier in landscaped parking areas has rotted and must be replaced; every building is in need of repair and paint. Roads, trails, and bridges are deteriorating to the point of danger to the visitor. Housing is entirely inadequate, and a number of permanent personnel are forced to live in shacks… Office and museum space is inadequate for ever increasing duties and numbers of visitors. Each year the park suffers more and more because of lack of permanent and temporary personnel (SAR 1949)."

Canfield also noted in 1949 that campground usage has vastly outgrown what the campsites and surrounding land could support:

The heavy use of the park in general and the campgrounds in particular is resulting in a serious impairment of natural features and physical facilities and accommodations. Vegetation in the vicinity of the campgrounds and picnic areas is suffering from overuse. Fireplaces, picnic tables, log parking barriers, comfort stations, etc., have deteriorated to such an extent that they can no longer even be repaired. The problem of supplying six public campgrounds with fire wood [sic] has not been solved, and each year more and more complaints are received by visiting campers who are irritated and concerned over the lack of even minimum fuel requirements (SAR 1949)."

By 1956 six campgrounds were open to the public in the park, which contained a total of 369 campsites: Aspenglen, Endovalley, Glacier Basin, Longs Peak, Timber Creek, and Wild Basin. By the late 1950s these campgrounds were serving "double their planned capacity and lacked adequate roads, water systems, and electricity" (Bzdek and Ore 2010:11–12). The park, which had planned to expand the existing campgrounds to help meet visitor demands, would quickly realize that this would not be enough.

THE MISSION 66 ERA, 1955-1973

The Nationwide Mission 66 Program:

The growing number of visitors, limited budgets, and inadequate park staffing in the 1940s and 1950s was resulting in not only damage to natural features and park facilities, but also "the public's experience of the parks. The degradation of the experience eroded the national park idea itself" (Carr 2007:6). In 1955 NPS director Conrad L. Wirth proposed a 10-year program to "modernize, enlarge, and even reinvent the park system," which he dubbed Mission 66 (Carr 2007:3). In 1956 Congress funded the Mission 66 program. The program aimed to "develop and staff these priceless possessions of the American people as to permit their wisest possible use" over the next decade (NPS 1963:8). The completion of Mission 66 projects in 1966 would coincide with the 50th anniversary of the establishment of the NPS.

The goal of the Mission 66 program was to "re-conceptualize how the parks functioned as public places" and sought to make visitation more efficient, especially for day use (Bzdek and Ore 2010:3). By focusing on day use of the parks, improvement efforts were largely confined to the outside boundaries of the park where amenities would be easily accessible and encourage day use of the park's interiors. Mission 66 sought to develop amenities to prepare for vast increases in visitation, which at ROMO was predicted to exceed two million by 1966, along with providing improved working conditions for park personnel as well. The program focused on replacing

"outmoded and inadequate facilities" to meet visitor and personnel demands while reducing "the impact of public use on valuable and destructible features" (NPS 1963:8). Plans included improving roads, trails, utilities, campgrounds, and buildings for visitor use, and improving interpretive displays through visitor centers, roadside displays, and amphitheaters (Carr et al. 2015:40). NPS landscape architects developed new designs for campground layouts and campsite configurations. The designs could accommodate larger vehicles and trailers and continued to adhere to Meinecke's campground standards.

Mission 66 coincided with the Modern Movement, which incorporated prefabricated materials, concrete and steel, little ornamentation, and large expanses of windows. Park architects adopted the Modern style while adapting it to reflect the natural landscape, which resulted in the "Park Service Modern" style of architecture. New park buildings incorporated prefabricated materials and standardized layouts for newly constructed buildings, in contrast to the Rustic style that focused on buildings constructed by hand from locally available materials that had characterized the parks until World War II. Similar to the Rustic style, however, park architects helped the buildings fit into their surroundings by using "low, horizontal profiles, stone veneer, wood siding, and dark or muted paint colors" (Bzdek and Ore 2010:3–8, 14–15). The standardization of buildings also helped visitors immediately identify a building type, such as a comfort station.

Mission 66 at ROMO:
Before the onset of Mission 66, ROMO was "suffering from a lag in funds and manpower for general maintenance and modernization of physical facilities" (NPS 1963:10). The list of problems in the park was extensive: roads and trails were in poor condition, more parking areas were needed, interpretive facilities and exhibits were outdated, amphitheaters and campfire circles were too small and had fallen into disrepair, campgrounds were serving double their intended capacity, picnic areas were lacking in number, and there was a critical shortage of office and living space for park personnel. There was also a staffing shortage, which left staff "unable to protect the Park's resources properly and to give visitors the kind and amount of service needed to help them get the most out of their visit" (NPS 1963:12).

By the late 1940s, and increasing through the early 1950s, park superintendents and personnel were determining what needed to be done to clear maintenance backlogs while upgrading facilities to provide a better experience for visitors. At ROMO, Regional Director Howard Baker and Regional Chief of Interpretation H. Raymond Gregg met with park personnel to discuss the

Mission 66 program on May 23, 1955 (SMR May 1955). In the following months, Superintendent James V. Lloyd, park personnel, and regional NPS personnel drafted plans for new visitor centers and housing for seasonal and permanent employees, improving roads and trails, establishing new picnic areas, upgrading campgrounds, and acquiring many privately held inholdings (Bzdek and Ore 2010:4). The prospectus was finalized in April 1956 (SMR April 1956). Over nine million dollars were allocated to ROMO for Mission 66 improvements by Congress, and more than half of this was to be used for road improvements. Roads would allow for "rapid and controlled movement of large numbers through the park" to help facilitate day-use (Bzdek and Ore 2010:8). In addition to reconstructing roads to accommodate more visitors and efficiently move them through the park, while also meeting increasing federal highway standards, the road improvements included establishing new parking and picnic areas and installing new roadside interpretive signs (Bzdek and Ore 2010:8–9). New facilities in the park, such as visitor centers and interpretive exhibits, would be placed in areas "where they could be developed without deterioration of the natural features of the land" (Musselman 1971:211).

For ROMO, this meant that new construction would primarily be in areas that had already been developed, frequently referred to as the "front country," such as Moraine Park.

Mission 66 also sought to eliminate overnight stays in lodges in the park, which were privately owned or operated by concessionaires. Overnight stays in the park would be limited to camping, placing additional emphasis on the need to upgrade and enlarge existing campgrounds, such as Glacier Basin and Timber Creek. Expanding the campgrounds and improving utilities "allowed more visitors—even camping novices—to spend a night or two in the park at controlled sites where rangers could manage their environmental impact" (Bzdek and Ore 2010:17). In 1956 six campgrounds with a total of 369 campsites were located in ROMO. These included Aspenglen, Endovalley, Glacier Basin, Longs Peak, and Wild Basin on the east side, and Timber Creek on the west side. The park's Mission 66 prospectus called for upgrading these existing campgrounds, which included reconfiguring the campgrounds, installing new utilities, standardized campground building designs, and providing new campsite furnishings (Figure 14). The park's plans also included developing new campsites that would be able to accommodate larger groups (Bzdek and Ore 2010:11–12) (Figure 15). The park also established a new campground, Moraine Park, during the Mission 66 era.

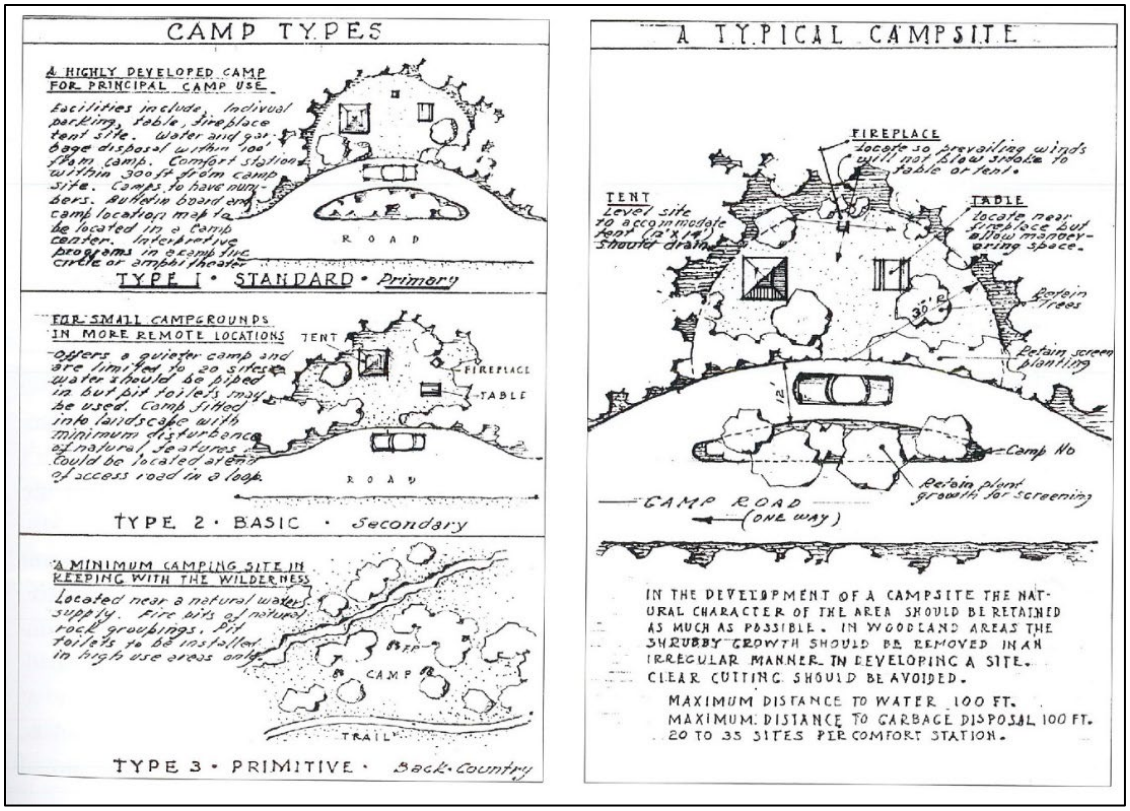


Figure 14. NPS landscape architects developed new standards for campsites for Mission 66, including dedicated parking spurs, fire pits, picnic tables, and vegetation to increase privacy (image from Carr 2007:201). In addition to the individual features such as the picnic tables, the design called for each campsite to be numbered, be within 100' of a drinking water supply, and be within 300' of a comfort station.

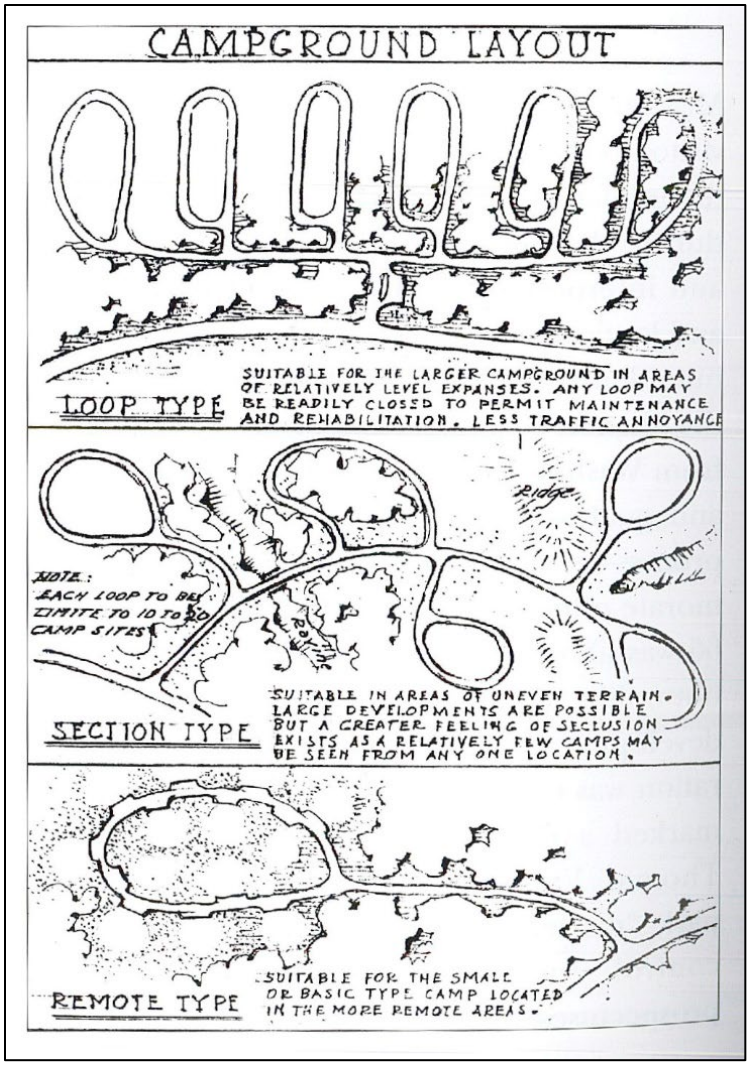


Figure 15. NPS landscape architects developed new campground layouts for Mission 66, which continued to follow Meinecke's guidelines for campgrounds with small modifications to accommodate larger vehicles and trailers (image from Carr 2007:200). NPS incorporated aspects of both the "Loop Type" and "Section Type" layouts for Moraine Park Campground, modifying Loops B–D to each have a separate one-way entrance and exit that extended from a circular, two-way Loop A that served as the main road through the campground.

Another major goal of the Mission 66 program was to restore scenery and diminish signs of human presence in the park. At ROMO, this led to the park accelerating efforts to acquire privately owned parcels within the park's boundaries. Moraine Park contained dozens of these "inholdings," making it a prime target for the park's acquisition activities. In conjunction with the goal of eliminating overnight stays in lodges, the park also targeted concessionaire-operated facilities on park lands, such as the Brinwood Hotel in Moraine Park. After the private parcels were acquired, the park demolished the buildings and "naturalized" the site by regrading and

revegetating areas with native plants. However, because the lodges and other areas were so popular with the public and had been operating for decades, the park encountered criticism and controversy over the Mission 66 plans.

After learning of the park's plan to eliminate the private lodges in the park, and possibly replacing them with campgrounds, an article in the Estes Park Trail outlined a main criticism with the plan:

"We completely fail to see how elimination of Steads [sic], Fall River, Spragues, Bear Lake, Brinwood, Camp Woods and all the others…and replacing them with 'picnic areas and camp sites' would serve to 'restore the setting to natural surroundings.' … We favor guarding and retention of natural beauty, but not capricious change from one type of human use to another (8 November 1957:4)."

As a way to help decrease the controversy, the park agreed to let the Brinwood and the Fall River Lodge, both on park lands, continue operations into 1959 (Musselman 1971:213). However, acquisition of private inholdings did not slow down.

Mission 66 in Moraine Park:

By 1955 approximately 25 privately owned parcels remained in and near the present-day Moraine Park Campground, primarily along the north side of Moraine Park Road and in the Workman Subdivision. Although the NPS had previously acquired much of the surrounding lands in earlier years, the acquisition of these parcels accelerated after 1955 as the Mission 66 program made this a priority and provided the much-needed funding. One of the first purchases made just before Mission 66 funding became available was for the Faulkner cabins, which was to the south of present-day Moraine Park Campground's Loop B. In 1954, after the NPS had obtained a signed option to purchase the Faulkner property, the Faulkners instead sold their rental cabins to the Stophers of Stead's Ranch. However, the Stophers quickly sold the Faulkner cabins and the land to the United States in 1955 (SMR December 1954:3; SMR April 1955).

Although park staff continued to negotiate with private landowners, the next big change in Moraine Park came in the late 1950s on land that was already part of ROMO. In November 1958 the park modified the terms of service for concessionaires operating in ROMO, including the Brinwood Hotel. Permits could only be renewed every two years, far shorter than the previous 20 years. The park's modified concession plan also required that concessionaires provide food, overnight lodging, and a livery for the public. However, the park also required the

concessionaires to "finance the costs of modernization and rehabilitation in line with Park Service development plans" (Musselman 1971:213). In 1958 Fred Steffens and Gilbert May's permit for the Brinwood expired; however, the park allowed the operation to continue through the 1959 visitor season. An agreement could not be reached between the park and Steffens regarding an extension to the lease, so the "Brinwood Ranch-Hotel closed its doors to the public for the last time after the Labor Day weekend. . .Proposals received for the continued operation of Brinwood Ranch-Hotel. . .were unacceptable to the National Park Service as they were not in accord with the invitation and offer to bid prospectus issued by the service" (SMR September 1959:8). Although multiple references to the prospectus were found in park records, the document and Steffens' response could not be located. As such, it is unknown what requirements the concessionaires were unable or unwilling to meet.

Following the Brinwood Hotel's closure in 1959, the park decided to remove the remaining structures at the property, following one target of Mission 66 that sought to restore scenery and diminish signs of human presence in the park. This removal effort utilized Mission 66 funding, with $1,938 being spent in 1960 and $2,361 spent in 1961 (SMR March 1960:13; SAR 1961:11). Following the removal of the buildings, park officials briefly considered using the former Brinwood property as a campground before ultimately developing the Moraine Park Campground just to the east in 1962–1967 (Musselman 1971:213).

Between 1955 and 1962, the park continued to pursue acquiring the privately owned parcels in Moraine Park. During these years, nearly a dozen private landowners on the north side of Moraine Park sold their lands to the United States, including the Lucas, Mericle, Booth, and Black families. Once in the possession of the United States, the park initially used many of the buildings for residences for park personnel. Buildings that were formerly part of the Faulkner Cottages were used to house seasonal rangers before the park demolished and removed the buildings in the mid-1960s (Musselman 1971:212–213; Butler 2005:339–340). The park continued to remove buildings from acquired parcels, although homes formerly belonging to the Grimes-Robison family (B-1195) and Black family (B-658) remain extant to the present day. The Black residence is currently used by the park, whereas the Grimes-Robison residence is currently vacant.

In 1962 around 10 privately owned parcels remained on the north side of Moraine Park, along with the 600-acre Stead's Ranch. Between 1956 and 1961, the park approached the Stophers about selling their property several times to no avail. During these years, the Stophers actually expanded the ranch, adding a swimming pool, nine-hole golf course, a new barn, and new cabins

in Moraine Park, along with acquiring a parcel in the Workman Subdivision for additional cabins. However, in 1962, ROMO Superintendent Allyn Hanks and Regional Chief of Lands Jack Aiton were able to come to an agreement with the Stophers regarding the sale of Stead's Ranch to the United States. The Stophers agreed to sell the ranch, including the land, buildings, and golf course for $750,000. Stead's Ranch was the last sizable guest ranch on ROMO's east side, and a public backlash to the decades-old establishment quickly followed. An article in the Estes Park Trail reflected the disappointment in losing the ranch: "The community will be poorer without Stead's; impoverished spiritually, if not actually. No man ever lived who could afford to lose a single friend" (Estes Park Trail 10 August 1962:4). The park defended their decision by stressing that it was part of the long-term plans to acquire privately held parcels in the park, with Edgar Stopher responding in the same article that "The eventual acquisition seemed inevitable. . .So it seemed wise to conclude the agreement now – rather than to continue with further expansion and improvement" (Estes Park Trail 10 August 1962:3, 22).

In September 1962 the Stophers began selling the contents of Stead's Ranch, and in October the NPS began advertising bids to remove the buildings and structures at the ranch, awarding the removal of about twenty buildings to Curry Meyer of Estes Park (SMR September 1962:5; SMR October 1962:9; SMR November 1962:3). Curry began removing the ranch's buildings in January 1963, completing the effort in June. During this time, the United States also acquired the water rights that had been granted to the ranch (SMR May 1963:8). On July 1, 1963, full possession of the 600-acre Stead's Ranch was granted to the United States, and the Stophers released all remaining buildings and property in September, which had been previously planned for July 1964 (SMR September 1963:8). The NPS quickly released bids to remove the remainder of the buildings at the ranch, which was completed in May 1964 by an unknown contractor. After the buildings were removed, the park's maintenance department began removing the golf course, building foundations, and infrastructure, such as the electrical poles and lines (SAR 1965:5–6). The park continued "naturalizing" the site of the ranch to remove as many traces of the former ranch as possible, including regrading and revegetating building sites and roads. By 1966, few traces of Stead's Ranch were apparent in Moraine Park.

Development of Moraine Park Campground, 1961–1967:

The loss of the numerous guest lodges and ranches in ROMO, including the Brinwood Hotel, and eventually Stead's Ranch, in Moraine Park, eliminated a substantial number of overnight stays in the park, meeting a goal of the Mission 66 program. However, demands for camping were

continuing to grow, with the park attempting to allay overcrowding by constructing temporary campgrounds and overflow areas at Hallowell Park, Phantom Valley, and Roaring Fork, in addition to building new picnic areas to separate day use from the campgrounds (SMR July 1962:10). The park's Mission 66 Prospectus did not include building any new campgrounds, only expanding and improving existing campgrounds, but the overwhelming demand for overnight camping in the park continued unabated during the late 1950s and early 1960s. The park, realizing that their Mission 66 Prospectus plans regarding campgrounds would be inadequate, decided to conduct a survey to identify potential sites for a new campground (Musselmen 1971:216).

In September 1961, park staff and Ralph Bakewell, a landscape architect from the Western Office of Design and Construction (WODC), completed a series of drawings for potential sites for new campgrounds (SMR September 1961:12). Although the Superintendent's Report notes that the drawings were unnumbered, Drawing 121-2581 by Ralph Bakewell and Thomas DeHaven depicts an early plan for a campground in Moraine Park (Figure 16). Bakewell and DeHaven's plan placed the campground in the same general location as the present-day Moraine Park Campground, west of Stead's Ranch and east of the Brinwood Hotel site. This location provided several advantages that were consistent with Mission 66 goals: the campground was in a previously developed area and could be accessed by an existing road, reducing the environmental impact of having to establish a campground in a previously undeveloped area, and the campground would be near the park's eastern boundary, in the "front country" that was emphasized for development over backcountry areas. An ample water supply was available nearby as well, and existing amenities for campers to enjoy were nearby, including the Moraine Park Amphitheater and Museum (now the Discovery Center) and numerous trails. The campground's location also provided visitors with beautiful views of Moraine Park and the snowy mountains, including Longs Peak.

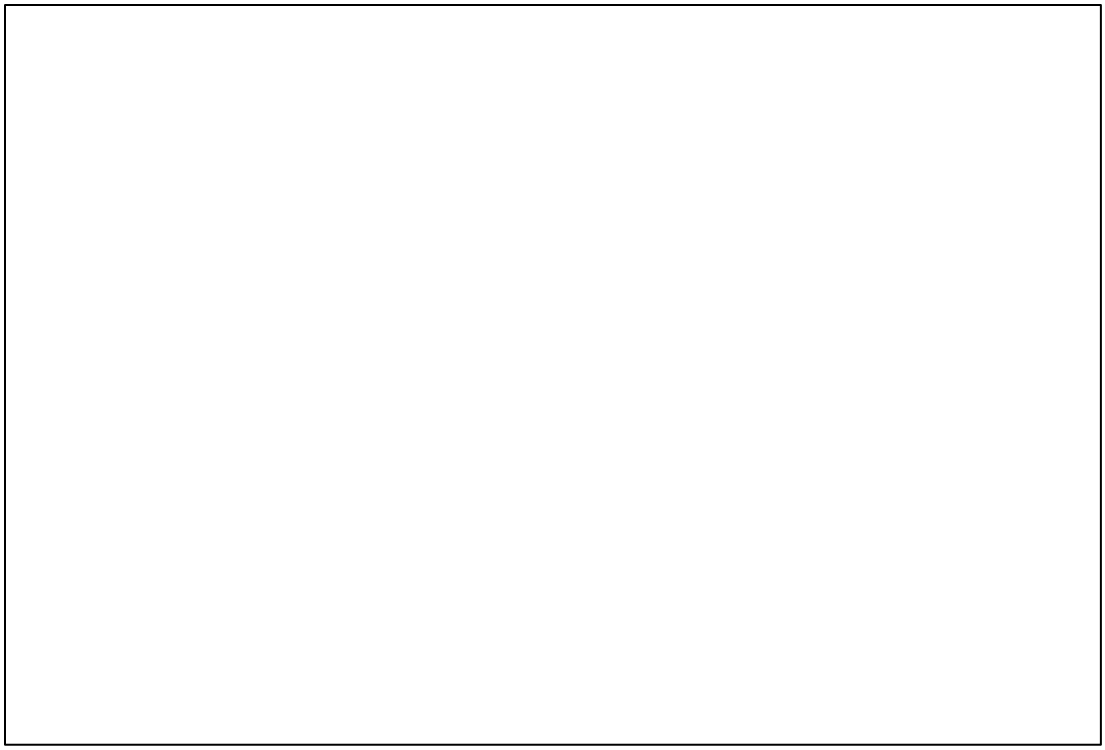


Figure 16. In 1961 Ralph Bakewell and Thomas DeHaven created the first plan for Moraine Park Campground. The plan placed the campground near the site of the former Brinwood Hotel and included several large loops branching from a main northwest-southeast running road and eight comfort stations arranged within the loops. The entrance to the campground would be through several privately owned parcels, which the NPS sought to purchase (Drawing 121-2581).

In Bakewell and DeHaven's plan, access to the campground was gained via the road through the Faulkner Cabins area. The campground layout consisted of a road that extended from the southeast to the northwest and terminated with a large, oblong loop. Three additional loops branched off of the main road to the north, with the easternmost loop reserved for group camping. The middle loop consisted of a large horseshoe-shaped road with three additional roads crossing its middle from east to west, and the third loop consisted of a single horseshoe-shaped road. Nine comfort stations were arranged in the loops: two in the group camping loop, four in the large loop with the crossroads, one in the single loop, and two in the westernmost loop. An amphitheater stood south of the single loop, and a water reservoir was to the west of the campground (Drawing 121-2581).

Moraine Park Campground represented a major Mission 66 era project in the park, with its development and construction entirely paid for with Mission 66 funding. The planning efforts

continued in the following months, with Bakewell and the park's landscape architect, DeHaven, spending much of their time in October planning for additional campgrounds and picnic areas. Planning for a potential Moraine Park Campground accelerated in November, when John Ballard, an engineer with WODC, began surveying the potential campground site in Moraine Park. That month, the park's engineer, Haradon (no first name provided), Bakewell, and WODC Project Supervisor Adams (no first name provided) also visited Moraine Park Campground's potential site. Park staff further discussed the Moraine Campground site after the survey and site visit were completed, and Haradon arranged for the United States Geological Survey (USGS) to complete aerial photography of the site (SMR November 1961:11–12). Donald Coffin and Paul T. Voegeli, Sr., of Denver's USGS office, met with the park to discuss potential water sources for the potential campground in Moraine Park. By July the testing for a water source for Moraine Park was complete, with a "well drilled to depth of 240 feet. . .[that would] yield 6½ gallons per minute" (SMR July 1962:14).

In July 1962, staff from the park, the NPS regional office, and the WODC met to review the campground's proposed layout (SMR July 1962:15). The proposed layout must not have met the needs of the park, because by September 1962 WODC Landscape Architect James "Jay" O'Shea (who became the park landscape architect in 1965) had significantly revised the plan for Moraine Park Campground's layout. Previously sited on the former Brinwood Hotel land, O'Shea relocated the campground slightly to the north and west, making the campground less visible from Moraine Park (Musselman 1971:216). O'Shea's master plan for the campground, Drawing 121-3605, depicts the layout as it remains today: a new route for the Moraine Park Road leads west from Bear Lake Road (figure 17), continuing west to the campground and turning south just east of the campground entrance. Within the campground, a two-way road forms the large Loop A, with one-way roads branching to the south to form Loops B and C. A third one-way road loops to the west of Loop A and forms Loop D, whereas Loop E branches to the north of Loop A at its eastern end. The roads generally follow the contour intervals, minimizing the number of slopes that campers would have to ascend and descend while driving to the campsites. Drawing 121-3605 (figure 18) depicts a ranger station between Loops A and E, and the amphitheater is shown south of Loop C. Ten comfort stations, each with an associated water station, are arranged near the loops: four in Loop A, two in Loop B, two in Loop C, one in Loop D, and one in Loop E. The drawing also indicates a water reservoir to the northwest of the campground and a sewage treatment plant to the southeast. A picnic area, accessed from Moraine Park Road, is south of Loop B where several privately owned parcels are located. This picnic area never materialized,

most likely because the owners of parcels T-216, which is in the middle of the proposed picnic area, never sold their land to the United States.

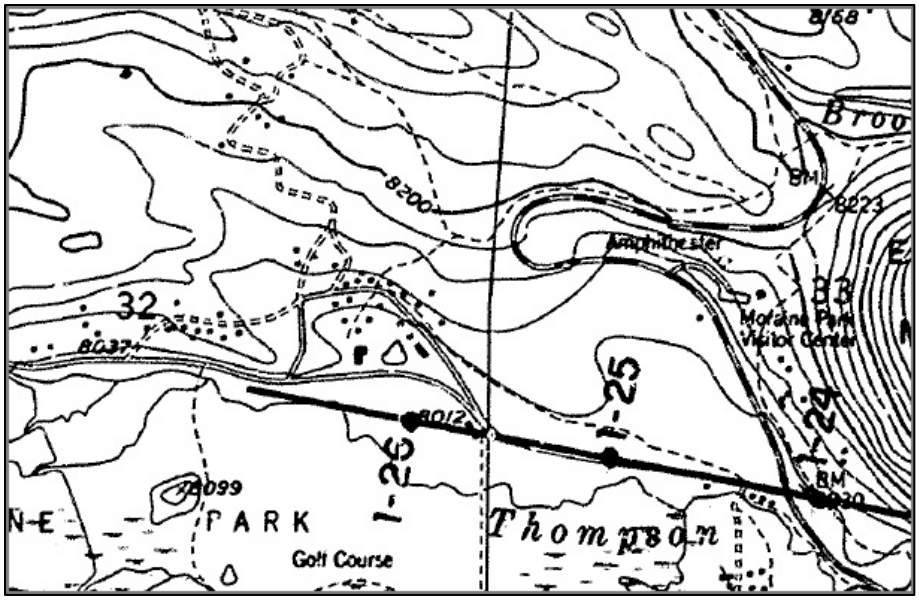


Figure 17. By 1960, Route 3-A, which became Bear Lake Road, was complete and the park closed the Thompson River Entrance. Moraine Park Road remained, along with the loop through Stead's Ranch. Portions of Moraine Park Cut-Off Road remained extant as well, indicated by the north-south, parallel dashed lines, in addition to the east-west road that provided access to privately owned parcels and the Faulkner Cabins, west of Stead's Ranch (Drawing 121-41030).

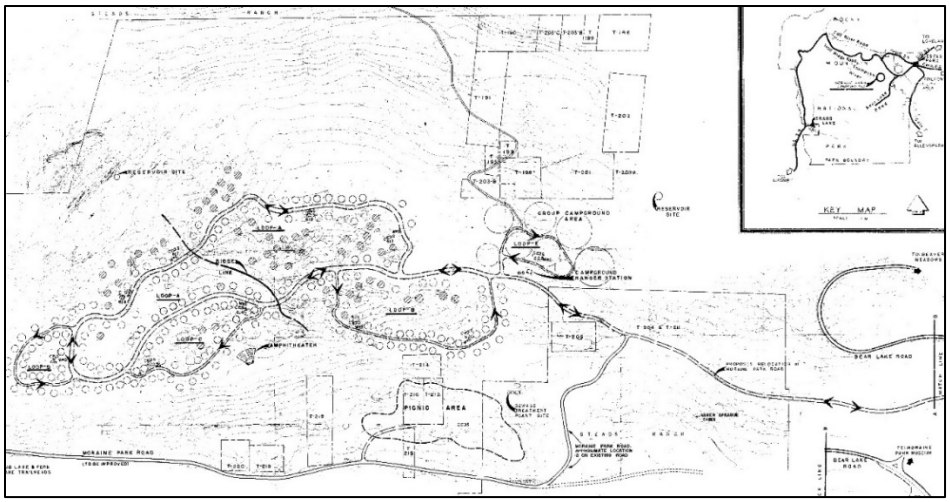


Figure 18. In 1962 James "Jay" O'Shea significantly revised Moraine Park Campground's plan. A new entrance road would be constructed between the campground and Bear Lake Road. Comfort stations were arranged in and around the loops, and an amphitheater and ranger station were also planned. O'Shea also planned for walk-in campsites to take advantage of the topography, which are marked by circles with cross-hatching in the plan (Drawing 121-3605).

James O'Shea depicted a total of 253 campsites in his 1962 master plan for the campground. The campsites in Loops A, B, C, and D are mostly arranged next to the loop roads, where the topography appears to be generally flat, with minimal elevation changes. However, O'Shea included 53 walk-in campsites in areas of higher topography and away from the loop roads. These sites, which O'Shea had first used at Aspenglen Campground in 1961, include a designated parking area and narrow footpath to each campsite. The campsites provide a backcountry feeling while also providing access to nearby amenities like comfort stations. By including the walk-in campsites, O'Shea was able to maximize the number of campsites in the campground while maintaining ample space for each campsite to provide privacy. O'Shea also took advantage of the natural features while placing these sites, as many are placed near rock outcroppings and large trees that also help to provide privacy while retaining as much native vegetation as possible. Loop A included 152 campsites, 46 of which are walk-in sites; Loop B included 42, including four walk-in sites; Loop C featured 27, including three walk-in sites; and Loop D with 24 campsites, none of which were walk-in sites. Loop E was reserved for group camping and included eight large campsites.

The campground and campsite layouts continued to adhere to E. P. Meinecke's guidelines that were implemented and adapted by the park during the CCC era. The loop roads could be easily closed for maintenance, and the configuration helped decrease traffic as well. Each campsite had a dedicated parking area, many of which could accommodate RVs and trailers, a picnic table, and a fire pit. The park also lined many sections of the roads and parking spurs with stones to define vehicular travel areas and prevent impacts to vegetation. Large groups were also limited to the designated group camping area, further helping to protect vegetation. Several of the group campsites were placed in and near the former Moraine Park Cut-Off Road alignment that was already extensively disturbed, which also helped to minimize further impacts on vegetation.

By October 1962 the park had come to an agreement to use O'Shea's campground design. That month, the park prepared requests for proposals for contractors to build water, sewer, and power systems, along with six comfort stations (SMR October 1962). It is not known why the number of comfort stations was reduced from ten to six, but was perhaps due to budgetary constraints.

The comfort stations were built from standardized plans developed by the WODC. The WODC designed the comfort stations in the Park Service Modern style and used prefabricated materials in the plans (Drawing 121-3606; Drawing 121-3606A). The comfort stations included characteristic features of the style, such as a low profile, a shallowly pitched gable roof with

exposed rafter tails, and ribbons of hopper windows placed high in the walls. A poured concrete foundation supported each comfort station, masonry blocks topped with wood frames formed the walls, plywood clad the gable peaks, and a composite and gravel roof covered the building. Each building also featured a "water station" near its façade The water stations were small structures that stood on a poured concrete base and were built of the same masonry blocks as the comfort station walls. A concrete cap topped the water station, and three drinking water spigots emerged from the sides.

In March 1963 the park reviewed plans for Moraine Park Campground's roads and parking spurs, along with additional reviews for the utilities and comfort stations in April. National Park Service Regional Director Howard Baker visited the proposed Moraine Park Campground site in April, possibly necessitating the additional reviews for the utilities and comfort stations (SMR March 1963:6; SMR April 1963:3). On June 6, the park opened bids for the comfort stations, and several days later, on June 17, the NPS awarded the contract to A & H Builders, Inc. of Boulder, Colorado, for $54,012 (SMR June 1963:10). That month, James O'Shea and Park Landscape Architect Richard A. Strait laid out an access road to the comfort station construction sites. The precise location of this access road is unknown. However, Drawing 121-3608 depicts a road labeled "Temporary Campground Entrance Road" that is adjacent to the alignment of the present-day, north-south portion of Fern Lake Road directly south of Moraine Park Road; this alignment may have served as a portion of the access road. It is also probable that the present-day Loop A alignment served as an additional portion of the access road, as its location was in proximity to the six comfort stations.

The park held plan reviews for the water, sewer, and electrical systems in July 1963, along with pre-construction meetings with A & H Builders, Inc. for the planned comfort stations (SMR July 1963:11). In September the NPS awarded the electrical system contract to A & H Builders, Inc. as well, who had bid $26,415. Park staff helped define the clearing limits for the electrical poles and wires to help retain as many trees and native vegetation as possible. That month, the NPS also awarded contracts for the water and sewer systems, along with clearing and grading a portion of the loop roads and entrance road to Emerson S. Ellet Inc. of Denver for $194,330.10 (SMR September 1963:10) (figures 19, 20). The water system pumped water from a well in Moraine Park near Stead's Ranch to a large storage tank northwest of the campground, where the water then flowed to the water stations and comfort stations. The sewer system piped wastewater away from the comfort stations to a sewage treatment plant and lagoons southeast of the campground (Drawing 121-3717A).

Figure 19. In 1963, the park contracted Emerson S. Ellet Inc. to clear and grade a new entrance road for Moraine Park Campground. This photograph was taken just east of the present-day campground's entrance, east of the intersection with Fern Lake Road, and is facing southeast, with Eagle Cliff Mountain in the background (Lockwood 1963).

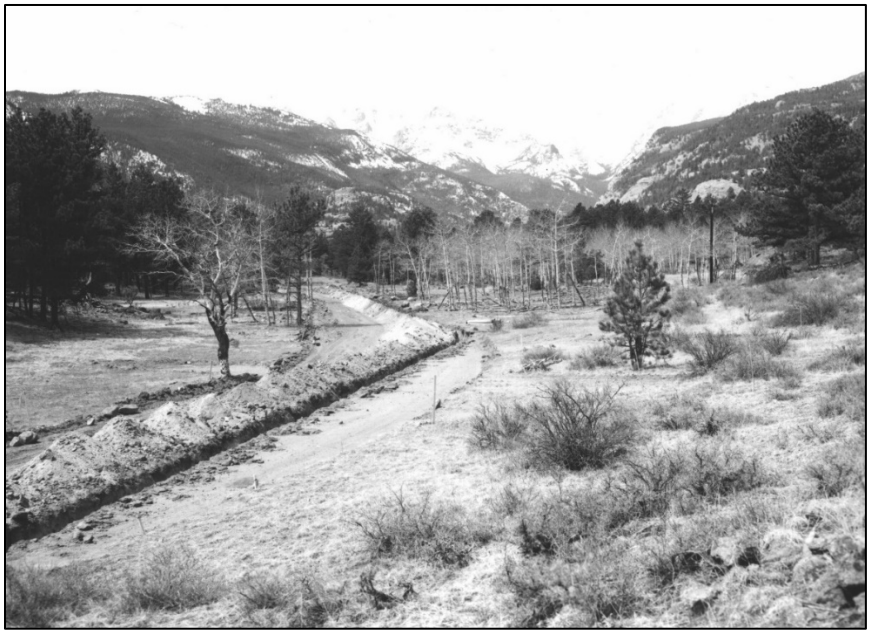


Figure 20. The park also contracted Emerson S. Ellet Inc. to clear and grade a portion of the campground's loop roads, and install the water and sewer systems in 1963–1964. In this photograph, a trench for the new sewer system is shown along the eastern end of Loop A, looking west (Contor 1964).

By the end of 1963, A & H Builders, Inc. had completed the six comfort stations and the water, sewer, and electrical utilities and roads were well underway (figure 21). Jim Egan of the U.S. Public Health Service's Denver office revised the plans for the campground's sewage disposal facilities, which would be built southeast of the campground in Moraine Park and north of the Thompson River in 1964 (SAR December 1963:4, 7, 15–16). Although winter weather put many of the projects on hold until spring, the contractors quickly resumed work on the utility systems and roads in April 1964. By the end of June, contractors had completed 90% of the water and sewer system and 80% of the roads (SMR April 1964:7; SMR June 1964:10). Although the superintendent's reports do not mention when the projects were completed, both the water and sewer systems and roads were likely completed in July or August. In July, the NPS opened bids for the water treatment plant construction, which was awarded in August to the Western States Construction Company of Loveland for $26,172 (SMR July 1964:11). The contractors completed the project in May 1965, shortly before the campground opened to the public (SMR May 1965:6).

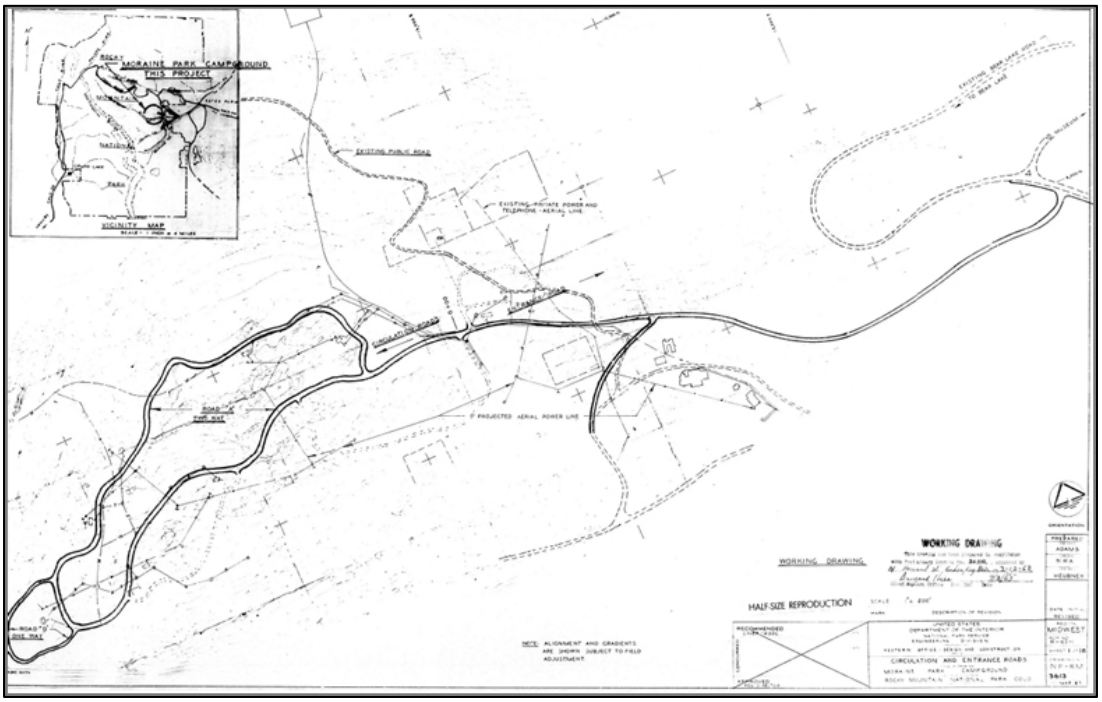


Figure 21. This drawing from 1963 depicts the campground's loop roads, along with the new entrance road. It also depicts the new connection to Fern Lake Road, which passed north of Stead's Ranch and utilized a portion of the original route of Moraine Park Road that passed through Stead's Ranch (Drawing 121-3613).

In August 1964, the NPS delegated $30,288 to the park for the development of the campsites, along with signs and an interpretive panel for the campground. An additional $23,100 was

delegated for picnic tables, fire pits, and refuse containers. Park staff were responsible for both the campsite development and construction of the small-scale features (SMR August 1964; SMR September 1965). Drawing 121-3608 illustrates the park's general plans for campsites at Moraine Park Campground. In the drawing, James O'Shea illustrated six typical arrangements for the campsites' parking spurs and small-scale features (figure 22). The six types of parking spurs, which O'Shea called "Spur-Trailer," "Parallel-Trailer," "Long-Spur Trailer," "Spur-Tent," "Parallel-Tent," and "Walk-in Campsite," are all surfaced in gravel and have rocks delineating the spurs by forming barriers. Three of the six campsite arrangements can accommodate trailers, whereas the other three are dedicated to only vehicle parking. The trailer campsites include a parking spur, picnic table, and fire pit, and the other three types of campsites include a parking spur, picnic table, fire pit, and tent pad (Drawing 121-3608). The drawing also provides an alternative schematic that includes the use of log barriers, rather than rocks; this does not appear to have been used in Moraine Park Campground at any of the campsites. Additional inspections and plans for the campsites' placements continued through 1964, and were largely complete by the end of the year (SMR December 1964:8).

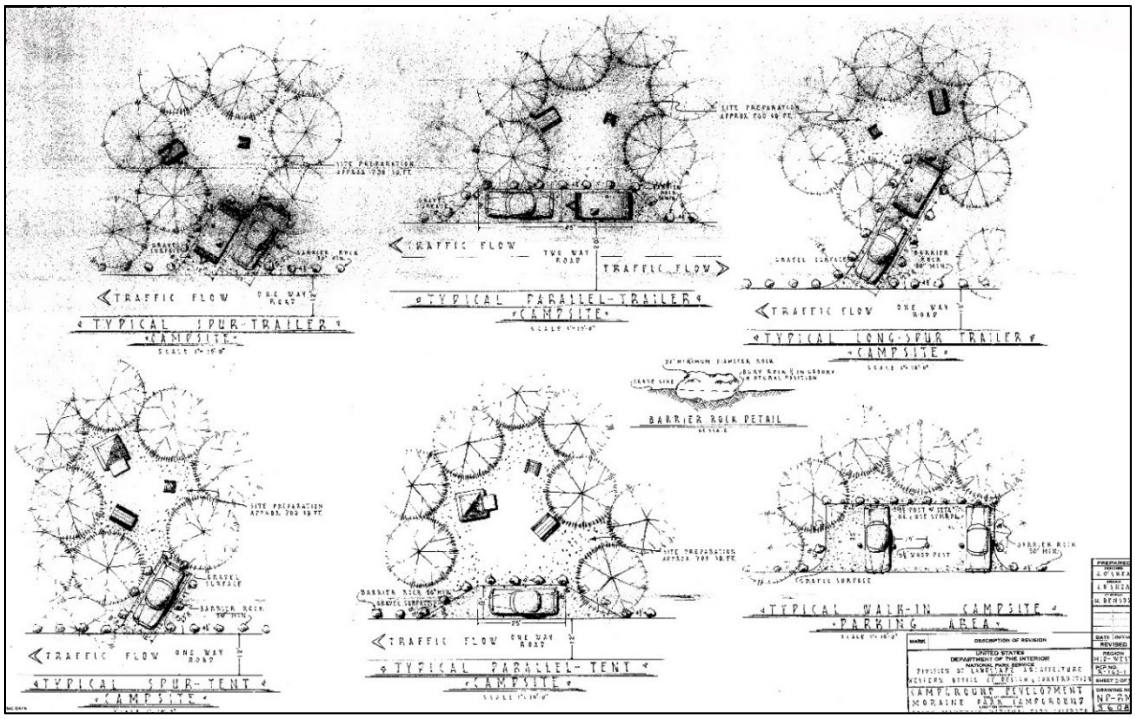


Figure 22. James O'Shea illustrated six typical arrangements for the campsites' parking spurs and small-scale features. The six types of parking spurs are all surfaced in gravel and have rocks delineating the spurs by forming barriers. The designs continue to follow E. P. Meinecke's recommendations for campgrounds, along with modifications to accommodate trailers (Drawing 121-3605).

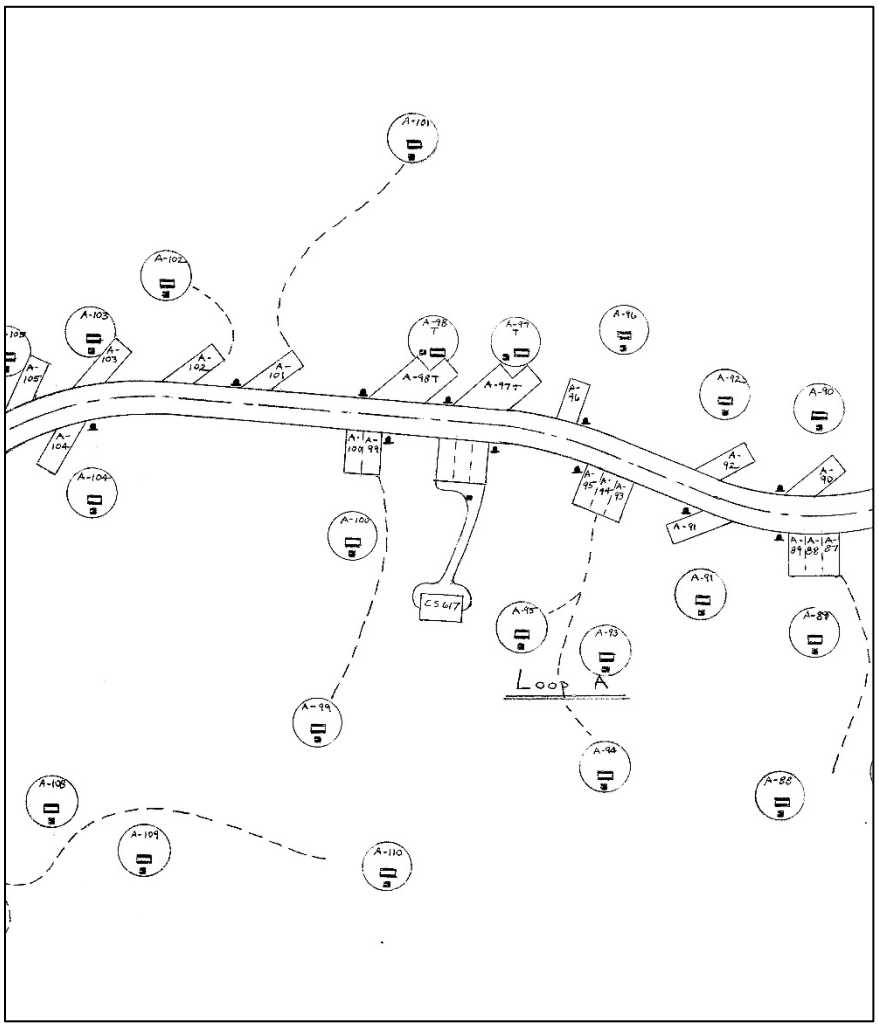


Figure 23. Detail from Drawing 121-2772, which was prepared by ROMO's Engineering Division in December 1964. The drawings depict the placement of the loop roads, comfort stations, campsites, and parking spurs in Moraine Park Campground. Note that the campsite numbers in this drawing do not correspond to the current campsite numbers.

campsites. All of Loop C's campsites are dedicated to trailers or walk-in campsites, with 20 and 2, respectively. Loop D has no trailer campsites, and 17 of the 29 are walk-in campsites. Loop E, reserved for groups, has a note indicating potential areas for future expansion.

In October 1964 the park contracted the Flatiron Paving Company of Boulder to pave Moraine Park Campground's roads, along with the roads at Glacier Basin Campground, the seasonal housing area at Headquarters, the Grand Lake entrance area, and Timber Creek Campground for

a total of $50,036.72 (SMR October 1964:11). The contractors also installed rock barriers at Moraine Park Campground (Estes Park Trail 23 October 1964:13). The Flatiron Paving Company completed the project in September 1965 (SMR September 1965).

During the winter months in 1965, park staff discussed the types of signs that would be used in Moraine Park Campground, and the park's landscape architect, Richard Strait, prepared designs for 10 types of signs to be used at the campground. After the designs were agreed upon, the park's sign shop made, painted, and lettered over 330 campsite markers (SMR January 1965:2, 11; SMR February 1965:6).

On June 25, 1965, the park opened Loops A and D to the public for camping (SMR June 1965:9). A concessionaire was operating in the campground by that time, as the park permitted the concessionaire to use fallen trees, and beetle-killed trees from the campground to sell as firewood (SMR February 1965:7). By allowing concessionaires to sell firewood, the park was able to avoid major concerns: campers not having access to wood for campfires, which many considered an integral part of the camping experience; and damage to living trees and vegetation, along with other ecological impacts, resulting from continuous, large-scale collection of firewood in a small area. In 1967 the park issued a new firewood concession prospectus for all campgrounds in the park. The park provided "covered wood slat storage binds of varying sizes" for storing the wood, but the concessionaire was responsible for furnishing any additional facilities and equipment necessary for their operation (NPS 1967). However, because the extant firewood and ice sales building is owned by a concessionaire, the park has no records regarding this structure, and it is not known if it was built during the same time the campground was developed.

The park continued to develop other areas of Moraine Park Campground in 1965 while the two camping loops were open. Park staff continued to complete and install signs and bulletin boards, and the Flatiron Paving Company paved additional areas in the campground, possibly the parking areas (SMR June 1965). Although the superintendent's reports and other documents do not provide information regarding the opening of Loops B, C, and E to the public, these areas of the campground likely opened soon after the paving was completed in July. Park staff also completed a self-guiding nature trail that originated at the campground and prepared markers and descriptive leaflets. The location of this nature trail is not known, although earlier descriptions place its origin at the campground's western end (SMR April 1964:3). It is also not known when the trail was abandoned, as there are no extant nature trails at the campground.

The park made staffing changes in 1965 as well. Landscape architect Richard Strait departed for the NPS Midwest Office in July, and James O'Shea became the park's Resident Landscape Architect in September, perhaps as a result of his work with Moraine Park Campground's design (SMR July 1965:5; SMR September 1965:4). Around the time that O'Shea began work at ROMO, the WODC sent plans and specifications to the park for the Amphitheater (Drawing 121-3645) and the Ranger Station, which was to include a duplex. The Ranger Station was based on a standard design (figure 24), like the comfort stations, that was also used for the ranger station at Timber Creek Campground on the park's west side (Drawing 121-3637A). O'Shea conducted a field study for the proposed Ranger Station and Amphitheater in November 1965, developed additional site plans in January 1966, and made additional Amphitheater drawings in March 1966.

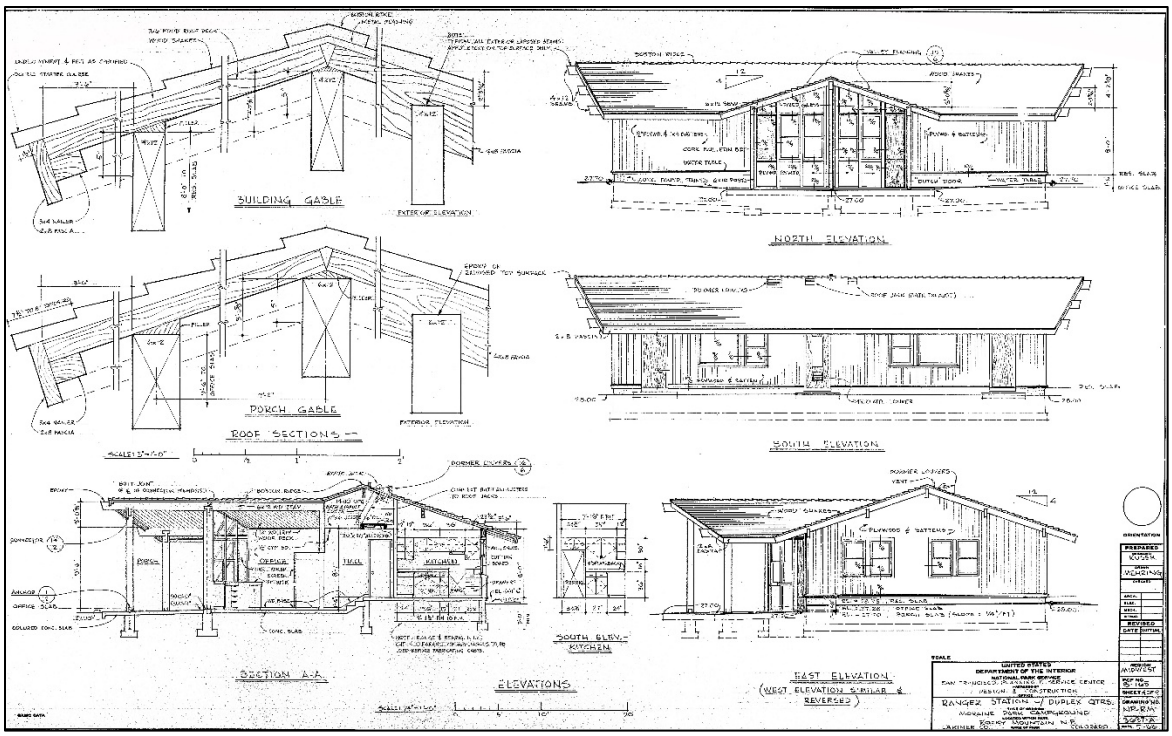


Figure 24. In 1965 the WODC sent standard plans for the Ranger Station and Duplex, which the park used for the ranger stations at Moraine Park Campground and Timber Creek Campground (Drawing 121-3637-A).

Work in Moraine Park Campground continued as the weather warmed in spring 1966. The park obliterated abandoned horse trails in Loop B, and O'Shea directed trail layout and campsite rebuilding in the campground. It is not known which campsites were rebuilt, or what necessitated their rebuilding (SMR April 1966:6–8). O'Shea also finalized the plans for the Amphitheater and Ranger Station, and the NPS awarded the contract for both projects to Len Builders of Denver for

a total of $55,581.50 (SMR June 1966).

The Moraine Park Campground Amphitheater stood on the south side of Loop C, overlooking Moraine Park, the large lateral moraine, and the Continental Divide, including Longs Peak. A small, concrete stage that rose several feet above grade had no surround, unlike the amphitheaters that were built during the Mission 66 era at Glacier Basin and Aspenglen campgrounds. Rather, the Moraine Park Campground Amphitheater featured a screen that could be folded down over the stage, and then lifted into place when required. By including the folding screen, visitors' attention could be drawn primarily to the beautiful surroundings, which, after the park completed its naturalization efforts, would look entirely untouched by humans. Two rows of benches extended from the south of the stage, curving around a stone fire pit. A projection booth was placed approximately 60' from the stage. Nine rows of benches were built in a shallow arc formation between the projection booth and stage, and three more rows were arranged on each side of the project booth. An asphalt-paved walkway separated a second set of wood benches, which included six rows with a central aisle. The benches consisted of two cedar boards that were anchored to galvanized steel pipes set in concrete. The projection booth was a small, wood-framed structure with a cedar-shingled shed roof, board and batten siding that was painted an olive green, and paired wood doors on its northeast elevation (Drawing 121-3645A). The projection booth housed state-of-the-art audio-visual equipment that was funded by the Mission 66 program to help enhance visitors' experiences.

Work in the campground in 1966 was mostly limited to the Amphitheater and Ranger Station. Park staff installed picnic table anchors to prevent campers from moving the tables and harming vegetation in the fall, and Len Builders, Inc. nearly completed the Amphitheater and Ranger Station before the winter weather halted construction in November (SMR September 1966:6; SMR October 1966:8). By November, Len Builders had completed the exterior of the Ranger Station, including the rear patio and fence, and many of the interior details, including the kitchen cabinets and closet doors. At the Amphitheater, the contractor had finished the seat posts, bituminous paving, projection booth, and stage and screen. Len Builders did not resume work until May 1967, but both projects were completed in June (SMR June 1967:4, 8). The park conducted the first program at the Moraine Park Campground Amphitheater on July 2, 1967, and park staff began working at the Moraine Park Campground Ranger Station and Duplex around the same time as well.

In 1967 Paul Van Horn, a concessionaire who operated the Glacier Creek Stable, approached the park about developing a second stables at the site of the former Brinwood Hotel (SMR May 1967:7–9; June 1967:8). Possibly because the proposed stable was near the new Moraine Park Campground and would help facilitate day use of the park, Van Horn's plan was approved. Van Horn worked with James O'Shea to design and develop the site, which was to include a barn, paddock, employee quarters, and comfort station, along with parking areas for customers and employees (Drawing 121-3715A). In 1968 the park contracted Emerson S. Ellett, Inc., of Denver to extend the campground's water and sewer systems to the new Moraine Park stables (Estes Park Trail 17 May 1968:7).

Another small building built during the Mission 66 era was the Entrance Kiosk. It was installed at the entrance to the campground ca. 1965, and it was built from standardized plans that were also used for checking kiosks at the park's entrances and at Moraine Park Campground (Bzdek and Ore 2010:29).

The small building was not installed on a foundation, but rested on skids so that it could be removed or relocated as necessary. It is not known who constructed the Entrance Kiosk, but it is very similar to the kiosk at Glacier Basin Campground.

POST-MISSION 66 CHANGES, 1968-PRESENT

Only a few significant changes to Moraine Park Campground have occurred since it was completed in 1967. Throughout the 1970s the park's activities at Moraine Park Campground were mostly limited to general upkeep and replacement of features that experienced the most wear and tear. Some of the first changes in the campground came in 1975 when the park replaced three pit toilets with vault toilets (SAR 1975:26) (figure 25). In 1975 the park also installed new 3M signs at the campground that were standardized throughout the National Park System, and installed new campsite markers in 1976 (SAR 1975:27; SAR 1976:32). The park installed a phone booth with "a distinctive outdoor design" near the Ranger Station (SAR 1977:24). Other small projects that the park undertook during these decades included repainting the Amphitheater, picnic tables, Water Storage Tank, and the interiors of the comfort stations.

Figure 25. The park has replaced all of the original pit toilets in Loops B and C since the period of significance. In 1975 the park replaced three pit toilets with vault toilets. In 1994–1995 the park replaced two more pit toilets with vault toilets, including pit toilet #765 pictured here. The replacement vault toilet is visible at center-right (Rocky Mountain National Park 1995).

In 1974–1976 the campground's sewer system was connected to the Upper Thompson Sanitation District. New sewer lines were installed that exited the campground on the southeast side of Loop B, cutting across Moraine Park and paralleling the old Route 4 Moraine Park Road through Moraine Park to Bear Lake Road. The new sewer connection rendered the sewage treatment plant and lagoon in Moraine Park obsolete, which the park obliterated and revegetated soon after the sewer connection was complete.

In 1981 the park restored and repaired 10 campsites, although the sites are not specified. That year the park also removed over 400 hazard trees, mostly aspen, from the campground (SAR 1981). The park removed additional hazard trees in 1983 and 1984, although in much smaller numbers. In 1985 the park undertook efforts to eradicate Canada thistle from the campground. This was part of a larger project in Moraine Park Campground to rehabilitate and stabilize campsites while further protective vegetation. During this time, park personnel constructed new tent pads for many of the campsites and installed log steps in areas with steeper slopes (SAR 1984:59; SAR 1985:34).

In 1990–1991 the park built the Filter Plant west of the Ranger Station. The Filter Plant was built in the Rocky Mountain National Park Neo-Rustic style. This style, created by and used throughout ROMO by Park Engineer Joe Arnold, resembled the Rustic style that was used widely throughout the park from 1915 through the mid-1950s. The design focused on "reviving basic architectural materials and forms from [the Rustic] period while incorporating modern materials that are sustainable," and utilize colors that help the buildings blend into their surroundings (Hawkins and Arnold 2000). The style typically included stone veneer, log framing, and wood siding and could be adapted to all of the building types at the park. Although the buildings resemble the Rustic style in looks and massing, the buildings are constructed using prefabricated materials obtained offsite and by using power tools, more akin to the method of construction used for Park Service Modern style buildings. A decade later, the park also applied this style when the vault and pit toilets in Loops B, C, and E were replaced with new vault toilets and rehabilitated the Amphitheater in 2001, and when the shuttle bus shelter was built in 2003.

The Filter Plant is used to purify water that is drawn from two wells near the Big Thompson River in Moraine Park. From the Filter Plant, the water is piped to Tank A, the water storage tank in Moraine Park Campground that supplies the campground with water, and to Tank B, north of Bear Lake Road and northeast of the campground. From Tank B, water is distributed to the Moraine Park Discovery Center, Headquarters East, Beaver Meadows Entrance, and several private and park-owned residences.

The Amphitheater rehabilitation in 2001 marks one of the most significant projects that has taken place in Moraine Park Campground since the period of significance ended. The Mission 66 era stage, benches, and projector booth were all removed, but the park retained the footprint of the seating area and the footpaths. The park replaced the stage and its folding screen with a large concrete stage with a stone veneer, several steps, and a curving ramp to meet (then-current) federal accessibility standards. The park built a new, large Neo-Rustic screen structure and Neo-Rustic projection booth that were designed by Joe Arnold. The park also rebuilt the bench seats in new arrangements, built low walls with stone veneers around the perimeter of the Amphitheater, and installed new speaker poles and lighting. The asphalt-paved footpaths and areas around the benches were replaced with concrete at this time as well. Contractors completed the Amphitheater project by installing new audio-visual equipment (SAR 2001:13).

The park made changes to the campsites in 2001 as well. Fifty-seven campsites were rehabilitated; although the changes are not specified, this likely included installing new tent pads, fire pit rings, and picnic tables. This year, the park also began installed bear-resistant food storage lockers in and near the campsites, many of which are anchored to concrete pads. The lockers help reduce human and bear encounters, in addition to keeping mice and other rodents away from campers' food.

Following the Amphitheater's construction in 2001, the park made additional changes to the campground's buildings and structures in the following decade. In 2003 the park added a shuttle bus shelter and pull-through on the north side of the campground's entrance road, east of the Entrance Kiosk (Drawing 121-60459A). In 2009 the park replaced two of the Mission 66 comfort stations, Comfort Station #613 and Comfort Station #617, with new Neo-Rustic comfort stations in the same locations. The new comfort stations reused portions of the Mission 66 foundations, but the foundations were also expanded to accommodate the new buildings, which were slightly larger in order to help meet federal accessibility requirements. The park also installed new footpaths to these comfort stations. One year later, in 2010, the park built two solar shower facilities: one near Comfort Station #619, and the other between Campsites 49 and 53. The park removed Campsite 51 for the latter solar shower but retained its parking spur. Each solar shower includes two stalls, both of which are enclosed but lack a ceiling. The showers do not feature running water, but campers can hang a solar-heated shower bag in the stall for bathing while being afforded privacy.

Between 2010 and 2014 the park rehabilitated the aging sewer system, which is original to the period of significance, by lining 9,025 feet of the sewer lines with cured-in place piping (CIPP), lining 10 manholes, and replacing one manhole. However, after the sewer was lined, infiltration of groundwater continued, and the park is currently planning to extensively rehabilitate the entire sewer system beginning in 2022. After the park completed the sewer lining in 2014, efforts focused on rehabilitating the water lines. In 2015 the park replaced the water lines from the Moraine Park Campground Road and Bear Lake Road intersection to Tank B and Headquarters East, and the following year, the park replaced the water lines between the campground's Entrance Kiosk to Bear Lake Road. Additional rehabilitation of the water system in the campground is planned for the next few years as well. Other changes in the campground in the last decade have included repaving the roads in 2013 and removing the telephone booth ca. 2021.

Other changes in Moraine Park Campground have been part of other park-wide changes, especially those that have affected the vegetation. Due in part to drought conditions, rising temperatures, and a number of other conditions, bark beetle infestations have been killing large numbers of pine and spruce trees in the park. In order to reduce fuels available for wildfires, reduce the number of trees that may become hazardous to visitors, and help retain the number of trees for aesthetic reasons, the park implemented a park-wide strategy to managing bark beetles in 2005 to "high value" trees. The high value trees are living pines and spruce that meet criteria such as providing shade in campgrounds, provide visual screening between campsites, have cultural significance, provided irreplaceable habitat and seed sources, and have outstanding visual quality. In Moraine Park Campground, these high value trees are indicated by a blue-painted dot at the base of the tree. During the spring, these trees are sprayed with insecticide to repel the bark beetles. In other areas of the park, the bark beetles are also managed by removing hazard trees, thinning trees, conducting prescribed burns, and using pheromones as bait (NPS 2005:14–23).

Damage to vegetation has not been limited to bark beetles in recent years. In 2013 the Fern Lake Fire burned a large portion of Moraine Park. Firefighting efforts kept the fire south of Fern Lake Road, south of the campground. However, changes came to the campground in October 2020 when the East Troublesome Fire, which started near Grand Lake, swept over the Continental Divide. The fire burned many trees to the west and north of the campground, along with several in Loop D's westernmost campsites. The fire damaged the tent pad at Campsite 151, but firefighting efforts were able to keep the fire away from the rest of the campground. However, two bunkhouses at the nearby Moraine Park Stables were extensively burned and subsequently demolished.

Analysis & Evaluation

Analysis and Evaluation Summary

Moraine Park Campground's landscape was analyzed and evaluated under the following characteristics: natural systems and features, vegetation, topography, spatial organization, circulation, buildings and structures, small-scale features, constructed water features, views and vistas, and archeology. The integrity of the campground was evaluated by comparing present-day characteristics and features with those present during the period of significance, 1961–1967, which encompasses the development of the campground from its initial plans to its completion.

Landscape Characteristics Summary

Moraine Park Campground lies on the north side of Moraine Park, a wide, nearly flat, glacially carved valley. The natural systems and features in the campground, including rocky outcroppings, an open meadow with an intermittent stream, and a steep hillside south of the campground, remain unchanged since the campground was established and continue to form the campground boundaries. Views of the surrounding natural features, most notably Longs Peak and Moraine Park, remain a significant character-defining feature of the campground as well.

Topographic changes at the campground have generally been small. The campground's roads largely conform to the existing topography. The extant grading for the campground's loop roads—including small cuts through rock outcroppings—campsite spurs, and buildings dates to the Mission 66 era and Moraine Park Campground's period of significance. However, the grading for the loop roads during the campground's initial development altered drainage patterns in Loop A near Campsites 79–83 and 120–135, resulting in the creation or enlargement of wetlands. The campsite placements conform to the natural topography as well, utilizing the small ridges, draws, and shallow valleys, creating a sense of privacy.

Nearly all of Moraine Park Campground's vegetation remains extant from the period of significance, including the large ponderosa pines that line the roads and stand between the campsites, grasses and wildflowers in the open meadow, and wetlands plants in small areas within the loop roads. Much of this vegetation was consciously retained during the campground's initial development. Few changes have been made since the period of significance, except for small numbers of hazard trees that have been removed. However, the area covered by wetlands vegetation has increased in Loop A as a result of drainage issues from the development of the campground.

Moraine Park Campground retains its spatial organization from the period of significance, when the campground's loop roads, building sites, and campsites were established. Several pit toilets have been removed since the period of significance. However, these were adjacent to the existing vault toilets, and their removal has not altered the campground's overall spatial organization. Several features have been added to the campground as well, including the bear-resistant food storage lockers and areas for dumpsters, but do not significantly detract from the campground's integrity. Two structures built after the period of significance, the Filter Plant, the Bear Lake Shuttle Bus pull-through, stand near the campground entrance. The shuttle bus pull-through was built at the eastern end of the campground's entrance, out of view of the Ranger Station, Entrance Kiosk, and campsites. The Filter Plant, built west of the Ranger Station, fits unobtrusively into the ponderosa pines at the eastern edge of the meadow. Both the shuttle bus pull-through and Filter Plant are relatively small in size and blend into their surroundings; both structures have not significantly diminished the campground's spatial integrity.

Circulation has also remained the same since the period of significance, including the loop roads, campsite parking spurs, additional parking areas, and footpaths to the comfort stations. Some of these circulation features, such as the paved footpaths between the comfort stations and their parking areas, retain their materials from the period of significance as well. Circulation features that developed after the period of significance, such as the visitor-created social trails and Bear Lake Shuttle Bus pull-through, have not significantly detracted from the overall integrity.

Moraine Park Campground includes a variety of structure types, including a ranger station, an amphitheater, a kiosk, six comfort stations, four vault toilets, a filter plant, a shuttle bus shelter, and a firewood and ice sales building. Most of the Park Service Modern buildings remain from the Mission 66 era, and the comfort stations were the first buildings constructed at the campground in 1963. However, two comfort stations have been replaced, a filter plant was constructed, the Amphitheater has been extensively rehabilitated, and several vault toilets have been removed and replaced since the period of significance. The shuttle bus shelter is the most recent structure, constructed in 2003. The structures built after the period of significance are Neo-Rustic in style, as opposed to the Park Service Modern style that was applied to all of the buildings and structures constructed during the period of significance.

Small-scale features in the campground include fire pits, picnic tables, bear-resistant food storage lockers, and other campsites components; signs; fencing; gates and road delineators; utility-related features; and a flagpole. Nearly all of the extant small-scale features were installed after the period of significance and replaced those from the Mission 66 era that were subject to normal

wear and tear. These replacement small-scale features are compatible with the campground. Several small-scale features remain from the period of significance as well: the steel post gates, the stone barriers that delineate vehicular travel areas and protect vegetation, large-aggregate concrete parking wheel stops, and the RV dump station.

Constructed water features in Moraine Park Campground include a water storage tank, four "water stations," seven drinking water hydrants, and an RV dump station. The four remaining water stations retain all of their historic integrity. The RV dump station also retains integrity and reflects the Mission 66 goals of improving utilities throughout campgrounds. Therefore, the water stations and RV dump station are considered contributing features. However, the drinking water hydrants have been replaced several times since the campground was developed and the Water Storage Tank was rehabilitated in 2008.

Views in the campground focus primarily on one feature: Longs Peak. Campsites in Loops B and C, which hug the hillside before it slopes steeply downward, have sweeping views of Longs Peak rising above Moraine Park and the forested slopes of the South Lateral Moraine. Many of the walk-in campsites in Loop A have been sited to take advantage of higher terrain that also provides views on Longs Peak. In the other campsites, particularly those in the interior of Loops A and D, views are limited primarily to other campsites and the terrain within the campground, including the large trees, low ridges, draws, and shallow valleys. Several campsites on the eastern end of Loop A have expansive views of the meadow and Deer Mountain as well. Because so much of the campground's vegetation and spatial organization have been retained, these views are very similar to those that would have existed during the period of significance as well.

There are seven documented archeological sites in the campground: two were pre-contact sites and destroyed or collected prior to the 2021 survey, with the remaining five consisting of two roads, a depression, a rock alignment, and the site of the former Faulkner Cabins. All of the archeological sites are considered non-contributing to Moraine Park Campground, as none of the sites were developed during the period of significance, nor were they incorporated into the campground's plans and designs.

Integrity Assessment

The landscape at Moraine Park Campground was evaluated for any integrity that remains from its period of significance, 1961–1967. The landscape retains integrity of location, setting, workmanship, feeling, and association. Some integrity of design and materials has been lost as a result of replacing several Park Service Modern buildings with Neo-Rustic buildings, in addition

to constructing Neo-Rustic buildings in new locations as well. However, these changes are not significant enough to result in an overall loss of historic integrity. The campground continues to retain most of its character-defining features from the period of significance and Mission 66 Era design principals, such as the circulation patterns, including the roads and footpaths; the campsite layout, including the individual campsite arrangements, parking areas, and campsite design; four of the original six comfort stations; the entrance area buildings, including the Entrance Kiosk and Ranger Station; views of Moraine Park and Longs Peak; and much of the vegetation that creates a sense of privacy between campsites.

ASPECTS OF INTEGRITY

Location:

The campground retains integrity of location. The campground remains in the same location, and it retains its spatial relationships to the surrounding natural features, including Moraine Park, the open meadow and ephemeral stream, and the rocky outcroppings to the north and west of the campground. The roads remain in the alignments that were developed during the period of significance, and the campsites continue to line the roads. The majority of the campground's buildings remain in their same locations, and the new comfort stations retain the locations and reuse the concrete pads of the Mission 66 buildings. Nearly all of the campsites remain in their original locations as well. One campsite, Campsite 51, has been eliminated and replaced with a solar shower, but this does not significantly detract from the campground's integrity of location. Several campsites have been added or eliminated based on drawings from 1964, but these represents a small percentage of the total campsites. Additional group campsites in Loop E appear to have been constructed after the period of significance, but drawings from the campground's planning stage indicate that the park had planned for this eventual expansion. Therefore, it does not significantly impact the campground's integrity of location.

Setting:

Moraine Park Campground retains its integrity of setting. The campground remains on the north side of Moraine Park, the open meadow continues to define the northeastern side of the campground, the rocky outcroppings define the northwestern side of the campground, and the steep slopes downward to Moraine Park continue to form the campground's southern boundary. The relationships between the campground's built features, such as the loops roads, campsites, Amphitheater, and Ranger Station, and the surrounding topography remain largely unchanged and maintain integrity. Much of the vegetation that was extant during the Mission 66 era and was

intentionally preserved remains as well, including the large ponderosa pines, the aspen groves in Loop A, and native shrubs and grasses. In 2020 the East Troublesome Fire burned trees in the campground's western end and to its north, along with extensive areas along the Continental Divide's lower slopes. The burned and removed trees and vegetation have impacted the campground's setting, but much of the vegetation is expected to recover and regrow; therefore, these changes do not significantly detract from the campground's integrity of setting.

Design:

Moraine Park Campground's landscape has lost some integrity of design, although overall, it continues to reflect Mission 66 design guidelines for campgrounds. Mission 66 campground designs included one-way loops road, parking spurs, amphitheaters, comfort stations in the camping loops, a ranger station, and campsite-specific small-scale features, all of which Moraine Park Campground retains. The footpath alignments to the Ranger Station, Amphitheater, and comfort stations remain extant, and footpaths that lead to the walk-in campsites reflect another important aspect of O'Shea's campground design that remains in the campground.

The replacement of the Amphitheater, two of the Mission 66-era comfort stations, and six pit toilets after the period of significance has diminished the campground's overall integrity of design, although the new Amphitheater and comfort stations remain in the same locations, and the four vault toilets that replaced the six toilets are in very similar locations. Recent additions to the campground, such as the Filter Plant and Bear Lake Shuttle Bus Stop, are relatively small changes and have not significantly detracted from the campground's integrity of design, nor do the visitor-created social trails.

However, the new Amphitheater, two comfort stations, Filter Plant, Bear Lake Shuttle Bus Stop, and four vault toilets were built using the Neo-Rustic style. This style, which incorporates stone veneer and log timbers, resembles the earlier Rustic style that was abandoned in favor of the Park Service Modern style during the Mission 66 era. The Neo-Rustic styles do not reflect building designs utilized during the campground's development during Mission 66, and therefore contribute to an additional loss of integrity of design.

Despite the diminished integrity of design due to the new Neo-Rustic buildings and structures, Moraine Park Campground has not lost all of its integrity of design, and many elements remain from the Mission 66 era. The loop roads, parking spurs, stone barriers, and campsite-specific small-scale features all reflect the recommendations that were developed by E. P. Meinecke and adapted by the NPS in the 1930s, which continued to guide Mission 66 design principles. The

park built on these guidelines during Mission 66 by expanding the size of the campsites and campground to increase privacy and by providing more campsites that could accommodate RVs and travel trailers. The campground also retains the walk-in campsites, which were a new type of campsite developed by landscape architect James O'Shea.

Materials:

Moraine Park Campground has diminished integrity of materials due to the replacement of two comfort stations, the Amphitheater, and several vault toilets. The two comfort stations replaced two that were originally built during the campground's development and used materials characteristic of the Park Service Modern style and Mission 66 era: prefabricated, relatively inexpensive components such as concrete block and plywood. The new comfort stations instead use materials characteristic of the Neo-Rustic style, including stone veneer and log timbers. Similar changes occurred at the Amphitheater, with a stone veneer and log-framed stage and screen structure replacing a simple, dimensional lumber stage, and a stone veneer and log-framed projection booth replacing a board and batten-clad projection booth. The campground's original pit toilets also incorporated similar Modern materials, such as board and batten siding, rather than the stone veneer and log timbers that characterize the current vault toilets.

The buildings that remain from the Mission 66 era and the campground's period of significance express integrity of materials, including the Ranger Station, four comfort stations, and the Entrance Kiosk. These buildings retain their historic construction materials, and any repairs have been completed with in-kind replacement materials. Many of the asphalt-paved footpaths to the comfort stations retain their historic materials. Extant small-scale features that date to the period of significance, including the stone barriers along the roads and parking spurs, continue to have integrity of materials, and the water stations near the comfort stations retain their materials as well.

Some small-scale features have been installed after the period of significance and use contemporary materials, including the signs found throughout the campground and campsite components, such as the picnic tables, tent pads, fire rings, and bear-resistant food storage lockers. However, these components are replaced on a regular basis due to general wear and tear and to meet visitor needs. Overall, the replacement small-scale features do not significantly diminish the campground's integrity of materials and are compatible with the campground's original materials.

Workmanship:

Buildings from the period of significance, including the Ranger Station, Entrance Kiosk, and four comfort stations, retain the physical evidence of mid-nineteenth-century Modern Movement construction techniques, including the use of prefabricated materials. Repairs have used in-kind replacement materials, helping to retain the workmanship of the contracting companies who originally constructed these buildings.

Although structures built after the period of significance are in the Neo-Rustic style, including the Amphitheater, two comfort stations, Filter Plant, Bear Lake Shuttle Bus Stop, and four vault toilets, these buildings use materials and construction techniques that are similar to the Modern Movement, rather than the Rustic style. The Neo-Rustic structures are built of prefabricated materials that were produced and obtained offsite and were built with power tools and heavy construction equipment. Therefore, this later construction has not diminished Moraine Park Campground's integrity of workmanship.

Feeling:

The campground retains integrity of feeling. The combination of the built features, such as the loop roads, campsite components, Ranger Station, Entrance Kiosk, and comfort stations convey the feeling that this was a designed campground originally developed during the Mission 66 era. The Mission 66-era campground layout and access to the park's trail network convey the feeling that camping and recreation have been popular activities at Moraine Park Campground for decades. The retention of the vegetation and large ponderosa pine further convey the campground's historic character, and the feeling of a designed campground within a natural, mountain environment remains.

Association:

The campground retains integrity of association. Most of the campground's character-defining features and extant landscape characteristics, including the topography, natural systems and features, vegetation, buildings, spatial organization, circulation, and views retain their association with the Mission 66 era of development and the period of significance. The campground also retains all of its original walk-in campsites, reflecting the development of this new type of campsite at ROMO during the Mission 66 era.

Landscape Characteristics and Features

This section presents an analysis of landscape characteristics and their associated features and corresponding Cultural Resources Inventory System Historic Structures (CRIS-HS) names and

numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1961-1967), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

Archeological Sites

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features.

Historic Condition:

A file search was conducted through the Colorado OAHP office on May 13, 2021, by Steve Turner, State Historic Preservation Officer. Following are the results for archeological resources within the Moraine Park Campground boundaries. Rocky Mountain National Park site records and GIS data were also obtained. The park provided a list of all surveys completed and the survey reports in addition to unidentified resources that may exist as they relate to pre-park use of the area, Moraine Park's early development, and the Mission 66 era of development.

The literature review conducted at the Colorado OAHP indicates that almost all of the Moraine Park Campground area was inventoried between 1998 and 2017 with the exception of a few small parcels on the northwest side of the campground. Five separate inventories were conducted. However, the majority of the previous investigations are outdated (Table 1).

As of the 2021 survey, seven archeological sites have been documented within the boundaries of the Moraine Park Campground. These sites include a pre-contact wiki-up as well as a groundstone artifact, with post-contact sites consisting of two roads, a depression, a rock alignment, and an expansive historic habitation. The following table details these findings (Table 2).

Archeological Site Potential:

In addition to these identified resources, there is the potential for additional, as-of-yet unidentified, or recorded cultural sites which may exist in the Moraine Park Campground area. The lands encompassed by Rocky Mountain National Park are the ancestral homelands of the

Ute, Arapaho, Cheyenne, Comanche and Sioux. From pre-contact times into the present, the land has been occupied by a number of different peoples. This continual occupation through the historic period into the present has led to a significant amount of development which has drastically altered portions of the landscape, and potentially disturbed pre-Contact resources. Additionally, due to the dense blanket of pine needles and other ground cover, much of the surface area at Moraine Park Campground has been obscured. This overgrowth combined with the areas potential for soil depth suggests there may be potential for additional buried cultural resources to be present in the area, but obscured.

The campground's location in a high mountain setting has a direct impact on the types of sites expected during an archeological inventory. Based on the rugged and isolated terrain, in the pre-contact period smaller lithic scatters and processing sites would be expected, rather than well-established long-term habitations. As such, anticipated pre-contact sites associated with hunting and gathering activities would be expected. These sites and isolates would likely include projectile points, scrapers, lithic debris, ground stone and other processing tools. Additionally, there is the potential for discovery of culturally modified or peeled trees.

Possible anticipated archeological discoveries from the post-contact period could include cabin and hotel/resort sites, small-scale rock features (such as path alignments and hearths), roads, and historic refuse scatters. A historic refuse scatter could range from a single can or isolated bottle resulting from a single episode dumping event, to a large campsite trash scatter.

Post-Historic and Existing Conditions:

INTEGRITY

Moraine Park Campground's period of significance falls between 1961–1967. Of the seven archeological sites identified in the campground, two were pre-contact and destroyed or collected prior to the 2021 survey, with the remaining five consisting of two roads (the Moraine Park Cut-Off Road and an unnamed road alignment to a cabin), a depression, a rock alignment, and the site of the former Faulkner Cabins. Of these remaining sites, only the Moraine Park Cut-Off Road/Beaver Meadow Cut-Off Road (5LR.12264) and the Faulkner Cabins (5LR.11172) were extant during the period of significance.

The Moraine Park Cut-Off Road/Beaver Meadow Cut-Off Road (5LR.12264) was a 1915 access road used to cross from Beaver Meadows south over the moraine and into Moraine Park. With

the establishment of the park, the road was repurposed and partially obliterated, with its northern section serving as access to private residences and a park quarry, and its southern section obliterated by the construction of Moraine Park Campground's Loop E in 1963–1964. Because the road was obliterated as part of Moraine Park Campground's development, it is considered non-contributing.

The Faulkner Cabins site (5LR.11172) consists of a series of rental cottages that the park gradually acquired throughout the 1950s and 1960s. Although the park removed many of the residences present after purchase, it briefly repurposed others for use as housing for park staff. This included housing Park Naturalist Ferrell Atkins from 1956–1962. However, by ca. 1970, the park demolished all of the Faulkner Cabins. It is also important to note that the current site boundary of the Faulkner Cabins includes two extant residences, one of which is park-owned and the other remains a private inholding; these two buildings have been falsely attributed to the Faulkner Cabins, but both were separate from the group of rental cabins owned by the Faulkners. The site boundary of the Faulkner Cabins also currently includes the Workman Subdivision, which included additional cabins but was never a part of the Faulkner Cabins. Although the site boundary of the Faulkner Cabins, as currently drawn, overlaps with the campground boundary and several cabins were extant during the period of significance, the site it recommended non-contributing to the campground. The cabins predate the campground and were not incorporated into the campground's plans or development.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Pre-Contact Wikiup (5LR.616)	Non contributing	—	—	—	—	—
Pre-Contact Groundstone (5LR.617)	Non contributing	—	—	—	—	—
Faulkner Cabins (5LR.11172)	Non contributing	—	—	—	—	—

Historic Cabin Road Alignment (5LR.12263)	Non contributing	—	—	—	—	—
Moraine Park Cut-Off Road Alignment (5LR.12264)	Non contributing	—	—	—	—	—
Historic Rock Alignments (5LR.14992)	Non contributing	—	—	—	—	—

Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity.

Post-Historic and Existing Conditions:

Extant buildings and structures at Moraine Park Campground include a ranger station, an amphitheater, six comfort stations, four vault toilets, an entrance kiosk, a shuttle bus shelter, a filter plant, two solar showers, and a firewood and ice sales building. Most of the extant buildings were constructed during the period of significance and reflect Moraine Park Campground's initial development in the 1960s. The most recently constructed buildings include two comfort stations (B-613 and B-617) that were built in 2009.

Moraine Park Campground Ranger Station and Duplex (Q-0619-H; 5LR.1216)
The Ranger Station stands near the eastern end of the campground on the north side of the entrance road. It is north of the Entrance Kiosk, east of the Filter Plant, and south of Loop E. The Ranger Station was designed by John A. Ronscavage of the Western Office of Design and Construction (Drawing 121-3637A). Architecturally, the Ranger Station ties in with the Mission 66 comfort stations in the campground: all have prow-gabled roofs with exposed rafter tails; utilize prefabricated, relatively inexpensive materials, such as plywood and concrete blocks; and have low, horizontal profiles. The same standard plan was also used for a ranger station (Q-0351-N) on the park's west side in Timber Creek Campground in 1966–1967. In 1966, the park contracted Len Builders, Inc., who built the Moraine Park Campground Ranger Station and Duplex between August 1966 and June 1967.

The Ranger Station (figure 26) is a one-story, Park Service Modern style building with a rectilinear footprint and a concrete slab foundation. Its exterior walls are painted dark brown with light yellow trim. The front portion of the building serves as offices and an area for visitor services, whereas the rear portion contains two small living spaces. It measures roughly 50' 10" long and 32' 4" wide. Wood board and batten siding clads the exterior of the building's wood frame. Brown asphalt shingles cover the side-gable roof, which has a low pitch and gable peaks that extend outward. The roof is interrupted in the center of the façade by a large front gable that angles outward and is supported by three square wood posts, forming a large porch. Large, exposed beams and purlins extend beyond the eaves of the front gable, aligning with the porch's posts. The beams and purlins extend from the side gables as well. The porch shelters an angled, projecting section of the façade that has a ribbon of four one-over-one, single-hung, wood windows with fixed upper lights that extend to the ceiling. A wood entrance door is directly east of the windows and features a small, fixed light above it. To complete the symmetry, a small, fixed light is also placed west of the ribbon window, near the ceiling. Two large globe lights are suspended from the porch's ceiling, three enclosed bulletin boards are east of the door, and the area beneath the porch is concrete incised with a large diamond-shaped pattern. Two pairs of one-over-one wood windows are on the east elevation, and this arrangement is repeated on the west elevation. The rear (north) elevation has five bays, which include three doors: one centered in the elevation with a fixed light, and one on each end that provide access to two apartments. The other two bays each have a large picture window with a one-over-one wood window to the side. A fence with vertical wood slats extends from the northeast and northwest corners of the Ranger Station and encircles a concrete patio. A few picnic tables, a grill, and metal clothesline posts are in the patio area. The exterior of the Ranger Station is in good condition, although a small amount of deterioration on the tops of the beams/purlins where they extend beyond the eaves was noted, along with on some of the lower portions of the rear fence.

Figure 26. The Ranger Station near the entrance, built from a standard plan in 1966–1967 by Len Builders, Inc., view to the northeast (Commonwealth 2021).

The interior of the Ranger Station includes a large, front room that serves as a workspace and front desk area, with two apartments to the rear (figure 27). Apartment A is on the western side of the building, and Apartment B on the east. Each apartment includes a kitchen, a living/dining space, bathroom, and bedroom. Apartment A is currently used as office space. The interior walls are plaster that are painted white. Exposed wood beams cross the ceiling, and yellow-stained wood planks are applied to the ceiling, perpendicular to the beams. Fluorescent lights and track lighting are anchored to the beams. A line of cabinets extends below the large ribbon of windows in the front workspace.

The Ranger Station's roof was originally covered in cedar shingles that were replaced with asphalt shingles. The exterior of the Ranger Station has been repainted several times as well. No additional changes appear to have been made to the exterior, and any repairs have used in-kind materials for replacement. Since the Ranger Station's construction, the park converted one of the duplex apartments to office use; it is not known when this occurred. Additional interior changes

include replacement light fixtures throughout the building and replacement fixtures in the bathroom. Overall, the Ranger Station retains much of its historic integrity and continues to reflect the Mission 66 era of development through its Park Service Modern architecture. It is recommended as a contributing resource.

Figure 27. The rear portion of the Ranger Station originally included two living units, one of which is currently used as an office, and a fenced patio area, view to the southwest (Commonwealth 2021).

Moraine Park Campground Entrance Kiosk (B-0859-H; 5LR.1225)

The Entrance Kiosk stands near the Moraine Park Campground's eastern end, approximately 925' west of the Fern Lake Road and Moraine Park Road intersection. Little information could be found regarding the Entrance Kiosk's history. A similar kiosk stands at the entrance of Glacier Basin Campground, which was built during Mission 66 era campground renovations. Because standard plans were employed during the Mission 66 era, it is highly likely that Moraine Park Campground's Entrance Kiosk was based on the same plan and was installed around the time the campground opened to the public in 1965.

This wood frame building has a rectilinear footprint that measures approximately 5' x 11'. The exterior walls are painted dark brown with cream-colored trim (figure 28). The Entrance Kiosk

has no foundation, but rests on wood and metal skids that are painted yellow, allowing it to be moved. Asphalt shingles cover the gable roof, which has moderately projecting eaves on the gable ends. Wood drop (novelty) siding, a type of siding that features a tongue and groove edge joint, clads the exterior walls. A wood door with an upper light is placed on the north elevation to provide entry to the kiosk. A large, two-light, sliding aluminum window is east of the door and allows campers to check-in with the ranger inside the booth. An identical window is placed directly opposite on the south elevation. The east and west elevations both feature large, single-light fixed windows under the gables. A small antenna is affixed to the west gable peak. A small, metal drop box is mounted to the south elevation below the sliding window, and a wood drop box is placed beneath the north elevation's sliding window. A dry-erase board is mounted west of the door. Lighting includes a small area light on the north and south elevations, and a small spotlight above the window on the east elevation. The Entrance Kiosk is in generally good condition, with only small amounts of peeling paint.

No changes to the Entrance Kiosk after it was constructed are apparent. It represents one of only two campground entrance kiosks in the park—the other at Glacier Basin Campground—and, as noted by Bzdek and Ore, "exemplifies a characteristically modern campground element" (Bzdek and Ore 2010:29). The Entrance Kiosk retains a high degree of historic integrity and reflects the campground's Mission 66 era development through its Park Service Modern architecture. It is recommended as a contributing resource to the campground.

Figure 28. The small Entrance Kiosk stands at the entrance to the campground. View to the southwest (Commonwealth 2021).

Moraine Park Campground Amphitheater (B-0827-H, 5LR.1223)

The Amphitheater is near the southeast end of Loop C, east of Campsite 227. The extant Moraine Park Campground Amphitheater was constructed in 2001 and replaced the original Mission 66 amphitheater. In 1965 Muller and Flores (no first names provided) of the WODC developed drawings for the Mission 66 amphitheater. One year later, in 1966, the park contracted Len Builders, Inc., to construct the Amphitheater at the same time as the Ranger Station. Len Builders started building the Amphitheater in August 1966 and completed it in June 1967. The first program at the Amphitheater was held on July 2, 1967. A description of the original Amphitheater, which included a small projection booth, 12 rows of seats, a fire pit, and a small stage with a folding screen, can be found in the Physical History section of this report.

The 2001 Amphitheater was rebuilt in the same location, southeast of Loop C, and the extant Amphitheater's stage, firepit, seating area, and projection booth remain in the same locations as well. The rehabilitation's changes included replacing the small stage with a screen structure and stage that feature a ramp and stairs, replacing the projection booth, creating a central aisle

between the lower tier of seating, installing steps rising to the upper seating tier, and building speaker and light posts. The asphalt paving that surrounded the seating area was replaced with concrete, along with the sidewalks and the associated lighting.

The extant Amphitheater includes a stage, fire pit, benches, and a projection booth. A large wood-frame screen structure shelters the stage. It is approximately 23' wide, 9' deep, and 20' high, and is painted dark brown. It has a large, central wall with small sidewalls that angle outward. Log posts are affixed to the outer corners of the screen, and the walls have wide, wood siding. The walls rest on a concrete foundation that is covered with uncoursed stone veneer. The structure's shed roof is covered in brown standing seam metal and shelters the stage area. Wood beadboard clads the soffits and ceiling; five cannister lights pierce the ceiling over the stage. Log beams extend along the front, rear, and sides of the roof as framing, and log brackets are placed in the front, upper ends. A large screen covered with a metal roll-up door is centered on the front, and a small electrical panel is on the western sidewall. A concrete stage stretches across the front of the screen structure. Four steps are centered in the middle of the stage and are flanked by curving, concrete and stone veneered walls. The southeastern wall and stage curve and slope gradually downward, providing a ramp to the stage that met the federal accessibility standards when built in 2001. The fire pit is centered in front of the stage's curving southeast wall. A single course of stones with no mortar forms the walls of the fire pit. It is about 8' in diameter and lined with small rocks.

Northeast of the stage, 18 rows of benches arranged in two tiers—12 rows in the front tier and 6 in the back—flank a central aisle. In the lower tier, the front five rows of benches are composed of two wood boards for seats and two smaller wood boards attached to steel supports for backrests. The benches are anchored to rectangular concrete posts. Benches in the rear section and upper tier lack backrests. The benches rest on concrete, graded topography that slopes downward towards the stage. Concrete stairs with log bannisters and posts connect the upper and lower tiers. Low, concrete walls with uncoursed stone veneer and stone coping form the back of the Amphitheater and divide the upper and lower seating tiers. A stone retaining walls lines the northeast side of the seating area. Square metal posts, resting on a battered, stone-veneered pier, hold speakers and lighting on each side of the seating area, near the front (figure 29).

The projection booth stands approximately 50' from the screen in the central aisle. It is set in the sloped topography and the southwestern foundation rises several feet above grade, whereas the rear elevation is at grade. The projection booth has a rectilinear footprint that measures about 8' x

6'. It stands on a concrete foundation clad in stone veneer, which also clads the lower portions of the walls. Wide, wood, brown-painted siding covers the walls, and brown standing seam metal cover the gable-front roof. The outer corners and roof beams are logs, replicating the screen structure's design. The northeast elevation has a pedestrian door, and a small door on the southwest elevation provides an opening for the projection equipment.

The Amphitheater is in overall good condition. However, the fire pit is in disrepair and there are small trees and grasses growing from its center (figure 30). Small trees, shrubs, and grasses grow in the sloped concrete seating area as well, primarily between the expansion joints. The benches have small areas of peeling paint, and the concrete and mortar has deteriorated in small areas of the stage wall, leading to some loose stones.

The Amphitheater retains the same location and general footprint of the Mission 66 era amphitheater, although the extensive 2001 rehabilitation has resulted in a loss of integrity of design, materials, feeling, and association as it relates to the period of significance. The original stage, projection booth, and seating have been replaced by much larger structures. The new stage, screen structure, and projection booth are also Neo-Rustic in style and do not reflect Modern design principles that were used during the campground's development during the Mission 66 era. Because of these changes, the Amphitheater is recommended as a non-contributing resource.

Figure 29. The park replaced the Amphitheater's stage, screen structure, projection booth, and benches in 2001, view to the southwest (Commonwealth 2021).

Figure 30. Detail of the Amphitheater's stage and screen area. The fire pit is visible to the left of the stage and is filled with small vegetation. View to the southwest (Commonwealth 2021).

Moraine Park Campground Mission 66 Comfort Station #614 (B-0614-H, 5LR.1211)
Comfort Station #614 is one of six comfort stations built during the campground's development in the Mission 66 era. These comfort stations were built in the Park Service Modern style from standardized designs from R. C. Gosling of the WODC. Architecturally, the comfort stations tie in with the Ranger Station: both have prow-gabled roofs with exposed rafter tails; utilize prefabricated, relatively inexpensive materials, such as plywood and concrete blocks; and have low, horizontal profiles. The six comfort stations were designed to have four rooms: a central utility corridor for maintenance; a small, central service room next to the utility room; a women's restroom; and a men's restroom. In 1963 the park contracted A & H Builders, Inc., of Boulder to construct all six comfort stations for Moraine Park Campground. The contractors began building the comfort stations in July 1963 and finished all six in December.

Comfort Station #614 (figure 31) is at the eastern end of Loop C, just south of Loop A and east of Campsite 42. It is one story in height with a rectilinear footprint that measures approximately 24.5' x 16.5'. The concrete block and wood-framed comfort station rests on a concrete slab foundation. The gabled roof is covered with a vapor barrier that in turn is covered with small pebbles and a few larger stones. Exposed rafter tails extend from the gabled ends of the wood-clad soffits. Horizontally stacked, beige concrete blocks form the bottom three-quarters of the exterior walls, which are topped by a stone belt course. The upper portion of the exterior walls is nearly filled with ribbon windows on each elevation, which are surrounded by plywood that is painted dark brown. Fenestration in the gabled end walls includes a solid, metal door and single-light hopper windows. The long dimensions of Comfort Station #614 have four single-light hopper windows arranged symmetrically around a metal door. The north elevation's door has a large upper light, and a small porcelain sink is attached to the exterior wall to the door's east.

The exterior sink was added to Comfort Station #614 at an unknown time. No additional changes appear to have been made to the exterior, and any repairs have used in-kind replacement materials. Overall, Comfort Station #614 retains much of its historic integrity and continues to reflect the Mission 66 era through its Park Service Modern architecture. It is recommended as a contributing resource.

Figure 31. A & H Builders, Inc., built Comfort Station #614 in Loop A, one of six built from a standard plan; view to the south (Commonwealth 2021).

Moraine Park Campground Mission 66 Comfort Station #615 (B-0615-H, 5LR.1212)

Comfort Station #615 is one of six comfort stations built during the campground's development in the Mission 66 era. These comfort stations were built in the Park Service Modern style from standardized designs from R. C. Gosling of the WODC. Architecturally, the comfort stations tie in with the Ranger Station: both have prow-gabled roofs with exposed rafter tails; utilize prefabricated, relatively inexpensive materials, such as plywood and concrete blocks; and have low, horizontal profiles. The six comfort stations were designed to have four rooms: a central utility corridor for maintenance; a small, central service room next to the utility room; a women's restroom; and a men's restroom. In 1963 the park contracted A & H Builders, Inc., of Boulder to construct all six comfort stations for Moraine Park Campground. The contractors began building the comfort stations in July 1963 and finished all six in December.

Comfort Station #615 (figure 32) is at the eastern end of Loop D, just west of Loop A, north of Campsite 142 and south of Campsites 165 and 167. It is one story in height with a rectilinear footprint that measures approximately 24.5' x 16.5'. The concrete block and wood-framed comfort station rests on a concrete slab foundation. The gabled roof is covered with a vapor

barrier that in turn is covered with small pebbles and a few larger stones. Exposed rafter tails extend from the gabled ends of the wood-clad soffits. Horizontally stacked, beige concrete blocks form the bottom three-quarters of the exterior walls, which are topped by a stone belt course. The upper portion of the exterior walls is nearly filled with ribbon windows on each elevation, which are surrounded by plywood that is painted dark brown. Fenestration in the gabled end walls includes a solid, metal door and single-light hopper windows. The north elevation of Comfort Station #615 has four single-light hopper windows arranged symmetrically around a metal door with a large upper light. It has a similar fenestration on the south elevation, but a dish washing station on the exterior of the building, which includes a sink and faucet within a recessed area, is in place of the original interior service room.

Since Comfort Station #615 was constructed, the interior service room has been replaced by an exterior sink and faucet. It is not known when these changes were made. No additional changes appear to have been made to the exterior, and any repairs have used in-kind replacement materials. Overall, Comfort Station #615 retains much of its historic integrity and continues to reflect the Mission 66 era through its Park Service Modern architecture. It is recommended as a contributing resource.

Figure 32. Two of the Mission 66-era comfort stations have had their interior service areas replaced with exterior wash stations. View to the south of Comfort Station #615 (Commonwealth 2021).

Moraine Park Campground Mission 66 Comfort Station #616 (B-0616-H, 5LR.1213)

Comfort Station #616 is one of six comfort stations built during the campground's development in the Mission 66 era. These comfort stations were built in the Park Service Modern style from standardized designs from R. C. Gosling of the WODC. Architecturally, the comfort stations tie in with the Ranger Station: both have prow-gabled roofs with exposed rafter tails; utilize prefabricated, relatively inexpensive materials, such as plywood and concrete blocks; and have low, horizontal profiles. The six comfort stations were designed to have four rooms: a central utility corridor for maintenance; a small, central service room next to the utility room; a women's restroom; and a men's restroom. In 1963 the park contracted A & H Builders, Inc., of Boulder to construct all six comfort stations for Moraine Park Campground. The contractors began building the comfort stations in July 1963 and finished all six in December.

Comfort Station #616 (figure 33) is near the northwestern end of Loop A, north of the Loop A Road, east of Campsite 78, and west of Campsite 84. It is one story in height with a rectilinear

footprint that measures approximately 24.5' x 16.5'. The concrete block and wood-framed comfort station rests on a concrete slab foundation. The gabled roof is covered with a vapor barrier that in turn is covered with small pebbles and a few larger stones. Exposed rafter tails extend from the gabled ends of the wood-clad soffits. Horizontally stacked, beige concrete blocks form the bottom three-quarters of the exterior walls, which are topped by a stone belt course. The upper portion of the exterior walls is nearly filled with ribbon windows on each elevation, which are surrounded by plywood that is painted dark brown. Fenestration in the gabled end walls includes a solid, metal door and single-light hopper windows. The long dimensions of Comfort Station #616 have four single-light hopper windows arranged symmetrically around a metal door with a large upper light. The door leads to a small service room with a sink in Comfort Station #616. This fenestration pattern is repeated on the opposite side of the comfort station, but a solid metal door is in place of the service room access door.

No changes appear to have been made to Comfort Station #616 since it was constructed. It retains all of its historic integrity and continues to reflect the Mission 66 era through its Park Service Modern architecture. It is recommended as a contributing resource.

Figure 33. The Mission 66-era comfort stations all originally featured a small interior service area for washing dishes, which remains extant in Comfort Station #616; view to the north (Commonwealth 2021).

Moraine Park Campground Mission 66 Comfort Station #618 (B-0618-H, 5LR.1215)
Comfort Station #618 is one of six comfort stations built during the campground's development in the Mission 66 era. These comfort stations were built in the Park Service Modern style from standardized designs from R. C. Gosling of the WODC. Architecturally, the comfort stations tie in with the Ranger Station: both have prow-gabled roofs with exposed rafter tails; utilize prefabricated, relatively inexpensive materials, such as plywood and concrete blocks; and have low, horizontal profiles. The six comfort stations were designed to have four rooms: a central utility corridor for maintenance; a small, central service room next to the utility room; a women's restroom; and a men's restroom. In 1963 the park contracted A & H Builders, Inc., of Boulder to construct all six comfort stations for Moraine Park Campground. The contractors began building the comfort stations in July 1963 and finished all six in December.

Comfort Station #618 (figure 34) is near the northern side of Loop A, south of the Loop A Road, east of Campsite 121, west of Campsite 131, and north of Campsite 125. It is one story in height with a rectilinear footprint that measures approximately 24.5' x 16.5'. The concrete block and wood-framed comfort station rests on a concrete slab foundation. The gabled roof is covered with a vapor barrier that in turn is covered with small pebbles and a few larger stones. Exposed rafter tails extend from the gabled ends of the wood-clad soffits. Horizontally stacked, beige concrete blocks form the bottom three-quarters of the exterior walls, which are topped by a stone belt course. The upper portion of the exterior walls is nearly filled with ribbon windows on each elevation, which are surrounded by plywood that is painted dark brown. Fenestration in the gabled end walls includes a solid, metal door and single-light hopper windows. The long dimensions of Comfort Station #618 have four single-light hopper windows arranged symmetrically around a metal door with a large upper light. It has similar fenestration on the long dimensions, but a dish washing station on the exterior of the building, which includes a sink and faucet within a recessed area, is in place of the interior service room.

Since Comfort Station #618 was constructed, the interior service room has been replaced by an exterior sink and faucet. It is not known when these changes were made. No additional changes appear to have been made to the exterior, and any repairs have used in-kind replacement materials. Overall, Comfort Station #618 retains much of its historic integrity and continues to reflect the Mission 66 era through its Park Service Modern architecture. It is recommended as a contributing resource.

Figure 34. Comfort Station #618 has had its interior dishwashing area replaced with an exterior sink as well. A drinking water station stands close to the building's north façade. View to the south (Commonwealth 2021).

Moraine Park Campground Comfort Station #613 (B-0613-N, 5LR.1210)

The park demolished and replaced the Mission 66 era Comfort Station B-613 with a new building in 2009. The new comfort station was built in the same locations and carries the same building numbers, and the park reused the concrete slab foundation and plumbing facilities. The comfort station's design was developed by Park Engineer Joe Arnold. The design focuses on "reviving basic architectural materials and forms from [the Rustic] period while incorporating modern materials that are sustainable," and utilizes colors that help the buildings blend into their surroundings (Hawkins and Arnold 2000).

Comfort Station #613 (figure 35) is in the eastern end of Loop A on the west side of the Loop A Road, east of Campsite 13 and north of Campsite 140. This Neo-Rustic comfort station is one story in height with a rectilinear footprint that measures 28' x 20'. It has a concrete slab foundation. The gabled roof is covered in brown standing seam metal and has exposed rafter tails, wood-clad soffits, and two skylights. Stone veneer clads the bottom of the exterior walls, which are topped by a stone belt course. The remaining portions of the exterior walls are clad in wide, horizontal, wood siding that is stained a reddish-brown color. Fenestration in the gabled end walls includes a solid, metal door; single-light hopper windows; and large clerestory windows in

the gables that have log framing. The long dimension of the building has four single-light hopper windows arranged symmetrically around a dish washing station, which includes a sink and faucet within a recessed area. The dish washing station is beneath a portico with a gable-front roof with log framing and standing seam metal. The roof is supported by log posts on stone-veneered piers. This fenestration pattern is repeated on the opposite side of the comfort station, but a metal door is in place of the dish washing station, and this elevation lacks a portico. A Mission 66-era, large aggregate, asphalt-paved sidewalk extends between the entry doors and dish washing area.

Comfort Station #613 is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Figure 35. The park replaced two of the Mission 66-era comfort stations, B-613 and B-617, in 2009 but reutilized the concrete slab foundations and plumbing. View to the north of Comfort Station #613 (Commonwealth 2021).

Moraine Park Campground Comfort Station #617 (B-0617-N, 5LR.1214)

The park demolished and replaced the Mission 66 era Comfort Station B-617 with a new building in 2009. The new comfort station was built in the same locations and carries the same building number. The park reused the plumbing facilities and a portion of the concrete slab foundation, which was also enlarged to accommodate the new comfort station's design. Like Comfort Station

B-613, Comfort Station B-617 was built in the Neo-Rustic style and shares a similar design.

Comfort Station #617 (figure 36) is near the northwestern side of Loop A, north of the road, east of Campsite 91, and west of Campsite 100. This Neo-Rustic comfort station is one story in height with a T-shaped footprint that measures 28' x 20'. It has a concrete slab foundation. The cross-gabled roof is covered in brown standing seam metal and has exposed rafter tails, wood-clad soffits, and two skylights. Stone veneer clads the bottom of the exterior walls, which are topped by a stone belt course. The remaining portions of the exterior walls are clad in wide, horizontal, wood siding that is stained a reddish-brown color. Fenestration in the gabled end walls includes a solid, metal door; single-light hopper windows; and large clerestory windows in the gables that have log framing. The south elevation of the building has four single-light hopper windows arranged symmetrically around a front-gabled, enclosed ell that contains a restroom that meets federal accessibility standards. The dish washing station is placed on the east side of this ell. This fenestration pattern is repeated on the opposite side of the comfort station, but a metal door is in place of the ell. Sidewalks that mimic the Mission-66 era asphalt pavement wrap the front of the comfort station.

Comfort Station #617 is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Figure 36. Comfort Station #617 is similar to #613, but a small, enclosed ell was built in place of a portico, and the dishwashing station is on the exterior of the ell. View to the north of Comfort Station #617 (Commonwealth 2021).

Moraine Park Campground Vault Toilet #1032 (B-1032-N, 5LR.15270)

Vault Toilet #1032 stands near the western end of Loop B on the north side of the road, between Campsites 184 and 189. The park installed this vault toilet in 1994–1995 after removing a pit toilet from the same area. Like Comfort Stations #613 and #617, the vault toilet's design was developed by Park Engineer Joe Arnold and is Neo-Rustic in style.

Vault Toilet #1032 is a small, one-story, wood-frame buildings that have an approximately 12' x 9' footprint. The lower portion of the walls are clad in variegated stone veneer and the upper portion has wide, horizontal, wood siding and round wood timbers on the corners. The siding and timbers are painted grayish brown. The gable-front roof extends outwards over a breezeway on the façade and is supported by round wood timber posts and a privacy wall clad in the wide wood siding. A gabled cupola with louvered vents rises from the rear portion of the main roof; brown standing seam metal covers both roof sections. Wood timber framing supports the roof above the privacy wall and extends from the rear gabled elevation. Fenestration includes two metal doors on the façade and a small window on each of the side elevations.

Vault Toilet #1032 is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Moraine Park Campground Vault Toilet #1033 (B-1033-N, 5LR.15271)
Vault Toilet #1033 (figure 37) stands near the southeastern end of Loop B on the north side of the road, between Campsites 206 and 213. The park installed this vault toilet in 1994–1995 after removing a pit toilet from the same area. It is Neo-Rustic in style and its design is very similar to Vault Toilet #1031.

Vault Toilet #1033 is a small, one-story, wood-frame buildings that have an approximately 12' x 9' footprint. The lower portion of the walls are clad in variegated stone veneer and the upper portion has wide, horizontal, wood siding and round wood timbers on the corners. The siding and timbers are painted grayish brown. The gable-front roof extends outwards over a breezeway on the façade and is supported by round wood timber posts and a privacy wall clad in the wide wood siding. A gabled cupola with louvered vents rises from the rear portion of the main roof; brown standing seam metal covers both roof sections. Wood timber framing supports the roof above the privacy wall and extends from the rear gabled elevation. Fenestration includes two metal doors on the façade and a small window on each of the side elevations.

Vault Toilet #1033 is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Figure 37. The park built several vault toilets ca. 2001, including B-1033 in Loop B; view to the northeast (Commonwealth 2021).

Moraine Park Campground Vault Toilet #1061 (B-1061-N, 5LR.15272)

Vault Toilet #1061(figure 38) is in the middle of Loop E. The park installed this vault toilet around 2001 after removing a pit toilet from the same area. Like Vault Toilets #1032 and #1033, the vault toilet's design was developed by Park Engineer Joe Arnold and is a Neo-Rustic style building.

Vault Toilet #1061 is a small, one-story, wood-frame buildings that have an approximately 12' x 9' footprint. The lower portion of the walls are clad in reddish-orange stone veneer and the upper portion has wide, horizontal, wood siding and round wood timbers on the corners. The siding and timbers are painted grayish brown. The gable-front roof extends outwards over a breezeway on the façade and is supported by round wood timber posts and a privacy wall clad in the wide wood siding. Standing seam metal covers the roof, and two stacks rise from the rear portion of the gabled roof. Wood timber framing supports the roof above the privacy wall and extends from the rear gabled elevation. Fenestration includes two metal doors on the façade, a small window on each of the side elevations, louvered vents in the lower, stone-veneered side elevations, and two columns of three opaque windows on the rear elevation.

Vault Toilet #1061 is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Moraine Park Campground Vault Toilet #1187 (B-1187-N, 5LR.15273)
Vault Toilet #1187 is near the eastern end of Loop C, southwest of Comfort Station #614 and northeast of Campsite 226. The park installed this vault toilet around 2001 and, kike Vault Toilets #1032, #1033, and #1061, is a Neo-Rustic building.

Vault Toilet #1187 is a small, one-story, wood-frame buildings that have an approximately 12' x 9' footprint. The lower portion of the walls are clad in reddish-orange stone veneer and the upper portion has wide, horizontal, wood siding and round wood timbers on the corners. The siding and timbers are painted grayish brown. Vault Toilet B-1187 also features battered stone-veneered piers on the lower, outer corners of the building. The gable-front roof extends outwards over a breezeway on the façade and is supported by round wood timber posts and a privacy wall clad in the wide wood siding. Brown standing seam metal covers the roof, and two stacks rise from the rear portion of the gabled roof. Wood timber framing supports the roof above the privacy wall and extends from the rear gabled elevation. Fenestration includes two metal doors on the façade, a small window on each of the side elevations, louvered vents in the lower, stone-veneered side elevations, and two columns of three opaque windows on the rear elevation.

Vault Toilet #1187 is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Moraine Park Campground Filter Plant (B-0999-N, 5LR.15274)
The Filter Plant, also referred to as the water treatment plant, is west of Loop E, north of the Firewood and Ice Sales building. Park Engineer Joe Arnold designed this building in the Neo-Rustic style, and it was constructed in 1990 to supply the campground with drinking water from two wells near the Big Thompson River. The one-story, wood frame building has a rectilinear footprint that measures approximately 26' x 26'. It rests on a poured concrete foundation, brown asphalt shingles cover the front-gabled roof, and T1-11 siding clads the exterior walls. Stone veneer is affixed to the portions of the concrete foundation that are exposed above grade. Large

wood timbers, mimicking post and beam framing, are applied to the corners, sills, and plates and divide each elevation into three bays. Posts also extend into the eaves, resembling large purlins. The T1-11 siding and timbers are painted dark brown, whereas the trim around the fenestration is painted light yellow. Fenestration includes paired wood doors on the façade (east elevation), a wood pedestrian door with four upper lights, an eight-light window, and a small louvered vent. Two eight-light windows are also on the south elevation, and one on the north. Electrical boxes are on the building's north elevation, and a fire hydrant stands near the building's northeast corner.

The Filter Plant (figure 39) is used to purify water that is drawn from two wells near the Big Thompson River in Moraine Park. From the Filter Plant, the water is piped to Tank A, the water storage tank in Moraine Park Campground that supplies the campground with water, and to Tank B, north of Bear Lake Road and northeast of the campground. From Tank B, water is distributed to the Moraine Park Discovery Center, Headquarters East, Beaver Meadows Entrance, and several private and park-owned residences.

The Filter Plant is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Figure 39. Built in 1990–1991, the Filter Plant stands to the north of the concessionaire-operated Firewood and Ice Sales building; view to the northwest (Commonwealth 2021).

Moraine Park Campground Firewood and Ice Sales Building (no building number; 5LR.14274)
The Moraine Park Campground Firewood and Ice Sales Building (figure 40) is west of the Ranger Station and Entrance Kiosk, between the Loop E entrance and RV dump station. The one-story, wood-frame building measures approximately 12' x 10'. It rests on a railroad-tie foundation. Brown asphalt shingles cover the shed roof, and a boxed cornice extends across the façade (southeast elevation). Dark-brown-painted plywood with wood battens clad the exterior walls. Fenestration on the façade includes a wood plank door and a narrow window opening that is covered with plywood and wire mesh. A ribbon of small window openings, also covered with mesh, extends across the façade immediately below the cornice. The northeast elevation has a single window opening with plywood and wire mesh, whereas the northwest and southwest elevations lack any fenestration. Metal freezers stand near the building's southeast corner and along the northeast elevation. The Firewood and Ice Sales building is in good condition, although some shingles are missing along the roofline on the building's rear elevation.

Based on the board and batten siding, which is very similar to that used on the exterior of the Ranger Station and the Amphitheater's original projection booth, the Firewood and Ice Sales Building was possibly built during the Mission 66 era. As a concessionaire-owned building, there are no park records regarding the building and any changes are unknown. It is recommended as a non-contributing resource.

Figure 40. View to the northwest of the concessionaire-operated Firewood and Ice Sales Building west of the Ranger Station (Commonwealth 2021).

Moraine Park Campground Shuttle Bus Shelter (B-1136-N, 5LR.15275)

The Moraine Park Campground Shuttle Bus Shelter (figure 41) is a small structure that stands on the north side of Moraine Park Campground Entrance Road, east of the Ranger Station and Entrance Kiosk. This Neo-Rustic style structure was built in 2003 and measures 24' x 18.1'. Brown standing seam metal covers the side-gable roof that has gable peaks that step outward. Four reddish-orange, stone-veneer-clad concrete piers support steel columns, which in turn support the wood and steel roof framing. The area below and around the shuttle bus shelter is concrete with a large, exposed aggregate, and a wood bench with steel supports is anchored beneath the center of the shelter. West of the shelter, three steel posts support several signs.

The Shuttle Bus Shelter is recommended non-contributing to the campground. It was built after the campground's period of significance, and the Neo-Rustic style and materials are not in keeping with the campground's Mission 66 era of design and construction.

Figure 41. View to the northwest of the Bear Lake Shuttle Bus shelter, built in 2003 east of the Ranger Station and Entrance Kiosk (Commonwealth 2021).

Moraine Park Campground Loop A East Solar Shower (no building number)

The Loop A East Solar Shower stands south of Comfort Station #613, southwest of the comfort station's associated parking area. The park built the solar shower around 2010. The solar shower has a T-shaped footprint, and square wood posts are anchored into a poured concrete foundation. Clapboards span the areas between the posts, forming the exterior walls and an interior partition that divides the solar shower into two stalls. The posts and clapboards are painted brown. There is no roof, and the clapboards are elevated approximately 1' above the ground. A hinged, wood door allows access to each stall. The interior of each stall features a steel post, on which a solar-heated shower bag can be hung. The Loop A East Solar Shower is recommended non-contributing to the campground. It was built after the campground's period of significance.

Moraine Park Campground Loop A South Solar Shower (no building number)

The Loop A South Solar Shower stands between Campsites 49 and 53 on the north side of the

Loop A Road (figure 42). The park built the solar shower around 2010 in the location of Campsite 51, which was removed except for the parking area. The solar shower has a T-shaped footprint, and square wood posts are anchored into a poured concrete foundation. Clapboards span the areas between the posts, forming the exterior walls and an interior partition that divides the solar shower into two stalls. The posts and clapboards are painted brown. There is no roof, and the clapboards are elevated approximately 1' above the ground. A hinged, wood door allows access to each stall. The interior of each stall features a steel post, on which a solar-heated shower bag can be hung. The Loop A South Solar Shower is recommended non-contributing to the campground. It was built after the campground's period of significance.

Figure 42. There are two solar shower facilities in Loop A: one near Comfort Station #619 and a second, pictured here, between Campsites 49 and 53 (Commonwealth 2021).

Moraine Park Campground Radio Tower (no building number, (5LR.15276)
The Radio Tower is slightly northwest of the Water Storage Tank. It is not known when it was installed, but based on its appearance, it was after the period of significance. The 20' tall, free-standing, aluminum lattice structure has a solar panel near its top and an enclosed metal box near its bottom. It is recommended non-contributing to the campground.

Utility Structures

Utility systems in the campground include electrical, water, sewage, and telephone lines. Although the utility structures were originally installed during the period of significance, the park continuously repairs and replaces the utility systems when they deteriorate.

Electricity is supplied by Estes Park Power and Communications. Buried electrical line enters the campground along Moraine Park Campground Entrance Road. Just east of the Ranger Station, the electrical lines transition to utility poles, which branch into two directions. One line of poles extends to the north to the east end of Loop E. These lines continue to the north, outside of the campground, to connect to private properties. The second branch extends southwest to the east end of Loop B. From here, the line splits again, with the southern branch continuing to the private properties and Moraine Park Stables along Fern Lake Road. The northern line of utility poles extends east-west through Loop B and Loop C and terminates near Comfort Station #615 in Loop D. Two branches along this line extend north, branching once again to Comfort Stations #616, 617, 618, and 619.

Water for the campground is supplied by two wells near the Big Thompson River in Moraine Park. A 4' water line enters the campground along Moraine Park Campground Entrance Road. It connects to the Filter Plant, and after treatment, extends to the Water Storage Tank. From the Water Storage Tank, lines branch and extend to the Ranger Station, comfort stations, vault toilets, RV dump station, and seven water hydrants and four "water stations" installed throughout the camping loops.

The six comfort stations, Ranger Station, and RV dump station are connected to the Upper Thompson Sanitation District. A sewer line, consisting of 6" vitrified clay pipe, extends west to east from the Moraine Park Stables to near Campsites 214 and 215, before crossing east through Moraine Park to Bear Lake Road. Spur lines branch and extend to the north to the comfort stations and Ranger Station. Twenty-seven manholes are installed along the sewer lines within the campground boundary.

Although portions of the original Mission 66 utility systems and their alignments remain, all of the utility structures in the campground have been repaired and upgraded since the campground was

developed to keep them functional and to meet health and safety standards. All of the campground's utility structures are considered non-contributing features.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Ranger Station (Q-0619-H)	Contributing	—	—	—	—	—
Moraine Park Campground Entrance Kiosk (B-0859-H)	Contributing	—	—	—	—	—
Moraine Park Campground Mission 66 Comfort Station #614 (B-0614-H)	Contributing	—	—	—	—	—
Moraine Park Campground Mission 66 Comfort Station #615 (B-0615-H)	Contributing	—	—	—	—	—
Moraine Park Campground Mission 66 Comfort Station #616 (B-0616-H)	Contributing	—	—	—	—	—

Moraine Park Campground Mission 66 Comfort Station #618 (B-0618-H)	Contributing	—	—	—	—	—
Moraine Park Campground Comfort Station #616 (B-0613-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Comfort Station #617 (B-0617-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1032 (B-1032-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1033 (B-1033-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1061 (B-1061-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1187 (B-1187-N)	Non contributing	—	—	—	—	—

Moraine Park Campground Filter Plant (B-0999-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Bus Shelter (B-1136-N)	Non contributing	—	—	—	—	—
Moraine Park Campground Amphitheater (B-827)	Non contributing	—	—	—	—	—
Moraine Park Campground Firewood & Ice Sales Building	Non contributing	—	—	—	—	—
Moraine Park Campground Loop A East Solar Shower	Non contributing	—	—	—	—	—
Moraine Park Campground Loop A South Solar Shower	Non contributing	—	—	—	—	—
Moraine Park Campground Radio Tower	Non contributing	—	—	—	—	—
Moraine Park Campground Utility Poles	Non contributing	—	—	—	—	—

Moraine Park Campground Water System	Non contributing	—	—	—	—	—
Moraine Park Campground Sewer System	Non contributing	—	—	—	—	—
Moraine Park Campground Telephone System	Non contributing	—	—	—	—	—
Moraine Park Campground Electrical System	Non contributing	—	—	—	—	—

Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape.

Post-Historic and Existing Conditions:

Circulation features at Moraine Park Campground include roads, parking areas, and footpaths. Components such as the one-way loop roads represent Mission 66-era designs that reduced traffic and allowed each loop to be closed for easy maintenance. The parking spurs also reflect this era of design in the national parks, which continued to incorporate Meinecke's guidelines to reduce the impact of vehicles on campground vegetation by constructing dedicated parking areas for cars and trailers. Dedicated footpaths to the campground's buildings and walk-in campsites also demonstrate efforts to control foot traffic and further protect vegetation.

Campground roads and parking

Vehicular circulation in Moraine Park Campground consists of asphalt-paved one-way and two-way roads, paved and unpaved parking areas, and unpaved campsite parking spurs. Moraine Park

Campground Entrance Road (5LR.15136.2), an asphalt-paved two-way road that is 22' wide, travels west as a continuation of Moraine Park Road. Metal gates mounted to log posts are installed just to the west of the Moraine Park Road and Fern Lake Road intersection to control access to the campground. Moraine Park Campground Entrance Road (figure 43) gradually turns to the northwest as it crosses into the campground. A one-way, concrete paved loop for the Bear Lake Shuttle Bus is on the north side of the road, and two gravel-covered overflow parking areas are to its west, one on each side of the road. Past the parking areas, the road widens to three lanes at the Entrance Kiosk. Two lanes are north of the kiosk, one for checking in to the campground at the kiosk and the other for bypassing the kiosk, and the exit lane is south of the kiosk.

Figure 43. Moraine Park Campground Entrance Road, which extends west from Moraine Park Road, view to the west from the intersection with Fern Lake Road. Beaver Mountain, with trees burned in the East Troublesome Fire, is at the top right of the photo (Commonwealth 2021).

Past the Entrance Kiosk, an asphalt-paved two-way road branches to the north and provides access to Loop E, the group camping loop. Just past the Loop E Road, Moraine Park Campground Road becomes the Loop A Road. A one-way pull-through on the north side provides temporary parking for the RV dump station. Directly to the south is the exit for the one-way Loop B. The Loop A Road continues west. Near Campsite 9, Loop A branches to the north. Campers can continue west or north, and the loop remains a two-way road for its entire length. Camping Loops B and C, both of which are one-way roads, extend from the south side of Loop A, and the one-way Loop D extends from the west end of Loop A.

Loop A (5LR.15136.3) is the largest camping loop (figure 44). Vehicles travel around the 20'-wide, asphalt-paved Loop A in both directions, and each of the 139 campsites has a designated unpaved parking spur (figure 44). Types of parking spurs in Loop A include single-vehicle spurs set perpendicular to the road and at approximately 45-degree angles (figure 45); wide spurs that can accommodate two to seven vehicles, also set perpendicular to the road (figure 46); wide spurs with a space for one vehicle and a separate, small trailer; large parking spurs set at 45-degree angles to accommodate RVs and trailers (figure 47); and large parallel parking areas for RVs and trailers (figure 48). All of the parking spurs are unpaved. Based on Drawing 121-2772, the parking spurs appear to retain the same alignments and sizes as originally designed. A parking area with space for three cars, including one parking space that meets federal accessibility standards, is north of Comfort Station #614; a parking area for five cars, including one space that meets federal accessibility standards, is southeast of Comfort Station #615; a parking area for two cars, both of which meet federal accessibility standards, is south of Comfort Station #617; parking for four cars, including one that meets federal accessibility standards, is north of Comfort Station #618 (figure 49); and parking for three cars, including one that meets federal accessibility standards, is east of Comfort Station #619 and the nearby solar shower. All of the comfort station parking areas are asphalt-paved. South of Comfort Station #616, the road widens to provide several asphalt-paved parallel parking areas (figure 50). A gravel parking spur with room for two cars is east of the solar shower between Campsites 49 and 53.

Figure 44. The two-way Loop A Road, view to the west from near Comfort Station #618 (Commonwealth 2021).

Figure 45. A few of the parking spurs include one space for a vehicle and a second space for a small trailer (Commonwealth 2021).

Figure 46. Another type of campsite parking spur provides parking for multiple campsites and includes room for several vehicles (Commonwealth 2021).

Figure 47. Larger angled spurs are also found in the campground that can accommodate RVs and trailers (Commonwealth 2021).

Figure 48. Parallel parking areas are also found in the campground (Commonwealth 2021).

Figure 49. Most of the comfort stations have designated parking areas with asphalt-paved perpendicular parking spaces, such as this parking area for Comfort Station #618 (Commonwealth 2021).

Figure 50. Comfort Station #616 has a wide, asphalt-paved shoulder for parallel parking (Commonwealth 2021).

Loop B (5LR.15136.4) is in the southeast portion of the campground, south of Loop A and east of Loop C. Vehicles travel in a counterclockwise direction and the one-way road is paved with asphalt. Parking spurs for the 54 campsites include single-vehicle spurs set perpendicular to the road and at approximately 45-degree angles; wide spurs that can accommodate two to four vehicles, also set perpendicular to the road; large parking spurs set at 45-degree angles to accommodate RVs and trailers; and large parallel parking areas for RVs and trailers. All of the spurs are unpaved. Based on Drawing 121-2772, the parking spurs appear to retain the same alignments as sizes as originally designed, except for those established for the handful of originally unplanned campsites. Near Vault Toilet #1033, the gravel shoulder on the north side of the road widens to form several parallel parking spaces. South of Vault Toilet #1032, the asphalt-paved roads widens and provides several parallel parking spaces as well.

Loop C (5LR.15136.5) is south of Loop A, east of Loop D, and west of Loop B. The one-way road travels in a clockwise direction, first to the southwest and then curving to the northwest. Like the other camping loops, Loop C's 22 campsites include mostly large parking spurs for RVs and trailers, including spurs set at 45-degree angles and large parallel parking areas (figure 47). Only two parking spurs, both of which are for the walk-in campsites, are single-vehicle spurs set an

approximately 45-degree angles to the road. Based on Drawing 121-2772, the parking spurs appear to retain the same alignments as sizes as originally designed. The asphalt-paved Moraine Park Amphitheater Parking Area A, with several angled spaces including one space that meets federal accessibility standards, extends along the south side of the road near the Amphitheater. Directly opposite, the asphalt-paved road widens to form Moraine Park Amphitheater Parking Area B and provides additional parking for the Amphitheater and the vault toilet (figure 51).

Figure 51. Two parking areas for the Amphitheater and vault toilet are arranged on both sides of the Loop C Road (Commonwealth 2021).

Loop D (5LR.15136.6) branches from the western end of Loop A and has 29 campsites. The one-way road travels in a clockwise direction (figure 52). Approximately half of the campsites have single-vehicle spurs set at 45-degree angles to the road. The other parking spurs are large, shared areas set perpendicular to the road that have parking for two to four vehicles. Based on Drawing 121-2772, the parking spurs appear to retain the same alignments as sizes as originally designed.

Figure 52. View to the west of the one-way Loop D Road (Commonwealth 2021).

Loop E (5LR.15136.7), the group camping loop, branches north from the entrance road's western end, just west of the Ranger Station, and has 11 group camping sites. A small, asphalt-paved parking area is on the east side of the road and provides four parking spaces for the Ranger Station (figure 53). After approximately 120', the road narrows and becomes one way. It loops to the east and traffic travels in a clockwise direction. Unpaved parking spurs that can accommodate two or three vehicles extend into Campsites EA, EB, EH, and EK (figure 54). Much larger unpaved spurs are shared between Campsites EC, ED, and EE; Campsites EF and EG; and Campsite EI and EJ. Just north of the Ranger Station, on the south side of the Loop E Road, an unpaved parallel parking area provides several overflow parking spaces. Additional overflow parking is available on both sides of the entrance road, south of Loop E.

Figure 53. Several parking spaces are west of the Ranger Station (Commonwealth 2021).

Figure 54. Loop E, the group camping loop, has several large parking areas, some of which are shared between campsites (Commonwealth 2021).

There are two unpaved, gravel and earthen two-track roads in the campground. One, the Moraine Park Campground Dump Road (5LR.12264.1), leads from the northwest side of Loop E to a private property and a borrow pit to the north of the campground. This two-track is the old Moraine Park Cut-Off Road, which extended from High Drive to the former Moraine Park Road near Stead's Ranch. The second two-track, the Moraine Park Campground Water Storage Tank Access Road (5LR.15302) is on the north side of Loop A and extends to the Water Storage Tank north of the campground (figure 55).

Figure 55. The two-track Water Storage Tank Access Road, view to the northwest (Commonwealth 2021).

Several small pads for the dumpsters and recycling receptacles are placed near the loop roads, including at the entrance to Loop A near the RV dump station, near Comfort Station #614, at the exit to Loop C, and the north side of Loop A near the parking for Campsites #107–110. The pads are covered in gravel and crusher fines.

The asphalt-paved roadways in Moraine Park Campground are in fair condition. Edges of the roadways are starting to deteriorate in many areas of the loop roads, especially in steeply sloped areas where erosion has started to undercut the edges as well. The unpaved two-track roads are also in fair condition. Erosion is present in sloped areas, especially on the Water Storage Tank's

two-track access road. The unpaved parking spurs are in good to fair condition as well. Parking spurs in level terrain are in generally good condition. However, many of the sloped parking spurs have areas of erosion, which vary from small and shallow to larger, deeper channeled areas, such as in the spurs for Campsites 181 and 183.

Trails and footpaths

Several small spurs in Moraine Park Campground provide access to the park's large network of trails. Many of these spurs leads north from the campsites on Loop A's north side and Loop D's north and west sides, suggesting that many of these are visitor-created social trails. The spurs connect to trails to Beaver Meadows, Cub Lake, Fern Lake, and beyond. The two-track to the Water Storage Tank also crosses the park's trail network and is used by visitors as well. On the southwest side of Loop D, an unpaved footpath connects to the Moraine Park Stables. A footpath also extends from Loop C's southwest side to the shuttle bus stop along Fern Lake Road. This trail is marked with a sign indicating distances to the shuttle bus stop and established trails in the park. Because of the slope, a set of steps descends the hillside. The steps are composed of wood timbers with dirt and gravel between the steps, and stones flank each side of the timbers. It is not known when the steps were built. The footpath and stairs are in good condition.

Many additional footpaths are found in the campground. Formal, paved and unpaved footpaths in the campground lead to the Ranger Station, Amphitheater, comfort stations, and solar showers. Two large aggregate asphalt-paved footpaths lead to the Ranger Station from the north side of the entrance road and merge in front of the concrete porch (figure 56). These footpaths are lined with wood edging composed of dimensional lumber (wood that is cut to a specific size based on pre-defined, standardized sizes) that is approximately 2" wide. An unpaved, footpath with crusher fines extends from the west side of the porch to the parking area near the entrance to Loop E. The footpaths near the Ranger Station are lined with small stones and are in generally good condition.

Figure 56. Asphalt-paved footpaths built during the Mission 66 era lead from the entrance road to the Ranger Station (Commonwealth 2021).

Two concrete footpaths lead to the Amphitheater from its parking area along the south side of the Loop C Road. One footpath originates at the center of the parking area, the other from the southern end, and both enter north of the stage. They are in good condition.

Multiple footpaths access each comfort station from the nearby loop roads and parking areas. Most of the six comfort stations, except for Comfort Station #617, has a large aggregate asphalt-paved footpath leading from the parking area to the front of the building, where it continues to the entrances. These footpaths are edged with dimensional lumber, like the Ranger Station footpaths, and are original to the Mission 66 era. Comfort Station #617 has a small footpath that extends along the north side of the parking area that retains the Mission 66 aggregate, but the asphalt-paved footpath that leads to the building is a newer material that replicates the large aggregate and is lined with stones on its east side. Comfort Station #618 has a second paved trail that replicates the large aggregate asphalt as well. Multiple unpaved trails, many of which are visitor created social trails, lead to the comfort stations. A set of landscape timber steps filled with gravel is set within the slope to Comfort Station #616. The footpaths to the two solar showers are

covered with crusher fines. The footpaths are in generally good condition. The comfort station footpaths are in generally good condition, although vegetation is encroaching in many areas.

Each of the walk-in campsites has an unpaved trail that leads from the designated parking spur to the campsite. In many instances, the trail from the designated parking spur leads directly to the campsite. Several of the more distant campsites, such as Campsites 107–110 and Campsites 151–154, share a common footpath from the parking area before additional footpaths branch off to access each site. In addition, some of the closely placed campsites share a footpath that passes through one of the campsites. For example, the footpath to Campsites 129 and 130 passes through Campsite 129.

Visitor-created social trails extend between campsites and to areas of high elevation in the campground, created by campers who wanted to take in the views of Moraine Park, Longs Peak, and the Continental Divide (figure 57). These typically appear as narrow unpaved footpaths, and some appear to be ephemeral. One well-established social trail leads from the Amphitheater along the south side of Loop B before turning south into Moraine Park, following a ridge of higher elevation. This connects to many of the social trails leading south from the Loop B campsites as well.

Figure 57. Visitor-created social trails lead to many of the comfort stations and campsites (Commonwealth 2021).

DEVELOPMENT HISTORY

Campground roads and parking

The oldest extant road in the campground is the two-track that leads to the private property and the borrow pit. This road is the old Moraine Park Cut-Off Road, which is currently known as the Moraine Park Campground Dump Road. The park reconstructed this road in 1925, and it may have originally been a horse trail/wagon road that was established in the late 1880s or earlier and traveled to Horseshoe Park. The Moraine Park Cut-Off Road extended from High Drive to the former Moraine Park Road near Stead's Ranch. Circa 1936, the park obliterated the northern portion that continued north of the borrow pit to Beaver Meadows, and the portion through the campground was obliterated ca. 1965. However, the road alignment can still be seen where it traverses the middle of Loop E, where it appears as a flat, nearly unvegetated area. The alignment continues east of Loop E and turns southeast, its path visible as a treeless area between the large ponderosa pines.

In addition to Moraine Park Cut-Off Road, several other roads were in the vicinity of the campground before it was developed. Around 1880, Abner Sprague, who had established a homestead in Moraine Park southeast of the present-day campground, established what was likely the first road in Moraine Park: Moraine Park Road, also frequently referred to as Route 4. This road entered Moraine Park south of Eagle Cliff Mountain and followed the north side of the Thompson River. In the following decades, Sprague's/Stead's Ranch, the Brinwood Hotel, and private residences were built along this road. After the NPS acquired the Brinwood Hotel and several of the Faulkner Cabins in the early 1930s, vehicular traffic through Stead's Ranch increased, leading the park to build a bypass to the south of Stead's and the Faulkner Cabins in 1953. However, the park obliterated the eastern section of Moraine Park Road and the bypass circa 1963, when the present-day Moraine Park Road was reconstructed in its extant alignment. The portion of Fern Lake Road that branches south from the road, east of the campground, was also built during this time. South of the campground, the extant alignment of Fern Lake Road continues to follow the original alignment of Moraine Park Road.

The extant roads and parking areas in Moraine Park Campground all appear to have been built during the period of significance, except for Loop E overflow parking (figure 58). Moraine Park Campground Entrance Road and the loop roads retain their alignments and one- and two-way configurations. The 1962 campsites plan (Drawing RM-2772) and the 1966 campground plan (Drawing RM-3605A) depict the entrance road and loop roads in their extant configurations. However, traffic in Loop D is shown as traveling in a counterclockwise direction, as opposed to

the current clockwise direction. The angle of the extant parking spurs also indicate that traffic originally traveled counterclockwise, but it is not known when the direction of travel was reconfigured. It is also not known when the Loop E overflow parking along the entrance road was established. It does not appear on any of the campground drawings from the Mission 66 era but was extant by 1985, when it appears in aerial imagery.

Figure 58. Gravel-surfaced overflow parking areas for Loop E, the group camping loop, are on each side of the entrance road, east of the Entrance Kiosk and Ranger Station (Commonwealth 2021).

Drawing RM-2772 also depicts the extant comfort station parking areas, vault toilet parking areas, the Amphitheater parking areas along Loop C, and the parking west of the Ranger Station along Loop E. This drawing also shows the road to the borrow pit, labeled "Access Road," and Drawing RM-3605A depicts both the borrow pit road and the road to the Water Storage Tank.

An RV dump station appears on Drawing RM-3605A as well, but it is directly south of the Ranger Station on the south side of the entrance road, rather than in its current placement west of the Ranger Station on the north side of the road. Despite this, the pull-through loop was likely established in its current location during the campground's initial development.

Drawing RM-2772 depicts nearly all of the camping spurs in the same placement and configuration as they currently exist. In Loop A, an additional parking spur is shown east of Campsite 104, and the drawing depicts the parking for Campsite 111 (labeled A-112 on the drawing) as an angled spur, rather than the extant parallel parking spur. In Loop B, Drawing RM-2772 shows two adjacent parking spurs at the location of present-day the Campsite 174 spur; one of the two spurs depicted is for a walk-in site that was never developed. Other differences include a parallel parking spur at Campsite 197 (labeled B-30 on the drawing), opposed to the extant angled spur; an angled spur at Campsite 206 (labeled B-41) instead of the depicted parallel parking spur; and the parking and campsite labeled B-48 are not extant. In Loop C, angled spurs are depicted where parallel parking spurs are extant at Campsite 231 and 239.

However, at Campsite 239, the large trees delineating the parking spur indicate that this was originally developed as a parallel parking spur. In Loop D, no changes appear between Drawing RM-2772 and the extant parking spur configurations. The only significant variation between Drawing RM-2772 and the extant parking spur configuration is in Loop E, where the drawing shows only five campsites with a note indicating future parking "For Future Expansion." Because Drawing RM-2772 was developed in 1962, several of these different configurations may date to the period of significance once campsite development was actively occurring.

Trails and footpaths

All of the footpaths and trails in the campground appear to date to the period of significance or later. Although the trails north and west of the campground were extant before the campground was developed, their alignments were not altered to accommodate the campground's layout, nor does it appear that the park developed any spurs between the trails and the campground. The footpath to Moraine Park Stables was likely created after the stables were built in 1967, and the footpath to the shuttle bus stop on the north side of Fern Lake Road probably dates to 1979, when the shuttle bus stop was implemented (figure 59).

Figure 59. An unpaved footpath extends from the west end of Loop C to Fern Lake Road, where it connects to a shuttle bus stop and the park's extensive trail network (Commonwealth 2021).

Nearly all of the paved footpath alignments to the Ranger Station, Amphitheater, and comfort stations date to the period of significance. The footpaths between the entrance road and the Ranger Station retain the large aggregate asphalt paving with wood edging, which dates to the Mission 66 era. Although the Amphitheater footpaths were rehabilitated with new concrete surfacing in 2001, the extant alignment appears in a 1968 plan for the Amphitheater (Drawing 3645B). In the drawing, the footpaths are noted as having a bituminous surface. Except for Comfort Station #617, the comfort stations retain their large aggregate asphalt paving with wood edging that leads from the parking area to the entrance (figure 60). Based on drawing RM-2772, the extant footpath is to the east of the original; however, an unpaved footpath currently follows the original alignment. Additional paved footpaths to the comfort stations, which include smooth, small-aggregate paving and paving that replicates the Mission 66 asphalt, were added during the comfort station's rehabilitations in 2009 to help improve accessibility.

Figure 60. Many of the Mission 66-era footpaths, built during the campground's period of significance, have worn, large-aggregate asphalt pavement with dimensional lumber edging (Commonwealth 2021).

Most of the footpaths that lead to the walk-in campsites were developed during the period of significance as well (figure 61). These footpaths appear well-worn and are generally located where they are depicted in Drawing RM-2772. However, the alignments of these footpaths in the drawing appear to be more conceptual than as-built alignments, so direct comparisons are limited. Despite this, no evidence could be found in historical documents and on the ground to suggest that the campsite footpaths have been extensively altered since the period of significance.

Figure 61. The walk-in campsites have designated footpaths from their parking spur to the campsite (Commonwealth 2021).

The footpaths to the solar showers were established after the period of significance. The footpaths were established ca. 2010 when the showers were built. The unpaved, visitor-created social trails that lead to the comfort stations, Amphitheater, Ranger Station, campsites, and other areas have been created over a number of years from repeated foot traffic, primarily after the period of significance when the campground was fully developed (figure 62).

Figure 62. An unpaved footpath lined with rock leads from the entrance road, near the Entrance Kiosk, to Loop E (Commonwealth 2021).

INTEGRITY

Many of the circulation features' alignments that were developed during the period of significance remain extant, including the entrance road; loop roads; Ranger Station, comfort stations, and Amphitheater footpaths; walk-in campsite footpaths; campsite parking spurs; and One circulation feature was established before the campground was developed: Moraine Park Cut-Off Road. During the period of significance for the campground, the park obliterated the portion that traversed Loop E, leaving only the portion that continued north to privately owned properties and the borrow pit. Because the use of this road predates Moraine Park Campground and the campground's development included eliminating portions of this road, the short section that remains in the campground boundary is considered non-contributing.

Circulation features that were constructed after the period of significance include the Bear Lake Shuttle Bus pull-through (figure 63), footpath to Comfort Station #617, the footpaths to the solar showers, the visitor-created social trails near the Ranger Station, and the visitor-created social trails. The gravel pads for the dumpsters were created after the period of significance, and based on historic aerial imagery appear to have been built after 1985. None of these features significantly detract from the campground's integrity.

Figure 63. The Bear Lake Shuttle Bus pull-through, view to the southeast (Commonwealth 2021).

The large aggregate asphalt paving that is used for the comfort stations and Ranger Station footpaths date to the period of significance. The entrance road, loop roads, and parking areas have been repaved with asphalt several times since the period of significance, but this does not detract from the overall integrity because the loop roads were asphalt-paved during the period of significance as well. Likewise, repaving the comfort station and Ranger Station footpaths with asphalt would not result in a loss of integrity because it is a compatible material.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Entrance Road	Contributing	—	—	—	—	—

Moraine Park Campground Loop A Road	Contributing	—	—	—	—	—
Moraine Park Campground Loop B Road	Contributing	—	—	—	—	—
Moraine Park Campground Loop C Road	Contributing	—	—	—	—	—
Moraine Park Campground Loop D Road	Contributing	—	—	—	—	—
Moraine Park Campground Loop E Road	Contributing	—	—	—	—	—
Moraine Park Campground Water Storage Tank Access Road	Contributing	—	—	—	—	—
Moraine Park Campground Dump Road	Non contributing	—	—	—	—	—
Moraine Park Campground Shuttle Stop Pull Through	Non contributing	—	—	—	—	—

Moraine Park Campground Ranger Station Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Amphitheater Parking Area A	Contributing	—	—	—	—	—
Moraine Park Campground Amphitheater Parking Area B	Contributing	—	—	—	—	—
Moraine Park Campground Campsite Parking Spurs	Non contributing – compatible	—	—	—	—	—
Moraine Park Campground Comfort Station #613 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Comfort Station #614 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Comfort Station #615 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Comfort Station #616 Parking Area	Contributing	—	—	—	—	—

Moraine Park Campground Comfort Station #617 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Comfort Station #618 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1032 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1033 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Vault Toilet #1187 Parking Area	Contributing	—	—	—	—	—
Moraine Park Campground Loop A Solar Shower Parking Area	Non contributing	—	—	—	—	—
Moraine Park Campground Amphitheater Paved Footpaths	Contributing	—	—	—	—	—
Moraine Park Campground Ranger Station Paved Footpaths	Contributing	—	—	—	—	—

Moraine Park Campground Entrance Road Overflow Parking	Non contributing	—	—	—	—	—
Moraine Park Campground Ranger Station Unpaved Visitor Created Trails	Non contributing	—	—	—	—	—
Moraine Park Campground Loop C Shuttle Stop Footpath	Non contributing	—	—	—	—	—
Moraine Park Campground Comfort Stations #614-615-616-618-619 Unpaved Footpaths	Non contributing	—	—	—	—	—
Moraine Park Campground Comfort Stations #614-615-616-618-619 Paved Footpaths	Contributing	—	—	—	—	—
Moraine Park Campground Comfort Stations #617-618 Replica Paved Footpaths	Non contributing	—	—	—	—	—

Moraine Park Campground Solar Shower Footpaths	Non contributing	—	—	—	—	—
Moraine Park Campground Unpaved Receptacle Pads	Non contributing	—	—	—	—	—
Moraine Park Campground Visitor-Created Social Trails	Non contributing	—	—	—	—	—

Constructed Water Features

Constructed water features are built features and elements that utilize water for aesthetic or utilitarian functions in the landscape.

Constructed water features in Moraine Park Campground include a Water Storage Tank, four "water stations," seven drinking water hydrants, and an RV dump station. The 50,000-gallon Water Storage Tank (5LR.15277) stands north of Loop A's west end. The cylindrical, steel-walled structure has a flat top and the exterior is painted a cream color.

The water hydrants are mounted on short wood posts that are painted blue. The hydrant in the group camping loop is separate from the wood post and the pipe is painted blue. The "water stations," as designated on Drawing RM-3606A, stand near Comfort Stations #615, #616, #617, and #618. The water stations are small structures that measure approximately 24" wide, 16" deep, and 22" high. The water stations are built of 4" x 4" x 16" beige, concrete blocks that have a poured concrete top. Each stands on a concrete base with a shallow, U-shaped depression. A steel grate is placed in the lowest portion of the depression to drain any excess water. A spigot extends from the front side of the water station, above the grate and just below the concrete cap. A concrete pad within the parking area for Comfort Station #614 indicates where a former water station used to stand; it is not known when this was removed.

The RV dump station includes a drain to the sewer and a hose attached to a red, metal water hydrant.

Historic Condition:

DEVELOPMENT HISTORY

The first constructed water features in the campground were the water stations that are associated with the comfort stations. A & H Builders, Inc. constructed the water stations when they built the comfort stations in 1963 (figure 64). Few changes appear to have been made to the water stations since they were built, except for the removal of the water station near Comfort Station #614. Few details regarding the Water Storage Tank's initial construction could be found, although contractor Emerson S. Ellet Inc. likely installed it during the construction of the water system in 1963–1964. The Water Storage Tank has been repainted several times, and the park rehabilitated it in 2008 (figure 65). It is not known when the drinking water hydrants were installed, but the extant hydrants appear to date after the period of significance (figure 66). The RV dump station was likely installed during the period of significance, as a "Sanitary Trailer Station" appears on early drawings of the campground, although in a different location (Drawing 121-3605A) (figure 67).

Post-Historic and Existing Conditions:

INTEGRITY

Several of Moraine Park Campground's constructed water features retain integrity as it relates to the period of significance. The four remaining water stations retain all of their historic integrity. The RV dump station also retains integrity and reflects the Mission 66 goals of improving utilities throughout campgrounds. Therefore, the water stations and RV dump station are considered contributing features. However, the drinking water hydrants have been replaced several times since the campground was developed and the Water Storage Tank was rehabilitated in 2008, and therefore these are non-contributing features.

Figure 64. "Water stations" with potable water stand near several of the comfort stations and were installed during the campground's period of significance (Commonwealth 2021).

Figure 65. The Water Storage Tank is north of Loop A and hidden from the campground by trees (Commonwealth 2021).

Figure 66. Potable water hydrants, most of which are affixed to blue-painted wood posts, are found throughout the campground (Commonwealth 2021).

Figure 67. An RV dump station stands on the north side of the Loop A Road, just west of the entrance to Loop E (Commonwealth 2021).

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Mission 66 Water Stations	Contributing	—	—	—	—	—
Moraine Park Campground RV Dump Station	Contributing	—	—	—	—	—
Moraine Park Campground Drinking Water Hydrants	Non contributing	—	—	—	—	—
Moraine Park Campground Water Storage Tank	Non contributing	—	—	—	—	—

Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation.

Moraine Park Campground is on the eastern slopes of the Continental Divide at an elevation of 8,160'. The campground is on the north side of Moraine Park on a gently sloping hillside of a small lateral moraine. Moraine Park, a wide, glacially carved meadow, is bound on its south by the South Lateral Moraine. Two channels of the Thompson River, one of the major drainages on the east side of ROMO, flow through Moraine Park. The peaks of the Continental Divide rise to the west and south of the campground and Moraine Park. Longs Peak is the most prominent, reaching above the forested slopes of the South Lateral Moraine.

The northwest side of the campground is flanked by rocky ridges and outcroppings. South of the campground, the hillside slopes downward at a steeper pitch, forming a natural boundary for the

campground. A large, open meadow with a stream and wetlands is on the northeast side of the campground. The stream continues southward, through a culvert on the Loop A Road and through the east side of Loop B and through Campsites 219. It then flows beneath the Loop B Road between Campsites 214 and 215 and continues southeasterly into Moraine Park. Wetlands dot the campground on the west side of Loop A near Campsites 72 and 79–83; on the north side of Loop A near Campsites 120–135; and the west side of Loop D near Campsites 155 and 157. However, some of the wetlands areas in Loop A appear to have formed or been enlarged as a result of drainage issues from the development of the campground, whereas wetlands in Loop D are naturally occurring and fed by groundwater.

Historic Condition:

DEVELOPMENT HISTORY

The campground was built in the same location where it currently remains. The campground's boundaries were, and continue to be, largely defined by the meadow, rocky outcroppings, and steep slopes of the hillside. The wetlands in Loop A appear to have formed or been enlarged as a result of the campground development, as it seems unlikely that the park's landscape architects would have placed campsites in these locations.

Post-Historic and Existing Conditions:

INTEGRITY

Moraine Park Campground remains in its original location and retains its historic relationships to Moraine Park, the meadow and stream, and the rocky outcroppings. Most of the existing natural systems and features at Moraine Park Campground retain their integrity and reflect the period of significance. However, the wetlands in Loop A likely developed or increased in size after the period of significance.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Meadow Northeast of Moraine Park Campground	Contributing	—	—	—	—	—

Stream through Moraine Park Campground Loop B	Contributing	—	—	—	—	—
Wetlands in Moraine Park Campground Loops A and D	Contributing	—	—	—	—	—

Small-Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

Small-scale features at Moraine Park Campground include campsite components, such as picnic tables and fire rings; bear-resistant food storage lockers; signs; fencing; and road and parking area delineation markers. Many of these small-scale features help provide conveniences for campers, where they can access amenities such as flush toilets, picnic tables, drinking water, and food storage lockers while protecting natural resources such as vegetation and wildlife. The park installed nearly all of these components during Moraine Park Campground's development, although many have been replaced with compatible features after years of wear and tear and to provide visitors with an improved experience.

Campsite Features

Many small-scale features at Moraine Park Campground are associated with the campsites. Each campsite in Loops A–D has a fire ring, picnic table, and a sign with the campsite number, and bear-resistant food storage lockers are shared between several campsites (figure 68). Most of the campsites have a tent pad, except for several of the RV sites and sites that meet federal accessibility standards: Campsites 39, 40, 41, 82, 136, 170, 179, 182, 185, and 210. Loop E, the group camping sites, has small-scale features that differ slightly from those in the other camping loops. The group sites lack tent pads and have one to four picnic tables and one to three bear-resistant food storage lockers, depending on the group size. All of the extant campsite features in Moraine Park Campground replaced the original Mission 66-era campsite furnishings but are compatible with the campground's design.

Figure 68. Each campsite at Moraine Park Campground, except for the group campsites, has a campsite number sign, a tent pad, a picnic table, and a fire pit. Bear-resistant food storage lockers, visible in the background, are shared between campsites (Commonwealth 2021).

The tent pads consist of fill that is surrounded by wood landscape timbers set in a rectilinear shape. Because of the sloping topography, several tent pads throughout the campground have additional terraces of fill and timbers to create a level surface. The circular steel fire rings are approximately 1' tall. A hinged metal grate with handles is mounted to the interior of the fire ring, and the grate can be lowered over the fire. A second type of fire pit with a pedestal grill, in which the height of the grilling surface can be adjusted, is placed at campsites that meet federal accessibility standards. The bear-resistant food lockers are steel boxes set on four steel posts. Some of the food lockers are anchored to rectilinear concrete pads, whereas others stand on concrete wheel stops or on the ground. The brown-painted food storage lockers have a set of doors on one side with a latch to deter bears and other animals from accessing campers' stored food. The tent pads and fire rings are in fair condition, with some deterioration from general wear and tear. The bear-resistant food storage lockers are in generally good condition with minimal deterioration.

Three types of picnic tables are found at the campground. Most picnic tables have a top that consists of three taupe-colored concrete boards. Two benches, one on each side of the table, are

attached to the table via a light brown concrete frame. Each bench consists of one taupe concrete board, and each end of the frame features an inset NPS arrowhead. A second type of picnic table, only a few of which are found in the campground, has a painted steel tubing frame. The tabletop and two benches are made of metal grating. The third type of picnic table, which can be found in all camping loops and is the only type of table used in Loop E, has a galvanized steel tubing frame. The tabletops are made of three wood boards, and the benches are made of a single board, all of which have been painted brown. The concrete and metal grating picnic tables are generally in good condition, with little to no deterioration. However, many of the wood picnic tables are in fair condition, as many have peeling paint and warped boards.

Every campsite has a sign near the loop road that displays the campsite number. Walk-in campsites have two number signs: one near the campsite's designated parking space and one near the campsite itself. The number is displayed on a rectilinear plaque with rounded corners. There are four colors of campsite signs at Moraine Park Campground: white text on a brown background, which designate tent-only campsites; brown text on a yellow background, which indicates a site for a tent or an RV that is less than 18' long; white text on a green background, which indicates a site for a tent or an RV that is longer than 18'; and white text on a blue background, which indicates it can accommodate a wheelchair accessible van. The campsite sign is bolted to the top of a brown-painted square post with an angled top, and a metal clip is attached to the post below the identification sign to attach campsite permits or park information. Campsites that meet federal accessibility standards have a second sign on the post, which is a square, blue sign with a white accessibility graphic. Campsite 69, used for the campsite host, has a second sign. A taller, brown-painted post has a sign that reads "CAMP HOST." The sign is rectilinear with rounded corners and has white text on a brown background. The campsite signs are in good condition, with little to no deterioration.

Signs

In addition to the campsite signs, other sign types at Moraine Park Campground include directional, traffic, and parking signs; notices of rules and regulations; bulletin boards; and building numbers. These signs are compliant with NPS UniGuide Standards. Like the campsite furnishings, the signs were installed after the period of significance and replaced earlier Mission 66-era signs. These signs are also compatible in design and materials with the campground's overall design. Many of the signs are clustered in several areas: the entrance area, including the entrance road and Entrance Kiosk; the entrances and exits to the loop roads; and the Ranger

Station. Most signs are mounted on brown-painted wood posts and have white text on a brown background. Signs throughout the campground are in good condition.

Each loop road entrance is marked with a sign that lists the loop name and the campsite numbers. Standard traffic signs are also found along the campground's roads (figure 69). One-way signs direct traffic around the loops, and stop signs stand near the Entrance Kiosk. Additional standard traffic signs include yield signs at the ends of the loop roads, do not enter signs, speed limit signs, and no parking signs.

Figure 69. Signs include directions to campsites and loop roads and standard traffic signs (Commonwealth 2021).

Rules and regulations signs stand along Moraine Park Campground Entrance Road, including those noting that visitors are entering a fee area, notices about bears that frequent the area, and directions to the Entrance Kiosk to check in to the campground (figure 70). Several signs west of the Entrance Kiosk inform campers of additional regulations. Another sign, behind the fencing next to the road and in front of the Ranger Station, lists the campground host's campsite number. Prohibited use signs indicating "Private Road," "Road Closed," and "No Public Access" are also mounted to posts near the road to the Water Storage Tank and the road to the private properties and borrow pit.

A small, brown sign with white text is mounted on each building in the campground, except for

the Firewood and Ice Sales building, and provides the building number. Near the Ranger Station's entrance door, a second sign reads "Ranger Station," and several bulletin boards with wood frames and glass enclosure are below the sign. A dry erase board is mounted on the other side of the Ranger Station windows. Several signs are clustered near the comfort stations as well, including those that indicate men's and women's restrooms and accessibility. Near the parking areas, signs denote that the parking is for comfort station parking only.

Figure 70. Many signs are placed near the campground's entrance (Commonwealth 2021).

Miscellaneous signs in the campground include several wood posts with wood signs on the southern boundary of the campground that read "Restoration Area, Stay Off." Signs near drinking water hydrants indicate that the water is safe to drink, whereas a sign posted on the RV dump station notes that the water is unsafe for drinking. The Bear Lake Shuttle Bus pull-through has three informational signs mounted between two tall, wood posts. The signs include maps and information about the shuttle system. A sign along the trail from Loop C to Fern Lake Road also direct campers to the park's trail system. It indicates distances to trailheads, the shuttle bus stop, and the Moraine Park Stables. Regulation signs are also found below this sign on the same post, including those noting that bicycles and dogs are prohibited.

Fencing

Fencing in Moraine Park Campground is used to demarcate footpaths and areas that are closed to campers. All of the fencing appears to have been installed after the period of significance. Post and rail fencing lines the footpaths near the Ranger Station, preventing campers from stepping on vegetation. The fencing consists of log posts spanned by single log rails that have been painted dark brown. The fencing is in good condition, with no deterioration noted. Buck and rail fencing surrounds the eastern and western outer edges of Loop E. Additional sections are found east of the Amphitheater. The buck and rail fencing is in generally poor condition. Many sections of the fencing have fallen or rotted. A wood fence approximately 6' high encloses the concrete patio area behind the Ranger Station. It consists of wood posts with three rows of rails, on which wood planks are affixed.

Several gates are installed in the campground. Near the east end of the entrance road, a log post is installed on each side of the road. A metal gate with a single wheel is mounted to each post, which can be swung together to span the road (figure 71). Log posts, the southern of which has an eye bolt on the top, stand west of the Entrance Kiosk, although no gates or chain barriers are extant. Log posts also stand on each side of the road to the Water Storage Tank. A single steel pipe is mounted to one post and can be locked to an eye bolt on the opposite post. Steel posts mounted in concrete stand on each side of the Loop A Road at its eastern end, near Campsite 140. A metal chain stretches across the road to block access and is further supported by temporary looper tubes (figure 72). Similar posts also stand on the Loop A just west of the Loop B entrance and the Loop C exit. During summer 2021, impermanent plastic barriers stood at the entrance to the Loop D Road and north of the Comfort Station #615 parking to restrict access.

Figure 71. Wood posts with metal gates stand on each side of the entrance to the campground (Commonwealth 2021).

Figure 73. The Mission 66-era gates consist of metal posts set in concrete bases (Commonwealth 2021).

Road and footpath delineation features

Stones, many of which were placed during the period of significance, line the campground roads and parking spurs to delineate areas that are restricted from vehicles (figure 74). They range in size from less than a foot to nearly 4' in diameter, and some several feet above the ground surface. Spacing between the stones varies considerably, with some adjacent to each other and others spaced up to 20' apart. Stones line the north side of Moraine Park Campground Entrance Road starting at the beginning of the entrance road, whereas those along the south side of the road are more sporadically placed. The stones continue down both sides of the campground loop roads in many areas, although they are absent in areas where the hilly and rocky topography provides natural barriers, such as near Campsites 174 and 175, or where large ponderosa pine grow next to the road and serve as natural delineators. Many of the parking spurs in the camping loops are lined with the stones, whereas other are lined with landscape timbers or both stones and timbers (figure 75). The landscape timbers were installed after the period of significance. Stevens logs are a third type of roadway delineation feature and consist of a log placed atop a small log on each end (figure 76). These line the south side of the entrance road to prohibit parking, and were installed after the period of significance.

Figure 74. Stone barriers are used to delineate roads and parking spurs (Commonwealth 2021).

Figure 75. Wood landscape timbers are used for steps, tent pads, and parking delineation (Commonwealth 2021).

Figure 76. Another small-scale feature used to delineate roads consists of a log atop two smaller logs (Commonwealth 2021).

Small stones line the footpaths near the Ranger Station, although the stones are much smaller than those that line the roads and parking spurs. The park likely installed these after the period of significance. The footpaths within the campsites that meet then-current federal accessibility standards are lined with landscape timbers, along with the unpaved footpaths that extend to the solar showers and comfort stations.

Three types of wheel stops are in the campground and are placed in several areas: near the Entrance Kiosk and Ranger Station, near the comfort stations, and near the RV dump station. Wheel stops near the Entrance Kiosk, which are primarily arranged along the north side of the road in front of the Ranger Station, are yellow plastic/composite material, approximately 4' long (figure 77). These were installed after the period of significance. A second type of wheel stop, found at the Ranger Station parking area and near the RV dump station, is smooth concrete with little to no exposed aggregate (figure 78). These appear to have been added after the period of significance. The third type of wheel stop consists of concrete with a large, exposed aggregate. The material is very similar to the Mission 66-era sidewalks and were likely added during the period of significance as well. These wheel stops are found near the RV dump station and all of the comfort stations, except for Comfort Station #616.

The Entrance Kiosk has three cement bollards on its each and west sides. They are painted bright yellow and are anchored in the road in a triangular formation. Portable, plastic looper tubes with reflective strips separate the check-in lane from the reentry lane and exit lane at the Entrance Kiosk as well (figure 79).

Figure 77. A second type of wheel stop in the campground is made of a composite plastic (Commonwealth 2021).

Figure 78. Several types of wheel stops are found in the campground. Concrete wheel stops with large, exposed aggregate appear to date to the Mission 66 era (Commonwealth 2021).

Figure 79. Concrete bollards, moveable looper tubes, and wood signposts divide the check-in lane from the reentry lane and exit lane near the Entrance Kiosk (Commonwealth 2021).

Lighting

There is little lighting in the campground, which helps impart a feeling of being closer to nature. Lighting includes short, metal posts with enclosed bulbs that line the paved Amphitheater footpaths and are spaced every 18'. Small spotlights are affixed to the poles at the Amphitheater that also hold the speakers. Small sconces are affixed near the entrances to the comfort stations and Filter Plant. Small spotlights and area lights illuminate the area around the Entrance Kiosk, along with the sides and rear of the Ranger Station. Two large globe lights, both of which are non-historic replacements, are suspended from the canopy of the Ranger Station. Host Campsite EA has an electrical RV pedestal; none of the other campsites have electrical connections.

Miscellaneous small-scale features

Corrugated, galvanized steel culverts extend beneath the campground roads in several locations. One culvert directs the stream through the large meadow beneath the Loop A Road to the east side of Loop B, and a second culvert directs this stream beneath the southeastern end of the Loop B Road. A third culvert is at the southwestern end of Loop A and directs water to the east of

Campsite 64.

Wood benches sit near the Ranger Station, beneath the canopy. They are made from dimensional lumber, and one has a backrest. They are painted brown. Log benches that consist of large logs that have been cut in half lengthwise and rest on two short, round logs with saddle notches are near the solar showers by Comfort Station #619 (figure 80).

Figure 80. Log benches are found near the solar showers and the Ranger Station (Commonwealth 2021).

Several additional small-scale features stand near the Ranger Station (figure 81). A flagpole that consists of a metal pole set on a concrete base is south of the Ranger Station; it was installed ca. 1967 when the Ranger Station was completed. A pedestal for a phone booth is placed to the southeast of the Ranger Station. The phone booth was built in 1977 and echoes the Rustic style but was not extant during survey in June 2021. North of the Ranger Station, in the fenced patio area, a clothesline with two steel, T-shaped posts stands near the fence. The clothesline appears in the 1965 standard plans for the Ranger Station and remains in the same place. A steel grill is also within the patio area. The grill does not appear on the standard plans and may not be an original installation, but its design and materials are compatible with the historic features near the Ranger Station and in the campground.

Figure 81. Small-scale features near the Ranger Station include a flagpole and post and rail fencing (Commonwealth 2021).

Large, steel, green-painted, bear-resistant dumpsters are placed along Moraine Park Campground Road in several locations, including near the RV dump station, east of the parking area for Campsites 107–110 on the north side of Loop A, southwest of the Loop B exit, and northeast of Comfort Station #614 near the entrance to Loop B. Several smaller recycling receptacles, also steel and painted green, stand near the dumpsters (figure 82).

Figure 82. Steel dumpsters and receptacles for recycling are found in several areas of the campground, including these by the RV dump station (Commonwealth 2021).

A small, stacked stone retaining wall stretches behind the Water Storage Tank. No information could be found regarding its history, although it may have been constructed when the Water Storage Tank was installed ca. 1963.

Historic Condition:

DEVELOPMENT HISTORY

Campsite features

Campsite features have been installed and replaced multiple times at Moraine Park Campground. The park installed the first features, including picnic tables, fire pits, tent pads, and campsite number signs in 1964–1965, when the campsites were first developed. The park installed new campsite signs in 1976. Superintendents' reports state that campsites were restored in 1981; although the details are not provided, this likely included new tent pads and picnic tables. A few years later, in 1985, the park installed new tent pads and log steps throughout the campground as well. The park rehabilitated addition campsites in 1998 and 2001 and began installing the bear-resistant food storage lockers during the 2000s. None of the campsite furnishings that were

installed during the Mission 66 era remain extant. However, all of the replacement campsite features are compatible with the campsites' original designs and the campground as a whole.

Fencing

The post and rail fencing near the Ranger Station and the buck and rail fencing found in several areas of the campground all appear to have been installed after the period of significance. A fencing enclosing the Ranger Station's patio has been in place since the building was constructed in 1966–1967. However, the extant fence includes replacement boards or posts that have deteriorated due to natural wear and tear. The steel posts along Loop A and the exit to Loop C appear to have been installed during the Mission 66 era, based on the type of concrete in which they stand. It is not known when the log posts were installed, but the metal gates along the entrance road appear to have been a recent addition. Because the original installation dates are not known, all of the gates are considered non-contributing. However, the metal post and chain gates are compatible with the campground's period of significance.

Signs

The park built and installed the first signs in the campground, excluding the campsite number signs, in 1965. The exact locations and types of signs are unknown but were made of wood. It is also possible that the signs were similar to those installed at Glacier Basin during the campground's Mission 66-era rehabilitation. In an undated photograph taken in the late 1950s or early 1960s in Glacier Basin Campground, the signs were painted black with white text and provided directions to the loop roads and notified campers of regulations. The park installed new signs in 1975, which were NPS-standardized signs built by 3M. Many of the extant signs were installed primarily during campground rehabilitations that occurred in the late 1990s and 2000s or later. The park continuously replaces, repairs, and adds or removes signs in the campground as needed to provide accurate information to visitors and keep the signs in good condition.

Delineation features

The park installed the stone barriers along the roads and parking spurs shortly after each loop road and campsites was completed in 1964–1965. The large-aggregate concrete parking wheel stops were likely installed around this time as well. Those in the comfort station parking areas appear to remain in their original locations, although the ones near the RV dump station appear to have been moved. The smooth concrete and plastic wheel stops were installed after the period of significance, although precise dates are not known. The park regularly replaces delineation

features, such as the landscape timbers along footpaths and parking areas, when they deteriorate. The log wheel stops are also a recent addition, with many added along the entrance road in summer 2021.

Utilities

During 1963–1964, A & H Builders, Inc., built and installed the campground's electrical system. The park first inspected and established the clearing limits for the poles and lines, helping to preserve as much of the existing vegetation and trees as possible. The lines entered the campground along Moraine Park Road before branching to power the six comfort stations, Ranger Station, and Amphitheater. Circa 1967, the lines were extended to the Moraine Park Stables west of the campground. Few changes appear to have been made to the electrical alignments since they were first installed. The telephone lines at the campground were likely installed at this time as well. Based on Drawing 121-3545, the telephone lines shared the poles with the electrical system. The park installed the Neo-Rustic telephone booth near the Ranger Station in 1977.

Post-Historic and Existing Conditions:

INTEGRITY

Most of the small-scale features that were constructed during the period of significance are not extant, including signs, picnic tables, and fire pits. The majority of the extant small-scale features were installed after the period of significance, such as the campsite furnishing, signage, bollards, and trash and recycling receptacles and are considered non-contributing features. Other features, such as the bear-resistant food storage containers were installed to improve visitors' experience while helping to protect bears from human encounters in the campground. However, the small-scale features that have been replaced and installed after the period of significance are compatible with the campground's character-defining features and do not extensively detract from the campground's overall significance.

Several small-scale features remain from the period of significance. These include the stones that line the roads and parking spurs and the fencing behind the Ranger Station. The stones follow the landscape design guidelines advocated by E. P. Meinecke, which continued to be followed during the Mission 66 era. Most appear to remain in their original configuration. Although portions may not be original, the fencing behind the Ranger Station was first installed during the period of significance, and repairs have used in-kind replacement materials.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Roadway and Parking Stone Barriers	Contributing	—	—	—	—	—
Moraine Park Campground Flagpole	Contributing	—	—	—	—	—
Moraine Park Campground Large-Aggregate Concrete Wheel Stops	Contributing	—	—	—	—	—
Moraine Park Campground Ranger Station Clothesline Posts	Contributing	—	—	—	—	—
Moraine Park Campground Metal Post-and-Chain Gates	Non contributing	—	—	—	—	—
Moraine Park Campground Ranger Station Grill	Non contributing	—	—	—	—	—

Moraine Park Campground Campsite Furnishings	Non contributing	—	—	—	—	—
Moraine Park Campground Signage	Non contributing	—	—	—	—	—
Moraine Park Campground Buck-and-Rail Fencing	Non contributing	—	—	—	—	—
Moraine Park Campground Post-and-Rail Fencing	Non contributing	—	—	—	—	—
Moraine Park Campground Entrance Road Gates	Non contributing	—	—	—	—	—
Moraine Park Campground Water Storage Tank Access Road Gate	Non contributing	—	—	—	—	—
Moraine Park Campground Log Posts West of Entrance Kiosk	Non contributing	—	—	—	—	—

Moraine Park Campground Footpath Stone Delineators	Non contributing	—	—	—	—	—
Moraine Park Campground Entrance Kiosk Bollards	Non contributing	—	—	—	—	—
Moraine Park Campground Telephone Booth	Non contributing	—	—	—	—	—
Moraine Park Campground Small-Aggregate Concrete Wheel Stops	Non contributing	—	—	—	—	—
Moraine Park Campground Plastic Composite Wheel Stops	Non contributing	—	—	—	—	—
Moraine Park Campground Log Benches	Non contributing	—	—	—	—	—
Moraine Park Campground Waste Receptacles	Non contributing	—	—	—	—	—

Moraine Park Campground Water Storage Tank Retaining Wall	Non contributing	—	—	—	—	—
Moraine Park Campground Ranger Station Patio Fence	Contributing	—	—	—	—	—

Spatial Organization

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Moraine Park Campground's spatial organization includes a series of loop roads, around which campsites are arranged. A variety of buildings stand in and near the loops. The park developed the extant spatial organization during the Mission 66 era and the campground's period of significance. It reflects the designs of NPS landscape architects who developed new campground layouts for Mission 66, which continued to follow Meinecke's guidelines for campgrounds with modifications to accommodate larger vehicles and trailers, while incorporating a new type of campsite type developed by landscape architect James O'Shea: the walk-in campsite. The walk-in campsites include a designated parking area and narrow footpath to each campsite. By placing this type of site in Moraine Park Campground, campers are provided with a secluded, backcountry feeling while having access to nearby amenities like comfort stations.

Roads and Campsites

Moraine Park Campground is characterized by five loop roads, Loops A, B, C, D, and E. The entrance road transitions to Loop A just west of the RV dump station pull-through. Loops B, C, and D branch from Loop A, whereas Loop E branches to the north just west of the Ranger Station from the entrance road. There are 244 campsites for individual tents and trailers and 11 group campsites arranged around the loop roads, and each campsite has a designated parking area.

Loop A is the largest loop in the campground and has 139 campsites numbered 1–140. Ninety-seven campsites are for tents only, including 55 walk-in campsites. The other 42 campsites are for tents or RVs, and four of these meet federal accessibility standards. One campsite in Loop A is also reserved for a camp host. Former Campsite 51 has been converted to parking for a solar shower. Loop B has 54 campsites numbered 170–225, and there is no Campsite 177. Twenty-nine campsites are for tents only, and the other 25 campsites can accommodate tents or RVs. Only four of the tent-only campsites are walk-in campsites. Loop C has 22 campsites numbered 226–247. The majority of Loop C's campsites, 20, can accommodate RVs, whereas only two are designated for tents only, both of which are walk-in campsites. There are no campsites at the east end of Loop C, where the Amphitheater, vault toilet, and Comfort Station #614 stand. Loop D has 29 campsites. Only two campsites are designated for RVs. The other 27 campsites can be used for tents only; 10 are walk-in campsites. Loop E, the group camping area, has 11 large campsites The campsites are designated EA–EK and are designated for small, medium, and large groups. All of the group camping sites are for tents only, except for campsite EA, which is used for a camp host.

Spatial organization within each campsite in Loops A–D consists of a parking area, fire pit, and picnic table. Most of the campsites in these loops also feature a tent pad, although several of the RV sites and sites that meet federal accessibility standards do not include a tent pad, such as Campsites 39, 40, 41, 82, 136, 170, 182, and 185. Bear-resistant food storage lockers are placed between the campsites, and many are shared between two of the campsites. The group camping sites include the same features, except for tent pads, and have up to four picnic tables.

Buildings and structures

Six comfort stations and four vault toilets are arranged along the loop roads and are readily accessible from the campsites. Four comfort stations stand in Loop A (B-0616, B-0617, B-0618, and B-0619), one is in Loop C (B-0614), and one is in Loop D (B-0615). Two vault toilets are in Loop B (B-1032 and B-1033), one is in Loop C (B-1187), and one is in Loop E (B-1061).

Additional buildings in Moraine Park Campground are clustered near the entrance to the campground. The Moraine Park Campground Entrance Kiosk (B-0859), used for checking into the campground and visitor information, stands in the middle of Moraine Park Campground Entrance Road. The Moraine Park Campground Ranger Station stands north of the Entrance Kiosk and road, and a small parking area is to its west along the Loop E Road. The Moraine Park Campground Filter Plant (B-0999) is west of the parking area and Loop E Road, and a small

building used for firewood and ice sales by a concessionaire is between the Filter Plant and Loop A Road.

The Moraine Park Campground Amphitheater (B-0827) stands on the southeast side of Loop C. Small parking areas for the Amphitheater extend along the north and south sides of Loop C. A water storage tank is north of the campground, uphill and largely hidden from the campsites along the north side of Loop A.

Historic Condition:

DEVELOPMENT HISTORY

Moraine Park Campground's spatial organization was developed during the period of significance, 1961–1967. During this time, park landscape architect Richard A. Strait and WODC landscape architect James O'Shea laid out the series of loop roads and the locations for the comfort stations, Amphitheater, Ranger Station, parking spurs, campsites, and Water Storage Tank. Rocky Mountain National Park's Engineering Division made further changes in 1964, depicted on Drawing 121-2772. Some of the campsite locations differ slightly than those depicted on the campground development plans. This is perhaps because as park staff cleared and defined the campsites, they realized that moving a campsite several feet would provide a flatter place or more privacy within the existing topography and vegetation. During the period of significance, in 1966, a number of campsites were rebuilt as well, possibly to find more suitable locations. In comparing Drawing 121-2772 to present-day campsite locations, it appears that changes occurred primarily in Loops A, B, and E. Three campsites have been added to Loop A since Drawing 121-2772 was completed in 1964, and currently carry campsite numbers 82, 137, and 138. Two campsites have been lost since 1964: 51, which was removed to build a solar shower in 2010, and 128. In Loop B nine campsites were removed, labeled on Drawing 121-2772 as B-5, B-8, B-24, B-34, B-39, B-44, B-48, and B-54, all of which were walk-in campsites. Six group campsites have been added to the group camping loop, Loop E. Drawing 121-2772 has a note indicating potential areas for future expansion in this area for group sites. Except for Campsite 51, it is not known when these changes were made, and it is possible that the changes to the campsites occurred during the period of significance.

Few changes to the campground's spatial arrangement have occurred since the period of significance. Several vault toilets were eliminated, which were adjacent to the extant vault toilets. A sewage system pump house, formerly southeast of the campground, was demolished when the

campground was connected to the Upper Thompson Sanitation District ca. 1975. New construction included the Filter Plant in 1990 and the shuttle bus shelter in 2003. One campsite, Campsite 51, has been converted to parking for a solar shower. Although the park demolished two of the Mission 66-era comfort stations (B-613 and B-617) in 2009 and extensively rehabilitated the Amphitheater in 2001, the park rebuilt the new comfort stations and Amphitheater in the same locations. Therefore, these changes did not impact the campground's spatial organization.

Post-Historic and Existing Conditions:

INTEGRITY

Most of Moraine Park Campground's extant spatial organization dates to the period of significance, including the loop roads, building sites, parking spurs, and nearly all of the campsites. Since 1964, when Drawing 121-2772 was created, nine campsites were removed from Loop B, six were added to Loop E, and three were added while two were removed from Loop A. However, except for one campsite, it is not known when the campsite changes were made, and it is possible that it occurred during the period of significance. However, if the changes were made after 1967, the changes affected a total of 20 campsites, a small percentage of the campground's 255 total campsites. All of the extant campsites retain their relationship to the loop roads, and most remain in their original locations. Each campsite continues to include the same suite of features: a parking area, tent pads, fire pits, and picnic tables, with only the addition of the bear-resistant food storage lockers. The built features' locations retain their spatial relationships to the loop roads and campsites as well, including the Ranger Station, Amphitheater, vault toilets, comfort stations, and Water Storage Tank. Individual campsites are by nature ephemeral features that are often subject to dynamic natural processes that necessitate change. Going forward, adding, removing, or relocating campsites in order to maintain visitor safety and resource protection will not impact the overall historic integrity of the campground, so long as the campsites retain compatible design characteristics. Overall, the campground's spatial organization retains integrity from the period of significance.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Comfort Stations B-614, 615, 616, 617, 618, and 619 Locations	Contributing	—	—	—	—	—
Building Cluster near the Campground Entrance, including the Moraine Park Campground Entrance Kiosk, Moraine Park Campground Ranger Station, and the Firewood and Ice Sales Building	Contributing	—	—	—	—	—
Moraine Park Campground Loop A Road with Campsites	Contributing	—	—	—	—	—
Moraine Park Campground Loop B Road with Campsites	Contributing					
Moraine Park Campground Loop C Road with Campsites	Contributing					

Moraine Park Campground Loop D Road with Campsites	Contributing					
Moraine Park Campground Loop E/Group Camping Road with Campsites	Contributing					
Moraine Park Campground Individual Campsite Organization with Parking Area, Picnic Table, Fire Pit, Tent Pad, and Bear-Resistant Food Storage Locker	Non contributing					

Topography

Topography is the three-dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect).

In Moraine Park Campground, a prominent ridgeline that generally runs northwest-southeast bisects Loop A and divides the campground roughly in half. Loop C, Loop D, and the lower, southwestern portion of Loop A fall to the ridgeline's southwest, whereas Loop B, Loop E, the upper, northwestern portion of Loop A, and the campground's entrance fall to the east and northeast. A series of smaller ridges, spurs, and draws extend outward from the central ridgeline, and smaller rocky knolls and outcroppings are found throughout the campground (figure 83).

Figure 83. The small ridges, draws, and valleys in the campground provide natural, private locations for campsites. View to the northeast west of Campsites 137, 138, and 134 (Commonwealth 2021).

The natural topography influenced the loop road configurations during the campground's development, as the roads were placed around the small ridges and valleys and generally followed the natural contours of the land. The ridges helped to provide natural separations between the loop roads, creating a sense of privacy between the loops. Campsites were also placed within the draws and valleys to create privacy, and along the ridges to provide sweeping views of Moraine Park with the backdrop of Longs Peak (figure 84).

Figure 84. The ridges also provide campsite locations with views of Longs Peak, drawing visitors to the campground (Commonwealth 2021).

Because of the naturally sloping land, the park and hired contractors made some topographic modifications during the campground's initial development, although most are small in scale. In several areas along the roads, the crest of a ridge has been cut through to provide an easier passage for the road. These areas can be seen on the west side of Loop B and the north side of Loop A. However, these modifications are small, measuring only a few feet in height and less than several hundred feet long, and continue to blend in with the surrounding environment. In other areas, such as the eastern end, north side, and west side of Loop A, fill has been added to raise the road slightly above the surrounding land. However, this changed the draining pattern of these areas, leading to enlarged or new wetland areas.

The loop roads have been graded to provide a level driving surface, and the areas for the comfort stations, dumpsters, vault toilets, Ranger Station, and Amphitheater seating have also been graded. Small amounts of fill material have been added to several of these areas as well, such as around the vault toilets (figure 85). Several parking spurs, which would otherwise slope downwards into the campsite, have been leveled with fill (figure 86). Fill materials have also been added in many of the campsites to form the tent pads (figure 87). The grading and fill areas are generally in good condition, with little to no erosion or deterioration.

Figure 85. Small areas of fill can be found near Vault Toilet #1032, where it provides a level surface for footpaths (Commonwealth 2021).

Figure 86. The park has also added fill materials to some of the parking spurs to provide a level surface that does not slope downwards towards the campsite, such as in Campsite 172 (Commonwealth 2021).

Figure 87. Additional topographic modifications in the campground are generally small in scale and include fill for the tent pads (Commonwealth 2021).

Most of the topographic modifications at Moraine Park Campground have been for the roads. Grading has been the primary topographic modification, along with several areas in which the rocky tops of the ridges were cut through (figure 88). The first road in the area, Moraine Park Cut-Off Road, which is discussed further in the "Circulation" section, was obliterated where it passed through the campground during development of the campground in the 1960s. However, portions are still visible through the middle of Loop E, as it appears generally flatter than the surrounding topography.

Figure 88. Most of the topographic modifications in the campground have been for the roads, including grading and cutting through the ridgetops in several locations, seen here at the west end of Loop B (Commonwealth 2021).

All of the extant grading for the loop roads and parking spurs occurred during the period of significance. In June 1963 Park Landscape Architect Richard A. Strait and WODC Landscape Architect James O'Shea laid out the first road in the campground: an access road to the proposed comfort station locations. It is not known exactly where this road was, but it most likely followed the entrance road and portions of Loop A, from which all six comfort stations could be accessed. Several month later, in November, Emerson S. Ellett Inc. began clearing and grading the rest of the campground roads, perhaps widening and improving the comfort stations' access road as well. The contractors finished clearing and grading the roads in April 1964. Park staff likely graded the parking spurs in 1964 and 1965 as the individual campsites were cleared and defined. It is not known when the gravel pads for the dumpsters were graded, but likely was after the period of significance and is not depicted on any of the campground plans from the 1960s.

A & H Builders, Inc., graded the areas for the six comfort stations when they were constructed in 1963, and Len Builders, Inc., graded the areas for the Ranger Station and Amphitheater in 1966. The park graded and filled the areas for the vault toilets when they were constructed in the early to mid-1990s. In 1985 the park graded and filled the areas for the tent pads. The tent pads, which

were not part of the original campsite design, delineate designated places for campers to set up their tents and provide a dry area while also helping protect the surrounding vegetation and campsite from damage or erosion, thereby increasing sustainability while decreasing maintenance. The park replaced Comfort Stations #613 and #617 in 2015, but the original footprints were used and only slightly expanded, so any topographic changes were small.

Post-Historic and Existing Conditions:

INTEGRITY

The extant campground topography largely reflects the period of significance. The natural topography within the campground greatly influenced the placement of the roads and campsites, which remain in their same locations and retain their relationships with the surrounding environment. The grading for the loop roads and parking spurs, the sloped seating area at the Amphitheater, the comfort stations, and the Ranger Station all occurred during the period of significance. The grading and fill for the vault toilets and tent pads occurred after the period of significance. However, these were in the general locations of former pit toilets and tent pads, and any additional topographic modifications were minimal. The replacement of Comfort Stations #613 and #617 also resulted in small topographic changes after the period of significance. However, the changes to the pit toilets, tent pads, and comfort stations do not detract significantly from the campground's overall integrity as it relates to the period of significance.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Natural Topography	Contributing	—	—	—	—	—
Grading for Moraine Park Campground Loop Roads A–E and Parking	Contributing	—	—	—	—	—

Grading for the Moraine Park Campground Amphitheater	Contributing	—	—	—	—	—
Grading for the Moraine Park Campground Comfort Stations	Contributing	—	—	—	—	—
Grading and Fill for the Moraine Park Campground Vault Toilets	Non contributing	—	—	—	—	—
Grading and Fill for the Moraine Park Campground Tent Pads	Non contributing	—	—	—	—	—
Grading and Fill for the Moraine Park Campground Waste Receptacles	Non contributing	—	—	—	—	—

Vegetation

Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape.

Moraine Park Campground's extant vegetation represents an important design component from the period of significance. Trees are found throughout the campground, although grasses and wildflowers grow in the open meadow and on steeper slopes, and additional species grow in the wetlands areas. During the Mission 66-era campground development, landscape architects protected the existing vegetation by designing the roads and campsites to have a low impact. The trees and shrubs in the camping loops provided campers with shade and privacy in each campsite, along with providing natural barriers and delineations between campsites and the loop roads.

Preserving the vegetation also reflected Meinecke's campground guidelines, which continued to be used during the Mission 66 era.

Moraine Park Campground is in the montane life zone. Trees in the campground are primarily ponderosa pine (*Pinus ponderosa*) with some quaking aspen (*Populus tremuloides*) and Rocky Mountain juniper (*Sabina scopulorum*) near the wetland areas. Large, mature ponderosa pine are scattered around all of the loop roads and within the campsites, growing densely on the eastern and southern sides of the campground and more sparsely in rockier areas, such as in the center of and on the northwest side of Loop A and in the wetlands areas (figure 89). Aspens are concentrated in several areas: near Campsites 4, 5, and 8 on the southeast side of Loop A; near Campsites 120–135 on the north side of Loop A; and west of Campsites 151–153 in Loop D. A few, widely scattered Engelmann spruce trees (*Picea engelmanii*) are found primarily in the center of and north of Loop A in areas of higher elevation.

Areas between the campsites, excluding areas of exposed rock, are generally filled with an abundance of grasses and shrubs (figure 90). Lesser amounts grow beneath dense stands of ponderosa pine, but this appears to be from the lack of sunlight, rather than foot traffic or soil compaction. Commonly found shrubs include wax currant (*Ribes cereum*), common juniper (Juniperus communis), wood's rose (*Rosa woodsii*), and serviceberry (*Amelanchier sp.*). Commonly found herbaceous plants include prairie junegrass (*Koeleria macrantha*), Idaho fescue (*Festuca idahoensis*), and mountain muhly (*Muhlenbergia montana*), and wildflowers such as blue columbine (*Aquilegia coerulea*), gentian (*Gentianacea*), and heartleaf arnica (*Arnica cordifolia;* NPS 2018a). Grasses and wildflowers fill the meadow northeast of Loop A. Only a few trees stand in the meadow and are limited to lodgepole pine on the eastern and southern ends. Additional species of grasses and wildflowers are found in the wetlands areas, such as Rocky Mountain iris (*Iris missouriensis*) and sedges (*Carex* sp.). Vegetation in the campground is in generally good condition. Exotic invasives are present in small amounts, including Canada thistle (*Cirsium arvense*), cheatgrass (*Bromus tectorum*), musk thistle (*Carduus nutans*), wooly mullein (*Verbascum thapsus*), and yellow toadflax (*Linaria vulgaris*).

Figure 89. Large ponderosa pine grow near the campsites, providing shade for each campsite, along with privacy and natural delineation between the campsites and the roads (Commonwealth 2021).

Figure 90. Native grasses and shrubs fill the areas between campsites as well, especially in steeper, rockier areas (Commonwealth 2021).

Historic Condition:

DEVELOPMENT HISTORY

Efforts were made to retain much of the existing vegetation at Moraine Park Campground during its development in the 1960s. Many of the large ponderosa pine were left in place to provide natural delineation between campsites and along the roads, and the small shrubs and grasses between the campsites and buildings were left in place as well. In addition to the trees and other vegetation that needed to be cleared to construct the roads, A & H Builders, Inc., with guidance from park staff, removed trees to provide clear passage for the campground's electrical system. In 1965 the park's wood concessioner also removed fallen trees, hazard trees, and beetle-killed trees in the campground to sell as firewood.

Changes to the vegetation after the period of significance has primarily involved the removal of hazard trees and exotic invasives. In 1981 the park removed 407 hazard trees, primarily aspen, from the campground. Two years later, additional hazard trees were removed from several areas in the park, including Moraine Park Campground, and the following year nine ponderosa pine were removed. In 1985 the park implemented several vegetation restoration and stabilization projects at the campground. Although all of the activities and locations are unknown, one effort involved the removal of Canada thistle at the campground. The quantities of wetlands plants has likely increased after the period of significance due to the drainage issues resulting from the campground's development. Additional changes to the campground's vegetation were caused by the East Troublesome Fire in 2020. The fire burned several ponderosa pine in the western portion of Loop D. Low-growing vegetation, such as grasses, were burned as well, but appeared to by regenerating by summer 2021.

The park has also instituted programs to help protect healthy ponderosa pine trees in the campground. These trees provide shade, seeds, and aesthetic benefits. To protect these trees, which are denoted with a small, blue, spray-painted circle near the base of the trunk, the park regularly sprays the trees to prevent bark beetles from damaging and eventually killing the trees.

Post-Historic and Existing Conditions:

INTEGRITY

Moraine Park Campground's vegetation retains much of its integrity as it relates to its period of significance. Small numbers of ponderosa pine and aspen that were hazardous have been removed, but the majority of the large trees remain in the campground. Based on historic aerial images, additional ponderosa pine and aspen have grown since the campground was developed,

increasing the density of trees in the eastern end of Loop A and inside Loops B and C. However, this is expected in a landscape that is actively managed to protect mature trees while allowing the vegetation to grow and mature naturally. The meadow on the campground's northeast side remains open, and shrubs and grasses continue to fill the areas between campsites and buildings. Nearly 12 acres of wetlands and associated plants are present in the campground, although it is probably that the wetlands have increased in size since the campground was established as a result of altered drainage patterns. Overall, the campground's vegetation continues to reflect the broader montane life zone and provide privacy between campsites, the buildings, and the loop roads. Exotic plants such as cheatgrass, which choke out native species, have been found in small amounts in the campground. Left unchecked, the exotics may spread and choke out native plants, altering the campground's setting.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Moraine Park Campground Mature Ponderosa Pines	Contributing	—	—	—	—	—
Moraine Park Campground Quaking Aspens	Contributing	—	—	—	—	—
Moraine Park Campground Native Montane Shrubs, Grasses, and Wildflowers	Contributing	—	—	—	—	—
Cheatgrass and Other Exotic Plants	Non contributing	—	—	—	—	—

Views and Vistas

A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived.

It is probable that Moraine Park Campground's location was chosen over other potential sites in the park during Mission 66 because of the views that are provided of Longs Peak and Moraine Park from many of the campsites. The campground's designers, park and WODC landscape architects Thomas DeHaven, Ralph Bakewell, and James O'Shea, were likely familiar with noted park landscape architect Charles W. Eliot II, who stated that "valleys are enormously important to the scenic and recreational values [in ROMO]… as they constitute the ideal foil to the mountains and thereby constitute the ideal foreground for mountain views" (in Frank 2013, 38). While scouting locations for campgrounds, the development of Moraine Park Campground would have seemed like an obvious choice for its views.

As campers travel west along Moraine Park Campground Entrance Road, views are primarily of small, grassy clearings among tall ponderosa pines, with brief views of Moraine Park peeking through. Within the campground, views from the loop roads are primarily of the campsites and rocky outcroppings covered with ponderosa pine and other native vegetation. However, Loop C affords views of Longs Peak rising above Moraine Park and the South Lateral Moraine. The northeastern side of Loop A also provides views of the open meadow and Deer Mountain.

Many of the views from the campsites are directed towards Longs Peak and Moraine Park. The campground's landscape architects arranged the campsites on the south sides of Loops B, C, and D to sit just above the hillside that slopes downward to Moraine Park, creating expansive views to the south. Few trees impede the views, and the large ponderosa pine that stand on the slopes serve to frame the scenery. The landscape architects also arranged many of the walk-in campsites to have views of Longs Peak as well. Many of these sites are perched on areas of high topography and afford 180-degree views of Longs Peak and the Continental Divide. The Amphitheater's site was likely chosen because of its far-reaching views of Moraine Park, Longs Peak, and the Continental Divide as well. From the Amphitheater's seating, no other developments are visible, creating a sense of being surrounded by wilderness despite being in a developed campground.

Along the northeastern side of Loop A, campers are provided with views of the open meadow and Deer Mountain rising above it. In other campsites, particularly those in the interior of Loop A and the northern half of Loop D, campers' views are mainly of the surrounding vegetation and rocky

knolls. Although the views are not as sweeping as those of Longs Peak, many of these campsites have much more privacy and even impart of feeling of being secluded, despite neighboring campsites being nearby.

Historic Condition:

DEVELOPMENT HISTORY

The views and vistas within Moraine Park Campground are very similar to those created during the period of significance. The loop roads and campsites remain in the same locations, and few trees seem to have grown since the period of significance to impede any of the views, especially those towards Longs Peak and Moraine Park. Much of the natural vegetation between campsites to create privacy and seclusion remains unchanged as well. However, changes to the views from the Amphitheater have been altered since the period of significance. The first Amphitheater did not have a screen structure, and the construction of the screen has blocked some views of Longs Peak and Moraine Park, particularly from the seating closest to the stage.

On October 24, 2020, the East Troublesome Fire burned many of the trees between Fern Lake and Moraine Park Campground, in addition to small areas north of the campground. Extensive scarring from the fire is also widespread on the lower slopes of the Continental Divide to the west. Closer to the campground, the fire burned several large ponderosa pine in the westernmost portion of Loop D. Just to the campground's southwest, the fire also destroyed two buildings at the Moraine Park Stables, which were subsequently razed.

Post-Historic and Existing Conditions:

INTEGRITY

Campers' views in Moraine Park Campground retain much of their integrity as it relates to the period of significance. The large ponderosa pines remain, framing views of Longs Peak and Moraine Park. Few small trees grow in the campground, helping to preserve the views from many of the campsites, including the walk-in sites on the northernmost side of Loop A. The walk-in campsites remain extant on areas of higher elevation, which also serves to provide views of Longs Peak rising above Moraine Park. The draws and ridges continue to limit the views in some areas of the campground, such as the interior of Loop A's north side, providing privacy and creating a feeling of seclusion. Other views, such as that of the meadow and Deer Mountain, remain as well. Although the views from the Amphitheater have been altered by the screen structure, it affects relatively few seats. The large scale of the surrounding views, coupled with the relatively small screen, also helps diminish the alterations, and the views remain largely intact overall.

Although the East Troublesome Fire burned trees and vegetation in the western portion of the campground and to its north, along with many areas visible to the west and southwest of the campground, much of the vegetation is expected to recover and regrow. Therefore, these changes to the viewshed are considered to be temporary, and not a significant change to the campground's views. The fire altered views of Moraine Park Stables from Loop D as well. However, the buildings that burned and were subsequently razed are not associated with any of the campground's development history, and the views to the stables are non-contributing.

Table of Features and Associated Characteristics

Feature Name	Feature Contribution	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS record an exact match?
Views of Moraine Park and Longs Peak from Loop C and the Southern Portion of Loop D	Contributing	—	—	—	—	—
Views of Moraine Park and Longs Peak from the Amphitheater	Contributing	—	—	—	—	—
Views of Longs Peak from the Walk-In Campsites	Contributing	—	—	—	—	—
Views of the Open Meadow and Deer Mountain from the Eastern End of Loop A	Contributing	—	—	—	—	—
Views to Moraine Park Stables	Non contributing	—	—	—	—	—

Condition Assessment

Conditions

Condition

Good

Condition Date

06/27/2022

Narrative

Moraine Park Campground exhibits some deterioration due to a variety of impacts. These include human factors, such as deferred maintenance, and natural forces, such as erosion and wildfire.

Impacts

Table of Impacts

Type	Impact Type – Other	Internal Source	External Source	Narrative	Date Identified
Deferred Maintenance	—	Yes	No	The condition of the Amphitheater is deteriorating due to a lack of maintenance. At the Amphitheater, the fire pit has vegetation growing in the center. The mortar between the stone veneer has deteriorated in several areas of the stage, and stones are beginning to fall off. Many areas of the buck and rail fencing are deteriorating, and wood rails have rotted or fallen.	06/21/2022

Pests/Diseases	—	No	Yes	Bark beetles, in combination with other factors, such as other biological elements, temperature changes, and drought stress, may damage or kill the ponderosa pines in the campground.	06/21/2022
Erosion	—	Yes	Yes	Because the campground has many areas of steep topography, erosion can be found in the campsite parking spurs, along the sides of the paved loops roads, in the two-track to the Water Storage Tank, and on many of the walk-in campsite footpaths. In several areas, the erosion has started to undercut the edges of the paved roadway, such as along the southern portion of Loop A.	06/21/2022
Improper Drainage	—	Yes	Yes	Although wetland areas were likely present when the campground was established, poor drainage as a result of the topographic modifications, such as the grading for the loop roads, has resulted in the expansion of these wetlands, particularly in the interior of Loop A and its northeastern side. Several campsites are now situated within wetlands, portions of which are submerged, such as tent pads, areas around the picnic tables, and the footpaths to the campsites.	06/21/2022

Fire	—	No	Yes	The East Troublesome Fire of 2020 spread into the westernmost portion of the campground, burning a section of Campsite 151. Several large ponderosa pine were burned and killed, creating hazard trees. Wildfire may pose a greater risk in the future as well due to changing climatic conditions.	06/21/2022
Vegetation/Invasive Plants	—	No	Yes	Cheatgrass is present in small amounts throughout the campground. Left unchecked, it is likely to spread and choke out native plants. Other exotic plant species in Moraine Park Campground include Canada thistle (Cirsium arvense), musk thistle (Carduus nutans), wooly mullein (Verbascum thapsus), and yellow toadflax (Linaria vulgaris). These plants affect the character of the campground's vegetation.	06/21/2022

Treatment

Treatments

Approved Treatments

Type

Undetermined

Completed

No

Document

Other Document

Narrative

At the time of writing, there is no approved treatment plan for Moraine Park Campground.

Document Date

06/27/2022

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Landscape Documents

Table 1. Archeological Inventories in Moraine Park Campground

Date/ Project No.	Company Responsible	Project Name	Cultural Resources Identified in Project
1998 LP.NP.R25	NPS William Butler	Cultural Resource Survey of the North Lateral Moraine Trail Rerouting, Rocky Mountain National Park, Larimer County, Colorado	No sites were identified in the current project area
1998 LR.NP.R26	NPS William Butler	Cultural Resource Survey of the Moraine Park Burn Number 2, Rocky Mountain National Park, Larimer County, Colorado	No sites were identified in the current project area
1980 LR.NP.R53	Midwest Archeological Center	Archeological Inventory Survey, Rocky Mountain National Park 1979 and 1980, Larimer County, Colorado	One site, 5LR.617, was located during the project this was ground stone that was collected
1999 MC.NP.R34	University of Northern Colorado	1999 Archeological Surveys in ROMO by the University of Northern Colorado, Boulder and Larimer Counties	This is the location of the Brinwood Hotel and includes remnant features and refuse scatters (5LR.4538)
2006 LR.NP.R70	NPS William Butler	Cultural Resource Survey of the North Lateral Moraine South Slope Burn Area, Rocky Mountain National Park, Larimer County, Colorado (ROMO C-06-06)	5LR.11087 Moraine Park Road 5LR.11172 Workman Community Faulkner Cabins 5LR.12263
2021 No number assigned at this time	Commonwealth Heritage Group, Inc.	Cultural Resources Archeological Report for the Rehabilitate Moraine Park Campground and Headquarters East Water System, Larimer County, Colorado	Seven cultural sites were revisited and five new sites were recorded during this project. The new sites consist of short roads and yardscape features.

Table 2. Archeological Sites in Moraine Park Campground

Site ID	Culture	Description	Significance Recommendations
5LR.616	Pre-contact	Wiki-up that had been reported as collapsed on a subsequent visit in the 1980s. The site is in an area that recently burned, and no evidence of it could be identified in 2021.	Determined Not Eligible by OAHP 2006
5LR.617	Pre-contact	Groundstone artifact that was collected at the time of recording. No additional artifacts or features were observed at the isolate's location in 2021.	Field Not Eligible
5LR.11172	Post-contact	Habitation site including the remnants of a large number of removed homesteads referred to as the "Faulkner Cabins." Features at the site include foundations and rock alignments, trash middens, a septic tank, and a site-wide scatter of historic refuse (much of it small and heavily fragmented).	Field Recommended Eligible
5LR.12263	Post-contact	Abandoned historic road alignment leading to a former cabin north of Moraine Park Campground.	Determined Not Eligible by OAHP
5LR.12264	Post-contact	Historic alignment of portion of Beaver Meadow Cut-Off Road, more commonly known as Moraine Park Cut-Off Road; extends from Moraine Park Road to a gravel pit north of Moraine Park Campground. The portion between Loop E in the campground and the gravel pit remains extant as a gravel road.	Determined Not Eligible by OAHP
5LR.14992	Post-contact	This isolate consists of several stacked rock alignments, located in Moraine Park Campground, at the base of a boulder. The alignments extend out from the boulder and are made up of single-file rock rings that randomly intersect with one another. The isolate measures 4.5 x 3 m and, based on the appearance of the rock alignments, the feature's location in Moraine Park Campground appears to be potentially modern.	Field Recommended Not Eligible
5LR.15004	Post-contact	This isolate consists of a depression located in Moraine Park Campground. The depression measures 12 by 6 ft (4 x 2 m) and is cut into the landscape approximately 1 ft (0.3 m) below the surrounding ground surface. A building was plotted on the 1915 map Longs Peak 1:125,000 Scale map of the area. This feature could possibly be the remains of the removed building; however, no artifacts were found in association with this feature to corroborate this.	Field Recommended Not Eligible

Rocky Mountain National Park Moraine Park Campground Cultural Landscape Inventory

Landscape Feature Table

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Meadow Northeast of Moraine Park Campground	Natural Systems and Features	198717	NA	Y
Stream through Moraine Park Campground Loop B	Natural Systems and Features	198718	NA	Y
Wetlands in Moraine Park Campground Loops A and D	Natural Systems and Features	198719	NA	Y
Moraine Park Campground Natural Topography	Topography	198720	NA	Y
Grading for Moraine Park Campground Loop Roads A–E and Parking Spurs	Topography	198721	NA	Y
Grading for the Moraine Park Campground Amphitheater	Topography	198722	NA	Y
Grading for the Moraine Park Campground Comfort Stations	Topography	198723	NA	Y
Grading and Fill for the Moraine Park Campground Vault Toilets	Topography	198724	NA	N
Grading and Fill for the Moraine Park Campground Tent Pads	Topography	198725	NA	N
Grading and Fill for the Moraine Park Campground Waste Receptacles	Topography	198726	NA	N
Moraine Park Campground Mature Ponderosa Pines	Vegetation	198727	NA	Y
Moraine Park Campground Quaking Aspens	Vegetation	198728	NA	Y
Moraine Park Campground Native Montane Shrubs, Grasses, and Wildflowers	Vegetation	198729	NA	Y
Cheatgrass and Other Exotic Plants	Vegetation	198730	NA	N

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Comfort Stations B-614, 615, 616, 617, 618, and 619 Locations	Spatial Organization	198731	NA	Y
Building Cluster near the Campground Entrance, including the Moraine Park Campground Entrance Kiosk, Moraine Park Campground Ranger Station, and the Firewood and Ice Sales Building	Spatial Organization	198732	NA	Y
Moraine Park Campground Loop A Road with Campsites	Spatial Organization	198733	NA	Y
Moraine Park Campground Loop B Road with Campsites	Spatial Organization	198734	NA	Y
Moraine Park Campground Loop C Road with Campsites	Spatial Organization	198735	NA	Y
Moraine Park Campground Loop D Road with Campsites	Spatial Organization	198736	NA	Y
Moraine Park Campground Loop E/Group Camping Road with Campsites	Spatial Organization	198737	NA	Y
Moraine Park Campground Individual Campsite Organization with Parking Area, Picnic Table, Fire Pit, Tent Pad, and Bear-Resistant Food Storage Locker	Spatial Organization	198738	NA	N
Moraine Park Campground Entrance Road	Circulation	198637	5LR.15136.2	Y
Moraine Park Campground Loop A Road	Circulation	198638	5LR.15136.3	Y
Moraine Park Campground Loop B Road	Circulation	198639	5LR.15136.4	Y

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Loop C Road	Circulation	198640	5LR.15136.5	Y
Moraine Park Campground Loop D Road	Circulation	198641	5LR.15136.6	Y
Moraine Park Campground Loop E Road	Circulation	198642	5LR.15136.7	Y
Moraine Park Campground Water Storage Tank Access Road	Circulation	198643	5LR.15302	Y
Moraine Park Campground Dump Road	Circulation	198644	5LR.12264.1	N
Moraine Park Campground Shuttle Stop Pull Through	Circulation	198645	NA	N
Moraine Park Campground Ranger Station Parking Area	Circulation	198646	NA	Y
Moraine Park Campground Amphitheater Parking Area A	Circulation	198647	NA	Y
Moraine Park Campground Amphitheater Parking Area B	Circulation	198648	NA	Y
Moraine Park Campground Campsite Parking Spurs	Circulation	198649	NA	N
Moraine Park Campground Comfort Station #613 Parking Area	Circulation	198650	NA	Y
Moraine Park Campground Comfort Station #614 Parking Area	Circulation	198651	NA	Y
Moraine Park Campground Comfort Station #615 Parking Area	Circulation	198652	NA	Y
Moraine Park Campground Comfort Station #616 Parking Area	Circulation	198653	NA	Y
Moraine Park Campground Comfort Station #617 Parking Area	Circulation	198654	NA	Y

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Comfort Station #618 Parking Area	Circulation	198655	NA	Y
Moraine Park Campground Vault Toilet #1032 Parking Area	Circulation	198656	NA	Y
Moraine Park Campground Vault Toilet #1033 Parking Area	Circulation	198657	NA	Y
Moraine Park Campground Vault Toilet #1187 Parking Area	Circulation	198658	NA	Y
Moraine Park Campground Loop A Solar Shower Parking Area	Circulation	198659	NA	N
Moraine Park Campground Amphitheater Paved Footpaths	Circulation	198660	NA	Y
Moraine Park Campground Ranger Station Paved Footpaths	Circulation	198661	NA	Y
Moraine Park Campground Entrance Road Overflow Parking	Circulation	198662	NA	N
Moraine Park Campground Ranger Station Unpaved Visitor Created Trails	Circulation	198663	NA	N
Moraine Park Campground Loop C Shuttle Stop Footpath	Circulation	198664	NA	N
Moraine Park Campground Comfort Stations #614-615-616-618-619 Unpaved Footpaths	Circulation	198665	NA	N
Moraine Park Campground Comfort Stations #614-615-616-618-619 Paved Footpaths	Circulation	198666	NA	Y
Moraine Park Campground Comfort Stations #617-618 Replica Paved Footpaths	Circulation	198667	NA	N
Moraine Park Campground Solar Shower Footpaths	Circulation	198668	NA	N
Moraine Park Campground Unpaved Receptacle Pads	Circulation	198669	NA	N

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Visitor-Created Social Trails	Circulation	198670	NA	N
Moraine Park Campground Ranger Station Duplex (Q-619B)	Buildings and Structures	197056	5LR.1216	Y
Moraine Park Campground Entrance Kiosk (B-859)	Buildings and Structures	197057	5LR.1225	Y
Moraine Park Campground Mission 66 Comfort Station #614 (B-614)	Buildings and Structures	197058	5LR.1211	Y
Moraine Park Campground Mission 66 Comfort Station #615 (B-615)	Buildings and Structures	197059	5LR.1212	Y
Moraine Park Campground Mission 66 Comfort Station #616 (B-616)	Buildings and Structures	197060	5LR.1213	Y
Moraine Park Campground Mission 66 Comfort Station #618 (B-618)	Buildings and Structures	197061	5LR.1215	Y
Moraine Park Campground Amphitheater (B-827)	Buildings and Structures	197070	5LR.1223	N
Moraine Park Campground Comfort Station #613 (B-613)	Buildings and Structures	197062	5LR.1210	N
Moraine Park Campground Comfort Station #617 (B-617)	Buildings and Structures	197063	5LR.1214	N
Moraine Park Campground Vault Toilet #1032 (B-1032)	Buildings and Structures	197064	5LR.15270	N
Moraine Park Campground Vault Toilet #1033 (B-1033)	Buildings and Structures	197065	5LR.15271	N
Moraine Park Campground Vault Toilet #1061 (B-1061)	Buildings and Structures	197066	5LR.15272	N
Moraine Park Campground Vault Toilet #1187 (B-1187)	Buildings and Structures	197067	5LR.15273	N
Moraine Park Campground Filter Plant (B-999)	Buildings and Structures	197068	5LR.15274	N
Moraine Park Campground Firewood and Ice Sales Building	Buildings and Structures	197071	5LR.14274	N

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Bus Shelter (B-1136)	Buildings and Structures	197069	5LR.15275	N
Moraine Park Campground Loop A East Solar Shower	Buildings and Structures	197072	NA	N
Moraine Park Campground Loop A South Solar Shower	Buildings and Structures	197073	NA	N
Moraine Park Campground Radio Tower	Buildings and Structures	197074	5LR.15276	N
Moraine Park Campground Utility Poles	Buildings and Structures	197075	NA	N
Moraine Park Campground Water System	Buildings and Structures	197076	NA	N
Moraine Park Campground Sewer System	Buildings and Structures	197077	NA	N
Moraine Park Campground Telephone System	Buildings and Structures	197078	NA	N
Moraine Park Campground Electrical System	Buildings and Structures	198671	NA	N
Moraine Park Campground Ranger Station Patio Fence	Small Scale Features	198672	NA	Y
Moraine Park Campground Roadway and Parking Stone Barriers	Small Scale Features	198673	NA	Y
Moraine Park Campground Flagpole	Small Scale Features	198674	NA	Y
Moraine Park Campground Large-Aggregate Concrete Wheel Stops	Small Scale Features	198675	NA	Y
Moraine Park Campground Ranger Station Clothesline Posts	Small Scale Features	198676	NA	Y
Moraine Park Campground Metal Post-and-Chain Gates	Small Scale Features	198677	NA	N
Moraine Park Campground Ranger Station Grill	Small Scale Features	198678	NA	N
Moraine Park Campground Campsite Furnishings	Small Scale Features	198679	NA	N

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Signage	Small Scale Features	198680	NA	N
Moraine Park Campground Buck-and-Rail Fencing	Small Scale Features	198681	NA	N
Moraine Park Campground Post-and-Rail Fencing	Small Scale Features	198682	NA	N
Moraine Park Campground Entrance Road Gates	Small Scale Features	198683	NA	N
Moraine Park Campground Water Storage Tank Access Road Gate	Small Scale Features	198684	NA	N
Moraine Park Campground Log Posts West of Entrance Kiosk	Small Scale Features	198685	NA	N
Moraine Park Campground Footpath Stone Delineators	Small Scale Features	198686	NA	N
Moraine Park Campground Entrance Kiosk Bollards	Small Scale Features	198687	NA	N
Moraine Park Campground Telephone Booth	Small Scale Features	198688	NA	N
Moraine Park Campground Small-Aggregate Concrete Wheel Stops	Small Scale Features	198689	NA	N
Moraine Park Campground Plastic Composite Wheel Stops	Small Scale Features	198690	NA	N
Moraine Park Campground Log Benches	Small Scale Features	198691	NA	N
Moraine Park Campground Waste Receptacles	Small Scale Features	198692	NA	N
Moraine Park Campground Water Storage Tank Retaining Wall	Small Scale Features	198693	NA	N
Moraine Park Campground Mission 66 Water Stations	Constructed Water Features	198694	NA	Y
Moraine Park Campground RV Dump Station	Constructed Water Features	198695	NA	Y
Moraine Park Campground Drinking Water Hydrants	Constructed Water Features	198696	NA	N

Feature	Landscape Characteristic	CLI Unique Identifier	Smithsonian Trinomial	Contributing?
Moraine Park Campground Water Storage Tank	Constructed Water Features	198697	5LR.15277	N
Views of Moraine Park and Longs Peak from Loop C and the Southern Portion of Loop D	Views and Vistas	198698	NA	Y
Views of Moraine Park and Longs Peak from the Amphitheater	Views and Vistas	198699	NA	Y
Views of Longs Peak from the Walk-In Campsites	Views and Vistas	198700	NA	Y
Views of the Open Meadow and Deer Mountain from the Eastern End of Loop A	Views and Vistas	198701	NA	Y
Views to Moraine Park Stables	Views and Vistas	198702	NA	N
Pre-Contact Wikiup	Archeology	198702	5LR.616	N
Pre-Contact Groundstone	Archeology	198703	5LR.617	N
Faulkner Cabins	Archeology	198704	5LR.11172	N
Historic Cabin Road Alignment	Archeology	198705	5LR.12263	N
Moraine Park Cut-Off Road Alignment	Archeology	198706	5LR.12264	N
Historic Rock Alignments	Archeology	198707	5LR.14992	N
Historic Depression	Archeology	198708	5LR.15004	N

Cultural Landscapes Inventory

Moraine Park Campground

Rocky Mountain National Park

Estes Park, CO

Site Overview, 8/30/2023

National Park Service

Drawn By: ROMO Geospatial Program

SOURCES / NOTES:

1. Commonwealth Heritage Group, Inc. (2021)
2. NPS Park Data
3. 2021 NAIP Imagery

Projection: NAD 1983 2011 UTM Zone 13N

Contour Interval: 40ft

LEGEND

- Campsite
- NPS Trail
- CLI Boundary
- Historic Landscape Feature
- Paved Road
- Gravel Road
- Forest
- Rock and Unvegetated Surface
- Uplands
- Wetland and Riparian

0 125 250 500 Feet

0 25 50 100 Meters

N

Water Storage Tank
5LR.15277

Water Storage Tank Access Road
5LR.15302

Mission 66 Comfort Station #618 (B-0618-H)
5LR.1215

Comfort Station #613 (B-0613-N)
5LR.1210

Comfort Station #617 (B-0617-N)
5LR.1214

Loop A Road
5LR.15136.3

Dump Road
5LR.12264.1

Filter Plant (B-0999-N)
5LR.15274

Radio Tower
5LR.15276

Firewood and Ice Sales Building
5LR.14274

Loop E Road
5LR.15136.7

Vault Toilet (B-1061-N)
5LR.15272

Ranger Station (Q-0619-H)
5LR.1216

Mission 66 Comfort Station #616 (B-0616-H)
5LR.1213

Mission 66 Comfort Station #614 (B-0614-H)
5LR.1211

Loop B Road
5LR.15136.4

Entrance Kiosk (B-0859-H)
5LR.1225

Bus Shelter (B-1136-N)
5LR.15275

Mission 66 Comfort Station #615 (B-0615-H)
5LR.1212

Vault Toilet (B-1187)
5LR.15273

Campground Entrance Road
5LR.15136.2

Loop C Road
5LR.15136.5

Vault Toilet (B-1032-N)
5LR.15270

Vault Toilet (B-1033-N)
5LR.15271

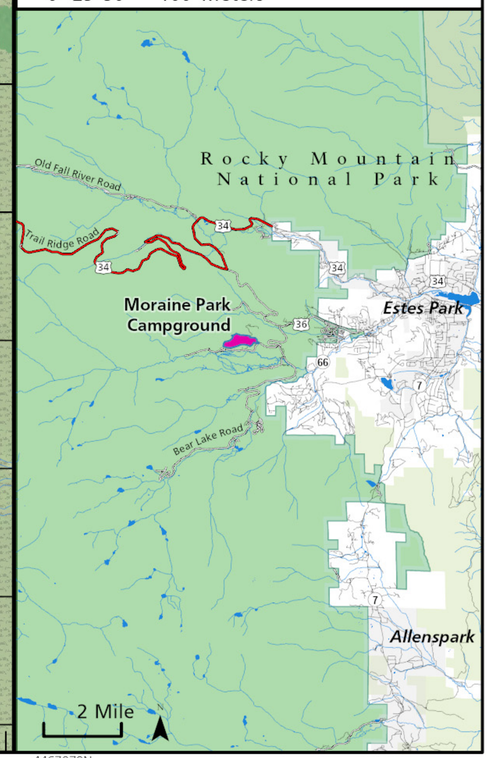
Loop D Road
5LR.15136.6

Amphitheater (B-0827-N)
5LR.1223

Cub Lake Road

Moraine Park

Moraine Park Trail



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