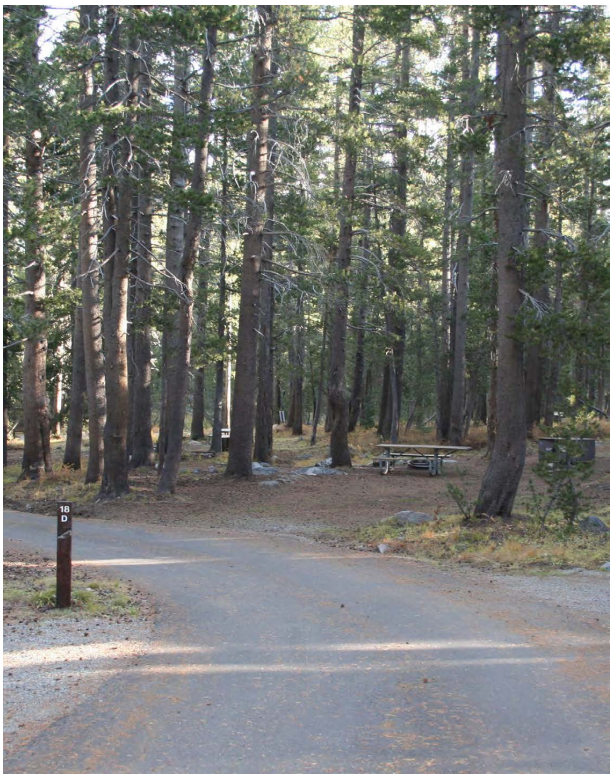
National Park Service
Cultural Landscapes Inventory

2022



Tuolumne Meadows Campground

Yosemite National Park

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Introduction

The Cultural Landscape Inventory (CLI)

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

Scope of the CLI

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

The Cultural Resources Information System (CRIS)

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

Statutory and Regulatory Foundation

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

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

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

Use

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

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

General Information

Property Level and CLI Numbers

Inventory Unit Name: Tuolumne Meadows Campground

Resource Classification: Component Landscape

CLI Identification Number: 976240

Parent Landscape: 976240

Inventory Status: Complete

Park Information

Park Name: Yosemite National Park

Alpha Code: YOSE

Park Organization Code: 8800

Park District: YOSE

Region: Pacific West

Restricted: Yes

Landscape Description:

Tuolumne Meadows Campground was one of several well-defined clusters developed by the NPS in the 1930s as part of the park's master development plan. The campground design by resident Landscape Architect John Wosky incorporated the NPS' park rustic style and Dr. Emilio Meinecke's principles of campground planning and landscape protectionin an exemplary layout. Tuolumne Meadows Campground was built between 1931 and 1934 in response to increasing recreational demand in the Tuolumne Meadows area.
Wosky's series of four clusters defined by oneway roads delineated the vehicular and camping use, reduced soil compaction and trampling of vegetation, and organized previously disparate uses. Improvements and additions during Mission 66 followed similar naturalistic principles in a 'modern aesthetic.' Contributing features include the campground's circulation system and cluster arrangement, park rustic style comfort stations designed by the NPS of which three are CCC-built, and Mission 66 modifications that include four
comfort stations and Dana Campfire Circle.

Landscape Hierarchy Description:

Tuolumne Meadows Campground is a component landscape of Tuolumne Meadows.

Landscape Type:

Other Names:

Site Plan

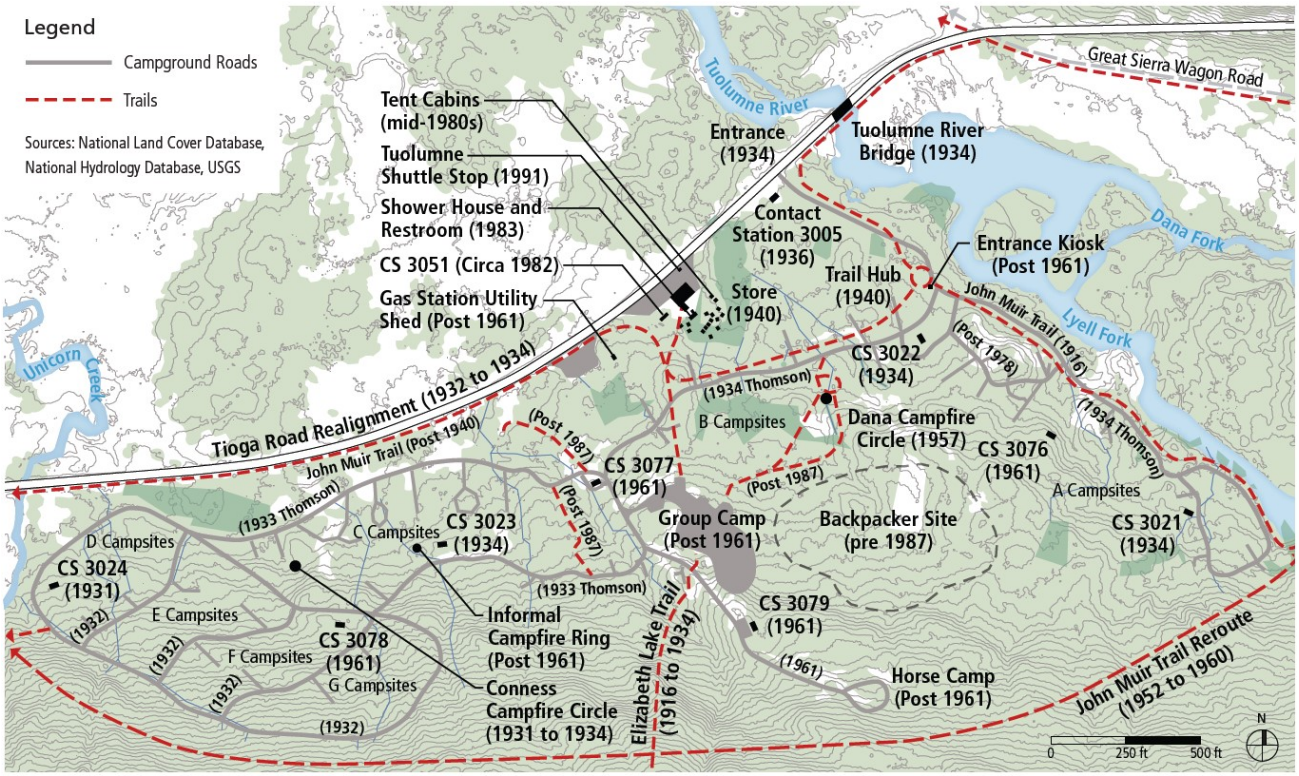


Figure 3-1. Tuolumne Meadows Campground Existing Condition (source: Mundus Bishop, 2020).

Tuolumne Meadows Campground Existing Condition

Concurrence Information

Concurrence Status:

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

Completion Status Explanatory Narrative:

Tuolumne Meadows Campground received concurrence from both SHPO and Superintendent for its eligibility for listing on the NRHP as a locally significant district under Criteria A and C.

Geographic Information

State and County:

State	County
California	Tuolumne County

Size (Acres): 17

Land Tract Number(s)

Boundary Description:

The cultural landscape boundary includes the entirety of the campground.

Location Map:

location map

Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 09/29/2022

Management Category Explanatory Narrative:

Tuolumne Meadows Campground falls under management category B (Should be Preserved and Maintained) as it meets NR eligibility requirements as a locally significant district and is compatible with the park's legislated significance. Superintendent concurrence received.

Management Agreements:

Legal Interests:

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

National Register Information

National Register of Historic Places

Documentation Status: SHPO Documented

Documentation Narrative Description:

SHPO documented through the Tuolumne Meadows CLI and the Tuolumne Meadows Campground CLR.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 09/27/2007

Concurrence Narrative:

Significance Level: Local

Contributing: Contributing

Classification: District

Statement of Significance for National Register of Historic Places:

The recommended period of significance for Tuolumne Meadows Campground is 1929 to 1961. This period recognizes two major initiatives of the NPS—the rustic naturalistic design of the NPS and the CCC and the Mission 66 development. The campground in its entirety was designed by the NPS beginning in 1929 and built by the Civilian Conservation Corps between 1931 and 1940. Modifications to campsites and additions of buildings and roads were completed by the NPS' Mission 66 program in the 1950s/1960s. These followed the earlier naturalistic design principles in a new modern aesthetic.

Tuolumne Meadows Campground was initially planned by the NPS in the late 1920s to address growing recreational uses and associated impacts within the High Sierra. Increased and uncontrolled use were impacting Tuolumne Meadows' natural landscape due to sanitation issues, soil compaction, erosion, and denuding of vegetation within the
meadow ecosystem and greater watershed. Tuolumne Meadows Campground was one of several visitor and governmental clusters built within Tuolumne Meadows, each arranged into small well-defined areas organized by function and use. Designed in the park rustic style, the campground was one of the nation's first to confine previously unrestricted camping into a defined area. This concentrated use protected the natural landscape and provided exemplary visitor experiences. Campground layout, comfort stations, structures, campsites, and campground roads were designed by the NPS and built in the rustic naturalistic style by the NPS and the CCC between 1931 and 1934.

Mission 66 additions to the campground in the 1950s/1960s—comfort stations, campsites and campground roads—introduced a modern aesthetic to design and construction. These followed the initial principles of naturalistic design that emphasized minimizing impacts to the natural landscape. Modifications included better defining campsites and vehicular circulation and providing updated amenities, i.e. fire pits and picnic tables.

Tuolumne Meadows Campground is part of Tuolumne Meadows Historic District, which was determined eligible for listing in the National Register of Historic Places (NRHP) in 2007. The district's period of significance is 1885 to 1961. Tuolumne Meadows Historic District is locally significant under NRHP Criterion A associated with events significant to broad patterns of our history— specifically the emergence of recreation and tourism in California's high mountains. The district is significant under Criterion C as it embodies
distinctive construction, work of a master or high artistic values related to its association with early NPS master planning and with the CCC and the 1930s: Era of Public Works (Depression-era relief programs). Tuolumne Meadows Historic District is an outstanding example of park rustic style architecture for its CCC buildings and of naturalistic landscape architecture for its CCC built roads and campground.

Four original CCC designed and built structures within Tuolumne Meadows Campground are listed in the NRHP as a single nomination. These include the Ranger Station (Contact Station CS3005) at the campground's entrance, and three rustic style comfort stations (CS3021, CS3022, and CS3023) within the campground.

The campground contains four documented prehistoric archeological sites that are potentially eligible for listing in the National Register of Historic Places as contributing sites the Tuolumne Meadows Archeological District.

Yosemite National Park, including Tuolumne Meadows Campground, was designated as a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site under the natural category. The park is internationally recognized for its spectacular granite cliffs, waterfalls, clear streams, giant sequoia groves, and biological diversity.

National Register Significance Criteria:

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

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

National Register Criteria Consideration:

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

Time Period: CE 1929 - CE 1961

Area of Significance:

Area of Significance Category: Architecture

Explanatory Narrative: This period recognizes the rustic naturalistic design of the NPS and the CCC and the Mission 66 development.

Area of Significance Category: Conservation

Explanatory Narrative: This period recognizes the rustic naturalistic design of the NPS and the CCC and the Mission 66 development.

NRIS Information:

State Register Documentation:

National Histric Landmarks:

Statement of Significance for National Historic Landmark:

World Heritage Site:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1890	Established	The U.S. Congress established Yosemite National Park on October 1, 1890. The new national park included Tuolumne Meadows except for an inholding for Lembert's quarter section.
CE 1899	Established	Tioga Road was inspected by a U.S. Congressional commission who noted the "grades vary from 0 to 10 percent and the width from 10 to 20 feet. The road, however, was skillfully laid out and it may safely be said that most of it has a grade of only about 3 percent... [the road was] exceedingly well built, the bridges having fine stone abutments, and there was a particularly well-built section of sea wall along the shore of Lake Tenaya."
CE 1915	Built	California's state senate passed an appropriations bill to establish a trail to follow the crest of the Sierra Nevada. The route was named the John Muir Trail in honor of The Sierra Club's president and founder who passed away in January 1915. The route followed already established trails within Yosemite National Park. John Muir Trail within Tuolumne Meadows crossed through Tuolumne Campground from Lyell Fork to its intersection with Great Sierra Wagon Road and paralleled the routes to the east and west.
CE 1915	Purchased/Sold	The Great Sierra Wagon Road was purchased by the Sierra Club and transferred to the U.S. federal government as a gift.
CE 1918	Established	Park entrance stations were established on Tioga Road at Tuolumne Meadows and Aspen Valley.
CE 1921 - 1924	Established	The Tuolumne Meadows administrative area (Ranger Camp) was built on the Dana Fork just west of Tuolumne Meadows Lodge.
CE 1929 - 1934	Planned	Landscape Architect John Wosky prepared a development plan with specific recommendations for Tuolumne Meadows.
CE 1930 - 1931	Built	The utility system at Tuolumne Meadows was completed.
CE 1931 - 1942	Built	Tuolumne Meadows Campground was established. Development of the site was aided by CCC labor.
CE 1933 - 1934	Reconstructed	Tioga Road was reconstructed, realigned through Tuolumne Meadows near the site of the public campground. The realigned road diverged from The Great Sierra Wagon Road east of Budd Creek and followed the edge of the meadow to the confluence of Lyell and Dana Forks.
CE 1933 - 1934	Built	The Tioga Road construction included the bridge over Tuolumne River.
CE 1936	Built	The visitor contact station (CS3005) was constructed.
CE 1938	Built	John Muir Trail was completed after 20 years of work.

Year	Event	Major Event Narrative
CE 1939 - 1940	Built	TM's comprehensive sewer system was finished in September 1939 and activated on June 6, 1940.
CE 1940	Built	A store, garage, tent pads, and small service island with gas pumps were built by the Peninsula Paving company.
CE 1941	Built	A ranger's residence was built by the CCC.
CE 1950 - 1952	Altered	Campground Road A was extended as a circle loop around CS3021 at the end of the road adjacent to Lyell Fork. CG Cluster A was modified.
CE 1952 - 1960	Altered	John Muir Trail was relocated south of TM Campground, connecting with the original trail that followed the Great Sierra Wagon Road, east of Lyell Fork.
CE 1954	Altered	The parking lot in front of Tuolumne Meadows Store was enlarged and repaved to accommodate increased demand for parking.
CE 1957 - 1959	Built	Improvements to public campground included construction of Dana Campfire Circle, a service (gas) station west of the store/
CE 1960 - 1961	Altered	Between May 1960 and October 1961, modifications were made to the public campground including improving 250 existing campsites in the extant 1930s campground, and building a new group campground with 100 campsite on a short spur off the southeast corner of the main campground loop (present-day Horse camp).
CE 1960 - 1961	Built	Four new comfort stations (CS3076, CS3077, CS3078, and CS3079) were built. Three were in the original 1930s campground and one was along the extension of present-day Campground Road B. A new septic tank and leach field were built with the new comfort station in the group campground.
CE 1961	Maintained	The segment of Tioga Road within Tuolumne Meadows was repaved and some sections widened. Original 1930s culverts and headwalls remained in place. The work was in association with the larger regrading, realignment and paving of Tioga Road. Grading and surfacing the access road to the service station was included as part of repaving of Tioga Road.
CE 1982	Built	Tuolumne Meadows Store Comfort Station (CS3051) was built circa 1982.
CE 1983	Built	A shower house / restroom was built in the tent housing area and a public restroom (CS3051) was built at the Tuolumne Meadows Store. A separate water supply and sewage disposal system was built to accommodate the uses.
CE 1987	Removed	The NPS removed a few hundred campsites. Densely spaced campsites diminished the visitor experience and impacted vegetation and soil. Dense campsites were removed and restored.

Year	Event	Major Event Narrative
CE 1987	Altered	Campsite removal included modifications to the end of Campground Road A that changed the 1952 loop configuration. The route previously looped around Comfort Station (CS3021). The 1987 modification removed campsites west of the comfort station and reconfigured the loop to the east of the comfort station.

Physical History:

Indigenous Use to circa 1800s

Indigenous people used Tuolumne Meadows for thousands of years prior to development of recreation and the campground. The meadow lied along a natural travel route across the Sierra Nevada north of Yosemite Valley. One of the primary prehistoric lanes of travel along this route was Mono Trail—generally the route of present-day Tioga Road except for the reconstructed 1930s segment adjacent to the campground. Mono Trail extended west from Mono Lake through present-day Bloody Canyon, over Mono Pass, down the Dana Fork of the Tuolumne River, through Tuolumne Meadows to Cathedral Pass, and past Tenaya Lake.
Eastern Paiute and Western Miwok people accessed Tuolumne Meadows and were known to have inhabited its high meadows and sub-alpine forests on a seasonal basis. Indigenous people likely followed Mono Trail and established seasonal camps within the natural landscape and along the trail that also offered trade opportunities. These uses began to change in the 1800s as prospectors and explorers discovered the sub-alpine setting and the Mariposa War reached the area.

7000 BCE
Evidence of people who crossed the Sierras.

2000 BCE to CE 1900
Miwok and Paiute began utilizing Mono Trail through Tuolumne Meadows as a trade route between eastern and western slopes of the Sierra Mountains.

1833
The Anglo-American men of the Joseph Walker expedition were the first documented white men to visit the Tuolumne region.

1850 to 1851
Mariposa War (December 1850 to June 1851). The discovery of gold in California brought thousands of gold seekers into northern California and into Native American territory where indigenous peoples were forced off gold-rich lands, and to work in mines. Some tribes fought back prompting retaliation by Mariposa County. A treaty with six tribes was reached in March 1851, but it did not include two tribes resulting in three campaigns led by the Mariposa Battalion.

1852
Miners prospecting in Yosemite Valley were attacked by members of the Yosemite Miwok, who fled over Mono Pass to take refuge among Paiute allies to the east. A detachment of U.S. Army troops, under the command of Lieutenant Tredwell Moore, were sent to Yosemite in June 1852 and pursued the Miwok to Mono Basin but were unable to capture them.
Lt. Moore and his troop explored the eastern slopes of the Sierra on their return through Tuolumne Meadows, collecting samples of gold ore. This attracted the interest of miners working the gold fields on the west side of the Sierra, prompting explorations into Tuolumne Valley.

1987
Dense archeological deposits confirmed Eastern Paiute and Western Miwok use.

Early Euro-American Exploration

Euro-American exploration of the Tuolumne Meadows area greatly expanded between the mid and late-1880s. Discoveries of rich ore within the eastern Sierra, including those in Mono Basin and Tioga Hill, led to geologic explorations and mining. Although little mining occurred in the study area, improvements to Mono Trail in the 1850s and the later construction of the Great Sierra Wagon Road in the 1880s to access the Great Sierra Lode assisted in ease of travel for prospectors, sheepherders, and travelers. Drought in Yosemite's lower valleys brought the sheep industry to

Tuolumne Meadows' grasslands, and the first permanent homestead was established. Exploration of Yosemite's natural environment resulted in Yosemite Valley and Mariposa Grove's designation as scenic natural areas by President Lincoln in 1864. John Muir explored Tuolumne Meadows in 1869 as a sheepherder—an industry he soon becomes an outspoken critic of—forming his future as a conservationist. Tuolumne Meadow's natural and mineral resources were inventoried by the newly created California Geological Survey, who also gave the area its name. By 1881, the importance of Tuolumne River's watershed was recognized by state engineer William Hammond Hall's recommendation that it be formally reserved.

1850s
Early miners, including Leroy Vining, followed Lt. Moore's route shortly after the U.S. Army troops returned. Vining ultimately homesteaded in Mono Basin where the Town of Lee Vining was later named for him.

1857
Tom McGee cleared and blazed Mono Trail through Mono Pass to move pack supplies to his stores in towns on both sides of the Sierra—the first documented improvements to the route that is present-day Tioga Road.

1860
George W. Chase discovered a "rich silver ledge" on Tioga Hill, a small rocky peak six-miles north of Mono Pass where he erected a claim monument but never returned. It was later rediscovered by sheepherder William Brusky.

1860 to 1867
Knowledge of California's geology and mineral resources greatly increased with the establishment of the California State Geological Survey in 1860, headed by geologist Josiah Dwight Whitney. The Survey's four-year expedition (1863 to 1867), led by Whitney, inventoried the state's natural and mineral resources including Tuolumne Meadows, which they named in 1863. Prior to this, knowledge had largely been hearsay.
California State Geological Survey began work in the Yosemite area in 1863 and continued through 1867 under direction of Capt. George M. Wheeler who led the geographical surveys west of the 100th Meridian. The survey produced a large-scale map topographic map of Yosemite Valley and vicinity in 1883.

1864
Yosemite Valley and Mariposa Grove were designated as scenic natural areas by the Yosemite Grant signed by President Abraham Lincoln and set aside for public benefit and enjoyment. This was the first evidence of public land being set aside in the United States to "be held for public use, resort, and recreation...inalienable for all time" and was critical in the concept of the development of a national park system.

1869
Tuolumne Meadows and the Sierra high country were used by sheepherders by the mid-1850s. This use grew as demand for mutton increased when California's cattle production was virtually destroyed by severe drought in the state's lower valleys. The market demand for mutton increased as did the number of sheep within Yosemite's high country. Sheep were easily moved around these pastures where grasses remained green throughout the summer.

1869
John Muir, who would become instrumental in the establishment of Yosemite National Park, Tuolumne Meadows' conservation, and The Sierra Club's creation, spent his first summer in the High Sierra as a seasonal shepherd in a camp at Soda Springs. Through his explorations, Muir concluded sheep grazing impacted the sub-alpine meadows ecosystems, particularly in trampling, denuding riparian habitat, and by fires set to open forests up to more grassland.

1875 to 1878
William Brusky discovered Chase's old claim monument on Tioga Hill while tending sheep. He

located four more claims that became known as the Sheepherder Lode.

1878
The Great Sierra Lode was discovered approximately 800-feet south of, and extending parallel to, Brusky's Sheepherder Lode.
Tioga Mining District was organized. More than 350 independent claims were made over time. The district extended eight-miles north to south from Tioga Hill to the base of Bloody Canyon and west to Soda Springs. Little mining was ever done in Tuolumne Meadows.

1881
State engineer William Hammond Hall conducted an official survey of Tuolumne and Merced River watersheds in Yosemite region. He recommended that they be formally reserved.

1881 to 1883
The Great Sierra Mining Company bought most of the independent claims on Tioga Hill and reorganized them as the Great Sierra Consolidated Silver Company by 1881. Company activities were concentrated to the main lode at Tioga Hill where a company town, Dana Village, was established. By 1882, the town was abandoned as mining operations were moved to the east side of Tioga Hill to intersect both the Sheepherder and Great Sierra lodes, and where they established a new company town, Bennettville, and bored a tunnel through the hill to the mine.
By late summer 1882, the company began surveying the Great Sierra Wagon Road to reach the tunnel and selected Mono Trail as the most practical route. Although nearly sixty-miles long, the route's gently sloping terrain and sheltered forests were more manageable than the rocky escarpments and extreme vertical elevations the company had crossed initially, where they sledded the sled drilling equipment to bore the earlier portions of the tunnel.
Company directors incorporated the California and Yosemite Short Line the same year construction on the road began. The expectation was that it would later become railroad grades. The railroad was never built.
Road construction began in fall 1882 and was completed in September 1883.

1884
The Great Sierra Consolidated Mining Company went bankrupt and all work on the Great Sierra Tunnel ceased. The tunnel had reached 1784-feet under Tioga Hill. Estimates at the time valued the rich ore at more than twelve million dollars with ore located less than 200-feet from the end of the bore. The Great Sierra Wagon Road, the company's other major asset was abandoned by the company but continued to be used for travel through the Sierra.

1880s
Cabin on Elizabeth Lake Trail at Tuolumne Meadows, attributed to sheepherders by William Cody in 1890, was in place as recently as 1956 and is now non-extant.

1885
John Baptiste Lembert filed a homestead claim for 160 acres on the southwest quarter of Section 5, T1S, R24E, the first documentation of a permanent settlement in Tuolumne Meadows. Lembert received a patent on the land in 1895.
Lembert's knowledge of botany and entomology brought him into contact with scientists exploring Tuolumne Meadows who regularly visited his home. Lembert was murdered in his cabin in the winter of 1896. In the 1950s a new species of butterfly was found and named Lembert's Green Hairstreak (Callophrys sheridanii lemberti) in honor of his contributions to the field of lepidoptery.
Lembert's land included a corner of Soda Springs, which he enclosed with a small wooden structure that remains today.

Yosemite National Park Establishment: late 1880s to 1926

By the late 1880s, scientific explorations and an increase in travelers to Tuolumne Meadows and the High Sierra for pleasure and recreation incited calls for including the alpine regions surrounding Yosemite Valley within an enlarged land grant. The state commissioners pursued reserves to protect the High Sierra watersheds including Tuolumne River, and evaluated proposals to build reservoirs including one that would flood Tuolumne Meadows. Support for land conservation was strong, but expansion of the state commission's oversight was opposed.
The U.S. Congress established Yosemite National Park in 1890 and placed the national park under the administration of the U.S. Army. John Muir established The Sierra Club to assist in the protection of the natural environment and to promote wilderness recreation. The Sierra Club purchased and transferred the Great Sierra Wagon Road to the federal government. The road was repaired for automobile use and renamed Tioga Road. The road made the High Sierra more accessible to tourists and expanded recreation in Tuolumne Meadows. Increased visitation contributed to concerns about impacts to the meadow ecosystem and water quality.
The Tuolumne Meadows administrative area, Ranger Camp, was built west of Tuolumne Meadows Lodge on Dana Fork. The cluster of buildings and structures were a rustic naturalistic design aesthetic expressed in the architecture, the site's spatial organization, and selection of materials.

1885 to 1886
State engineer William Hammond Hall included recommendations to reserve the Tuolumne watershed in his annual report to the state commissioners. The state owned and managed Yosemite Valley and Mariposa Grove through the 1864 Yosemite Grant.
Hall identified unmanaged grazing and timber harvesting as major threats to the Tuolumne and Merced River watersheds including denudation of forests and meadows, premature runoff, soil erosion, and resultant unnaturally dry summer conditions downstream. Hall recommended enlarging the grant by 200,000 acres to include these watersheds. State commissioners began lobbying to enlarge the Yosemite Grant.

1889
Hall surveyed and prepared detailed drawings for the upper reaches of the Tuolumne, Merced, and Stanislaus River watersheds for a proposed system of seven High Sierra reservoirs, one of which would flood Tuolumne Meadows.
Opponents of the state commissioners proposed retracting the Yosemite Grant and replacing it, plus the enlarged area, under a federal military administration. They preferred it be managed by a body of civilian experts to represent local private interests and provide an equitable distribution of resources and reduce corruption.

1889
Robert Underwood Johnson, assistant editor of the literary magazine The Century, traveled to Tuolumne Meadows with John Muir. Their shock at the degradation of the meadows and stream banks from intensive grazing led to The Century publishing Muir's articles describing the incredible lands to be protected by a future national park. Muir promoted the intrinsic values of nature and natural beauty and the value of preserving lands for these values.
John Muir campaigned for an enlarged Yosemite Park to protect Tuolumne Meadows and the surrounding mountains promoting preservation would be best served under federal management.

1890
The U.S. Congress established Yosemite National Park on October 1, 1890. The new national park included Tuolumne Meadows except for an inholding for Lembert's quarter section. The state grant remained in place and Yosemite Valley remained under California's authority with the federal reservation surrounding it on all sides.

1891
Yosemite National Park was placed under the administration of the U.S. Army Troop I of the Fourth Cavalry under the command of Captain A.E. Wood. The calvary arrived in the spring and established a camp near Wawona. The U.S. Army's primary responsibility between 1891 and 1913 was protection of the park's natural resources, which they accomplished through fire suppression and exclusion of illegal users including shepherds and poachers. As World War I began, the U.S. Army withdrew all staff from the park, leaving the park to be managed by fifteen civilian rangers and an

acting superintendent.
Cessation of intensive grazing and seasonal burning allowed portions of Tuolumne Meadows to regenerate and may have allowed encroachment of the lodgepole forest.
The U.S. Army established trails and a hub within Tuolumne Meadows between 1891 and 1913 to patrol the park's backcountry. Trails were marked with a T-shaped blaze on trees along the Army's regular routes.

1892
The Sierra Club was established by John Muir and like-minded conservationists to protect Yosemite National Park's natural environment and to promote wilderness recreation. Founding members had been instrumental in the campaign to establish the park and would lobby for the passage of the Organic Act of 1915.

1899
Tioga Road was inspected by a U.S. Congressional commission who noted the "grades vary from 0 to 10 percent and the width from 10 to 20 feet. The road, however, was skillfully laid out and it may safely be said that most of it has a grade of only about 3 percent... [the road was] exceedingly well built, the bridges having fine stone abutments, and there was a particularly well-built section of sea wall along the shore of Lake Tenaya."

1901
The Sierra Club hosted its first Sierra Club Outing, an outdoor excursion organized by club member William Colby, chairman of the Outings Committee and Edward Parsons, an accomplished mountaineer. The rugged day-long expedition into the Sierra's alpine backcountry from a Tuolumne Meadows' base camp became a popular annual trip and led to the club's programs to instill an appreciation of, and a commitment to, natural preservation.

1912 to 1915
The Sierra Club purchased the McCauley property at Soda Springs to prevent inappropriate development and to build a base camp for the club's excursions. Bernard Maybeck, a Berkeley architect known for the rustic bungalow style, prepared the design for the club's lodge, and the stone building was completed in 1915. The building was named Parsons Lodge in honor of Edward Parsons who had died in 1914 the year before.

1914
Members of the 1914 Sierra Club Outing lobbied the state of California to appropriate money for trail development in the High Sierra.

1915
California's state senate passed an appropriations bill to establish a trail to follow the crest of the Sierra Nevada. The bill provided $10,000 in funding for the route that was surveyed and documented by Joseph N. LeConte in 1909. It was along the route originally explored between 1891 and 1895 by Theodore Solomons.
The route was named the John Muir Trail in honor of The Sierra Club's president and founder who passed away in January 1915. The route followed already established trails within Yosemite National Park. The initial segment from Yosemite Valley to Tuolumne Meadows followed Sunrise Trail to connect to Soda Springs, then along the Great Sierra Wagon Road to the Lyell Fork Trail and continued along this segment to the edge of the park at Donahue Pass.2.50 John Muir Trail within Tuolumne Meadows crossed through Tuolumne Campground from Lyell Fork to its intersection with Great Sierra Wagon Road and paralleled the routes to the east and west.

1915
Stephen J. Mather was appointed assistant to the Secretary of the Interior in January.
The Great Sierra Wagon Road was purchased by donations of $15,000 to The Sierra Club through the efforts of Stephen J. Mather. It was transferred to the U.S. federal government as a gift. Government crews repaired the road for automobile use and the road opened later in the year as a public highway (no longer a toll road). The Great Sierra Wagon Road was renamed Tioga Road. Approximately 350 automobiles passed through the road in the first year.

The improvement of Tioga Road made the High Sierra more accessible to tourists. The ease of travel and The Sierra Club's Soda Springs camp expanded outdoor recreation within Tuolumne Meadows. The camp documented 2,236 visitors in the 1915 season.

1916
The U.S. Congress passed the Organic Act on August 25, 1916, creating the National Park Service (NPS). Stephen Mather was appointed director. Washington B. Lewis was appointed as the first superintendent of Yosemite National Park.
The newly-created NPS inventoried existing trails within the park. Most were built or improved by the U.S. Army with some being routes of indigenous peoples.
Trails within Tuolumne Meadows included Mono Pass Trail from Soda Springs to Mono Pass and through Bloody Canyon to Mono Basin—the route of the ancient path; and Lyell Fork Trail from Soda Springs to Lyell Canyon to Donahue Pass (a present-day segment of the John Muir Trail).

1916 to 1923
Tuolumne Soda Springs Lodge was built in 1916 by the D.J. Desmond Company, who became the park's (sole) concessionaire the same year. The lodge was one of several backcountry lodges built to attract visitors to the park's remote backcountry. Tuolumne Lodge included a separate tent cabin that housed a general store and auto service station.
The D.J. Desmond Company was bankrupt by 1918 and all lodges were closed by 1918. The company was reorganized as the Yosemite National Park Company in 1920. Tuolumne Meadows Lodge reopened in 1923 and served as a base for hikers and tourists. A separate hiker's camp was built next to Tuolumne River near the lodge and included canvas tents for dining and separate dormitories for men and women.

1918
Park entrance stations were established on Tioga Road at Tuolumne Meadows and Aspen Valley.

1921 to 1924
The Tuolumne Meadows administrative area (Ranger Camp) was built on the Dana Fork just west of Tuolumne Meadows Lodge. The cluster ofbuildings and structures were a rustic naturalistic design aesthetic, instituted by the NPS through an imperative to harmonize built features within their natural environments. This was expressed in the architecture, the site's spatial organization including careful siting of groups of buildings, and in selection of materials. Design was appropriate to the forest setting with wood either oiled or painted neutral colors, and local materials used where possible. A small water supply and sewer system was built to service the administrative area. Water was drawn from the Tuolumne River and sewage drained to nearby leach fields (cesspools).
Concerns about controlling impacts to Tuolumne Meadows' ecosystem increased as the City of San Francisco neared completion of the Hetch Hetchy water supply system downstream of Tuolumne Meadows (set to deliver water by 1933). The area's increased visitation and resultant potential for sewage contamination of the water supply prompted concerns about the ability of the park to comply with the 1913 Raker Act. The act required regulation of campgrounds within
Tuolumne Meadows and the construction of adequate sewage disposal systems. As camping became more popular, the need for these measures became proportionately greater.

NPS/CCC Development: 1927 to 1940

The first coordinated planning effort for Tuolumne Meadows began in 1929 with a master development plan for Yosemite National Park by John Wosky, resident Landscape Architect. The plan included proposals for Tuolumne Meadows to address the rapidly increasing visitation and concerns over uses (including camping) impacting the watershed and ecosystem. Wosky's master development plan included the public campground to eliminate issues associated with unrestricted use, i.e., damage from soil compaction, vehicle use in fragile areas, and sanitation concerns.
John Wosky's 1929 master development plan for Yosemite Park was part of a system-wide effort of

planning led by the newly established Landscape Division of the National Park Service Western Field Office. The division was established in October 1927 by Director Stephen Mather, who appointed Thomas Vint as Chief Landscape Architect and established field headquarters in San Francisco. Between 1927 and 1933, the Western Field Office advised regional directors and park superintendents on park development and management.

The Landscape Division's responsibilities were primarily in three areas—design services (landscape and architecture), preliminary planning and final approval of roads, trails, and pertinent structures, and final review and recommended approval of building plans by authorized concessioners or park operators.

In 1927, Vint's staff included John Wosky who had been hired the previous year. He was the only other staff of the Western Field Office, providing design support plus taking care of landscape issues at Yosemite National Park.

By 1928, with increased funding, Vint expanded his staff with candidates trained in landscape architecture, planning, architecture, engineering, and drafting. In addition to having diverse backgrounds, Vint's staff brought a balance of theoretical study and practical experience. Staff supervised construction of general park development projects that they designed.

The Landscape Division was involved with most park projects. Their work ranged from influencing road development to park master planning to detailed site design. The staff influenced and supervised the construction of many park roads in the 1920s to 1930s including Going-to-the-Sun Road in Glacier National Park, Trail Ridge Road in Rocky Mountain National Park, and Zion-Mt. Carmel Road in Zion National Park.

These early road development projects became the impetus for the Tioga Road realignment in Yosemite National Park. Vint and Wosky assisted in the planning of the road realignment through Tuolumne Meadows to address the need for widening, realigning, and reducing areas of steep grade. This section of Tioga Road was the route Wosky proposed in his 1929 master development plan.

Communication was key to the division's work with staff providing monthly construction reports and splitting time between their assigned parks and the field office in San Francisco. By 1929, the division included six assistant landscape architects and two junior landscape architects including John Wosky who was assigned to Lassen, Crater Lake, and Yosemite national parks.

The Western Field Office continued to increase its role throughout the NPS through the training and leadership of Vint in the 1930s. The Public Works Administration (PWA) was created in 1933 and the Western Field Office Landscape Division was renamed the Branch of Plans and Designs. As a staff of fifteen, the Branch of Plans and Designs began to implement the master plans they designed in the late 1920s with engineering, building plans, and specifications for each park.

The Western Field Office maintained its structure by organizing resident Landscape Architects by region. Ernest Davidson, Merel Sager, Harry Langley, John Wosky, Howard Baker, Herbert Kreinkamp, and Kenneth McCarter were each assigned to several parks, most of which they had been working in previously.

Wosky continued as resident Landscape Architect at Yosemite National Park until 1933. He became assistant superintendent for the park in 1934 and remained in this role until 1952. Wosky left Yosemite National Park and became park superintendent at Crater Lake National Park in 1952. After a year at Crater Lake, Wosky became park superintendent at Hawaii Volcanoes National Park. In 1959 Wosky became Chief of Operations of the NPS Western Regional Office. Wosky's design of Tuolumne Meadows Campground was clustered on the meadow's forested edge. The campground confined previously unrestricted camping into a defined area to concentrate use, protect the natural landscape and provide exemplary visitor experiences.

By 1935, most of Wosky's 1929 development plan was at least partially realized. Development was gradually consolidated in a single corridor along the southern edge of the meadows; Tioga Road was realigned; a new public campground with designated campsites was established; and the NPS facilities were concentrated in a new government area.

As the public campground was opened and completed, new restrictions allowing camping only within designated campsites were put into place by the NPS. Camping was no longer allowed within the meadows, except at The Sierra Club's inholding at Soda Springs, which was not regulated by the NPS. This change in use was initially met with complaints as campers were accustomed to camping where they liked within the meadows.

Small details of CCC enrollees completed projects in Tuolumne Meadows through 1940. The last CCC camp in Yosemite National Park was abandoned in 1942. The entire program was formally ended in 1945.

The consolidation of government facilities in the Road Crew Camp area and the demolition of Ranger Camp were the only significant proposals from Wosky's 1929 development plan never realized. Instead the park retained residences in the administrative area. The impetus for completing Wosky's plan was lost when the United States entered World War II in 1941.

1927 to 1934
Dr. Emilio Meinecke, a plant pathologist with the U.S. Forest Service, visited Yosemite National Park and assessed damage to the Grizzly Giant in the Mariposa Grove. This visit followed his assessment of damage to Sequoia National Park's giant sequoia trees in 1926, contracted by Stephen Mather. Meinecke's study of Yosemite and Sequoia national parks, along with related studies in state parks, found soil compaction by humans was a root cause in the destruction of ecosystems. He recommended confining camping to designated campsites and to limiting and organizing vehicular access within natural areas. Meinecke developed a series of principles for campground design to achieve these goals.
Meinecke's recommendations first appeared in the U.S. Forest Service's publication, A Camp Ground Policy in 1932. The expanded version of the report, Camp Planning and Camp Reconstruction, was published by the U.S. Forest Service in 1934.

1929 to 1934
Landscape Architect John Wosky began preparing a development plan in 1929 for Yosemite National Park with specific recommendations for Tuolumne Meadows. This plan was part of a system-wide effort mandated by Director Mather the same year to create similar plans for all park units. The work was overseen by Thomas Vint, chief Landscape Architect in the Branch of Plans and Design. The work was in consultation with the park superintendent, park officials and the Yosemite Park and Curry Company.
Wosky outlined initial recommendations in the 1929 plan; completed the "Park Development Outline" in November 1931; and provided a completed master development plan in 1934. His vision was to concentrate human activities within distinct areas arranged into small well-defined clusters organized by use and function and surrounded by undeveloped open space and wilderness. His long-term goal was to reduce human impact on Tuolumne Meadows' natural environment while accommodating visitor use and government services.
Wosky proposed realigning Tioga Road within Tuolumne Meadows and confining development to the forest line along the meadow's southern edge from Parsons Lodge on the east and to where the proposed road realignment connected to the Great Sierra Wagon Road on the west. Another key proposal set a minimum frontage of 1,000-feet from Tuolumne River to any development (which was initially adhered to but modified as early as 1933).
Four units for development were identified including a government administrative area with all facilities—administration, residence, and utilities—in one cluster to be located at the future Road Crew Camp; a government utility camp; a public campground; and a concessionaire's lodge and associated uses. Sewage, water supply, and garbage were within a single utility plan.
The water supply system was surveyed and an intake was located on the Dana Fork. A small work crew arrived and established a work camp, and construction began. Approximately 6,000-feet of pipe was laid by the time of the seasonal shutdown in October 1930. The following season a larger and more substantial work camp was established within the administrative area (Ranger Camp).
The utility system was completed by September 1931. It included a water line from the Ranger Camp to the proposed location of the public campground and extended the entire length of the Tuolumne Meadows development area. Individual lines for the proposed public campground were not included in this construction. The water line passed beneath the Lyell and Dana Forks of the Tuolumne River, continuing west along the proposed realignment of the Tioga Road where it was planned to connect to the public campground. It terminated beyond the intersection where the new alignment diverged from the original road.
An adequate sewage system was unresolved. Sanitary engineer E.B. Hommon's 1930 recommendation for a gravity-fed system to transport sewage out of the watershed required a pumping station. Connecting each comfort station to individual leach fields (cesspools) connected by sewer lines was the short-term solution. Pit toilets continued to be used.

1931 to 1934
Superintendent C.G. Thomson was determined to reconstruct Tioga Road. This was in consultation

with the engineers of the Bureau of Public Roads (BPR), a division of the U.S. Department of Agriculture responsible for major road projects in national parks. Issues with the road condition and proposals for its realignment through Tuolumne Meadows near the future site of the public campground had been proposed by Acting Superintendent E.P. Leavitt in 1928, and in Wosky's 1929 plan. The reconstruction was planned for three phases. The first phase was to cover the section extending in an easterly direction from Cathedral Creek through Tuolumne Meadows to Tioga Pass. The proposed road alignment was surveyed in 1931. Engineering plans were prepared in the winter of 1932 in accordance with the 1932 U.S. Federal Highway standards including a width of twenty-six-feet. The project was financed by the City of San Francisco with much of the labor provided through the U.S. federal reemployment programs.
Road construction began in July 1933, and was completed by October 1, 1934 with the road open but unpaved for the last portion of the season. The realigned road diverged from The Great Sierra Wagon Road east of Budd Creek and followed the edge of the meadow to the confluence of Lyell and Dana Forks where the new public campground was being constructed.
Road construction included the bridge over Tuolumne River. It was built as a reinforced concrete deck with large granite rubble blocks as its piers and abutments. Aggregate for the concrete mix was taken from the sand bar where the Dana and Lyell Forks converge. The 35,000-cubic yards of borrow excavated from the river turned the sand bar into a 'lake,' noted to be four- to twenty-feet in depth of an area of approximately 300-square feet.
Abandoned sections of The Great Sierra Wagon Road became trails. These included a portion of the John Muir Trail.
The Yosemite Park and Curry Company considered relocating their lodge, store, and service station. They fronted the Great Sierra Wagon Road and were passed by all travelers to Tuolumne Meadows. The Tioga Road realignment required a detour to find the services and many visitors passed them altogether.

1931
A new entrance station at Tioga Pass was built.
A new visitor contact station was planned in anticipation of visitor use shifting to the west once the public campground was completed. The building was to be sited on the new Tioga Road alignment at the campground's entrance and was completed in 1936.

1931
Work on the Tuolumne Meadows public campground commenced with surveying and staking of campground roads. Construction began on one comfort station, the associated water and septic lines, and a cesspool. Wosky's original campground design was a loop campground road set east of Unicorn Creek and elevated above the adjacent meadow.
Initial work in 1931 included surveying and staking the proposed road and water system alignments along with installing twenty wood garbage receptacles and building Comfort Station (CS3024).
This wood frame comfort station was built at the west end of the public campground near the re-aligned Tioga Road. It was built entirely during July and early August, completed by August 14, 1931.
Comfort Station (CS3024) was connected by a sewer line that extended to its own cesspool.
The entrance to the campground was located at present-day Campground Cluster D campsites and set at the closest point from the campground road to Tioga Road.
A proposed entrance to connect to Tioga Road from the northern section of present-day Campground Cluster B campsites was never built.

1932
A portion of President Hoover's destitute relief funds to Yosemite National Park were used to fund campground construction, which employed thirty-five full-time laborers for the duration of the season. Following the 1930 survey, crews built campground roads and sites. The main campground was approximately 16.9 acres. The campground road was 3,658-feet in length and fifteen-feet wide, paved with aggregate. Three small unpaved campground roads, each nine-feet wide and 600-feet long, divided the campground into four nearly equal sections. This configuration is the present-day Campground Cluster D, E, F, and G.
In October 1933 while the campground was under construction, Superintendent Thomson requested the campground be expanded to the east (present-day Campground Road C and Campground Cluster C). This campground road was 3,126-feet long and eight-feet wide, 'appending the main'

campground road. The campground cluster was within this additional 100-foot strip comprising an additional 18.7 acres.
Surfacing of the primary campground road included laying coarse gravel dredged from Tuolumne River to a depth of less than four-inches. Ditches, headwalls and culverts were installed by hand where campground roads crossed natural drainages. The campground layout and features were in the rustic naturalistic style. Dry-lain stone head walls were built to an average four-foot height. Tuolumne Meadows Campground comprised a "total developed area of 35.6 acres by the end of 1932."
Construction of campground roads, campground clusters, comfort stations and utilities resulted in removal of approximately 300 trees, "of which all but 70 are dead lodgepole snags killed by earlier infestation of the needleminer larvae." Felled trees were limbed, cut into three-foot sections and stacked, and stumps removed with dynamite. Boulders were blasted and rock fragments were used to fill depressions. Developed areas were graded, and woody debris was burned on site.

1933
Franklin Delano Roosevelt took office as the thirty-second president of the United States.
The U.S. Congress approved President Roosevelt's National Industrial Recovery Act creating the Public Works Administration (PWA) providing fiscal allotments to federal agencies to purchase supplies and employ skilled labor; and the Federal Unemployment Relief Act that created a corps of young men to work on federal and state administered forestry conservation projects.
Officially named the Emergency Conservation Work, it was commonly known as the Civilian Conservation Corps (CCC). The two acts were intended to rejuvenate the United States' ailing economy, provide relief to the unemployed and the financially destitute (particularly youths), and to provide needed conservation on forest, park and farm lands. The NPS administered the program through its Branch of Planning.
Five CCC camps were established within Yosemite National Park within 1933 including the Crane Flat Camp. The Tuolumne Meadows Campground was mostly built with a detail from Crane Flat working out of a "stub camp," an outlying seasonal bivouac on Tuolumne Meadows' east side that was established in 1934 or 1935.
A small number of enrollees acted as technical advisors—historians, landscape architects, biological scientists—assisting park service staff in designing and managing projects.
Park Superintendent Thomson obtained funding from the PWA to build three comfort stations and provide additional improvements to complete Tuolumne Meadows Campground. Architectural plans were prepared for the campground's comfort stations and preliminary construction began on foundations and utilities.
Camping was restricted in Tuolumne Meadows to protect the water quality of the Hetch Hetchy watershed, which would supply water to San Francisco in 1934 via the Hetch Hetchy Reservoir.

1934
The CCC Crane Flat (YNP-3) detail continued work in the public campground. They built roads, campsites and comfort stations, felled hazardous trees and cleared slash and brush within proposed campsites and along campground road alignments. The crew of approximately twenty men cleared one hundred and fifty-five new campsites, built over a mile of new roads, and removed hundreds of thousands of small Lodgepole Pine trees encroaching on the meadows.
A utility crew installed a water supply and sewage collection system that was distributed throughout the campground. They laid main and lateral lines totaling 4,607-lineal feet of two-inch pipe, 2,722-lineal feet of one-inch pipe, and 124-lineal feet of ½-inch pipe; and installed thirty hydrants (hose bibs).
An additional campground road and cluster was built along Lyell Fork (present-day Campground Road A) that included a second entrance that connected to Tioga Road. Construction of campground roads, campsites and three comfort stations and utilities continued through 1934.
The 1934 additions brought the entire developed campground to approximately ninety-acres divided into four numbered clusters. The 1931 / 1932 cluster (present-day Campground Cluster D, E, F, G) was number one and the last cluster built was number four (portions of present-day Campground Cluster A) set along Lyell Fork opposite the old administrative area (Ranger Camp) to the east.

1936
Plans for the visitor contact station (CS3005) were completed and approved. Construction began in

August with completion in October 1936. The building was sited near the entrance into the public campground. It was designed in park rustic architectural style to harmonize with the surrounding forest and with the earlier campground comfort stations that included a similar combination of native stone and rough wood.
The building was designed to be a relatively low profile and small footprint. It included a shallow-pitched side gable roof and was approximately thirty- by seventeen-feet. End and rear walls were battered native stone with an infill of rough horizontal boards that extended to the windowsills. A stone low chimney extended a few feet above the roof's ridge. The front porch was supported by two massive pillars of battered stone.

1938
John Muir Trail was completed after more than twenty-years of work. The trail included the 1915 routes built along extant trails within Yosemite National Park and newly constructed segments within lands owned and managed by the U.S. Forest Service. Additional appropriations totaled approximately $50,000 (over the initial $10,000 in the 1915 appropriation).

1939 to 1940
Tuolumne Meadows' comprehensive sewer system was finished in September 1939 and activated on June 6, 1940. The system connected the administrative area (Ranger Camp), public campground, and Road Crew Camp on a single sewer line drained by gravity to a holding tank and pump house at the hill below the Road Crew Camp. Sewage was pumped uphill approximately 2,000-feet north to a settling tank and spray field on the far side of a low rise in Parsons Lodge's meadow.

1940
A store, garage, tent pads, and small service island with gas pumps were built by the Peninsula Paving Company on the south side of Tioga Road adjacent to the visitor contact station. These were set within a parking area east of the store, creating a cluster of visitor services as envisioned from as early as 1934. The store was similar in design and materials as the original—a canvas fabric over a wood frame and was extant.
The United States mobilized military forces in response to the war in Europe with many reserve U.S. Army officers from the CCC were reassigned to active duty positions elsewhere.
CCC laborers installed guardrails at the public campground, the last record of CCC work within Tuolumne Meadows. Guardrails were an attempt to regulate heavy use of riverside campsites.

World War II and Post-War Hiatus: 1941 to 1954

World War II created a long hiatus for Yosemite National Park as it did with all national parks. When the United States entered World War II at the end of 1941, the federal budget was primarily devoted to military expenditures. Nearly all construction ceased in national parks. Staffs dwindled as the NPS employees took active duty positions in the military.
Some park facilities and resources were converted to war-related functions, i.e., the U.S. Navy's use of Ahwahnee Hotel as a recuperative hospital for returning servicemen. Within Tuolumne Meadows, livestock were allowed to be driven through the park for the first time since the 1890s, and prospecting was allowed for war-essential minerals, i.e., tungsten.
Yosemite National Park and Tuolumne Meadows remained open. Modifications to the public campground were minimal. The dramatic decline in visitation was problematic for the park's concessionaires, who closed most businesses. Within Tuolumne Meadows, the Yosemite Park and Curry Company opened Tuolumne Meadows Lodge on a limited basis. The Store and service station on Tioga Road remained open throughout the war.

1941
A ranger's residence was proposed behind the visitor contact station—designed in the same park rustic architectural style and was to be built by the CCC.
The United States entered World War II. Major construction was halted and park staffing and funding was diminished within Yosemite National Park and all national parks.

1942
The last CCC camp in Yosemite National Park was abandoned.

1945
The entire program was formally ended in 1945. World War II ends.

1947
An infestation of lodgepole needleminer moth approached epidemic stages in Tuolumne Meadows. The NPS eventually sprayed 11,000-acres with DDT in 1953 via airplanes to treat the infestation.

1950
99% of visitors arrived to national parks by automobile either in their own car or in a 'new' drive-yourself rental.

1950 to 1952
Campground Road A was extended as a circle loop around Comfort Station (CS3021) at the end of the road adjacent to Lyell Fork. Campground Cluster A was modified.

1952 to 1960
John Muir Trail was relocated south of Tuolumne Meadows Campground, connecting with the original trail that followed the Great Sierra Wagon Road, east of Lyell Fork.

1953
President Dwight D. Eisenhower was inaugurated.

1954
The parking lot in front of Tuolumne Meadows Store was enlarged and repaved to accommodate increased demand for parking.

1955
The Insect Research Station (Bug Camp) was established just east of Ranger Camp. This research facility addressed the increased concern of needleminer larvae discovered just below Tuolumne Meadows. The worm-like creature posed an imminent threat to the lodgepole pine forest surrounding Tuolumne Meadows until researchers led by the U.S. Forest Service exterminated the pest from the region.

Mission 66 Development: 1956 to 1961

Visitation within the national parks rebounded dramatically after WWII ended. Relative prosperity, increased leisure time and dramatically increased automobile use and ownership within the post-war era put pressure on the national parks. This included Yosemite National Park and Tuolumne Meadows. Low budgets, as WWII had obliterated earlier funding, coupled with the overuse of parks and lack of repaired or new facilities resulted in deterioration of park facilities and degradation of resources and reached crises proportions. NPS Director Conrad Wirth presented Mission 66—a plan to modernize and expand the national park system named for the target date of the plan's completion in 1966, the NPS' fiftieth anniversary. Conservation (clustered development) and preservation of wilderness was emphasized as a new identity for the NPS that focused on a modern design aesthetic for buildings, structures and features that retain the naturalistic principles of harmonizing with nature. Improving infrastructure to facilitate automobile access was prioritized.
Yosemite National Park's Mission 66 prospectus for Tuolumne Meadows and the campground focused on completion of the road and trail system, enlargement and upgrading of visitor facilities, expansion and modernization of concessionaire services, and acquisition of private inholdings. Mission 66 additions to Tuolumne Meadows Campground in the 1950s—comfort stations and campground roads—and updates to campsites introduced a modern aesthetic and approach. Design and construction followed the NPS' principles of the 1910s to 1930s naturalistic design that emphasized minimizing impacts to the natural landscape. Modifications focused on better defining campsites and vehicular circulation, and providing updated amenities, i.e. fire pits and picnic tables.

1955 to 1963
The Insect Research Station (Bug Camp) operated within Tuolumne Meadows from 1955 to 1963. It was built in response to the outbreak of the needleminer larvae (Coleotechnites milleri) that had been observed within Tenaya Creek watershed just below Tuolumne Meadows since 1954. It was suspected that the larvae were active for at least eight-years prior to discovery in the area, and feared that the infestation would spread throughout the lodgepole forest surrounding Tuolumne Meadows.

1956
Unprecedented visitation to national parks by automobile reached 56 million in 1956 compared to 17 million visitors in 1944.
Conrad Wirth, NPS Director, presented Mission 66—a plan to modernize and expand the national park system named after the target date for the plan's completion in 1966, the NPS' fiftieth anniversary. Wirth presented the Mission 66 prospectus to President Eisenhower in January 1956, and received the president's personal endorsement. The U.S. Congress approved an increase in the NPS budget that would ultimately total nearly $1 billion, making this the most ambitious and comprehensive development project ever undertaken by the NPS.
Yosemite National Park prepared a Mission 66 prospectus for park development. Annual visitation to the park increased from 500,000 to more than 1.1 million visitors over the previous decade. Visitation was expected to reach nearly 2 million by 1966, placing immense strains on the natural environment and park infrastructure. Mission 66 institutionalized an NPS system-wide approach to planning and design. It emphasized the use of master plans and park-wide studies, instilled new planning procedures, and defined cohesive design concepts that embraced the Modern movement, e.g., use of cost-efficient materials and construction systems. The program focused on facilitating public enjoyment by providing amenities for the exponential growth in visitation.
Conservation (clustered development) and preservation of wilderness was emphasized as the new identity for the NPS that focused on a modern design aesthetic for buildings, structures and features but retained the naturalistic principle of harmonizing with nature. Special attention was focused on the automobile, specifically improving infrastructure to facilitate automobile access.

1957
Improvements to the public campground included construction of Dana Campfire Circle, one of three Mission 66 campfire circles built in Yosemite National Park at this time. The campfire circle was a semi-circular sloping amphitheater consisting of steel-pole and Port Orford cedar-plank benches. The

365 benches were spaced at regular intervals surrounding a central fire pit. The benches were set on the sloped gradient of the amphitheater to overlook the central area.

1959
A service (gas) station was built by the Yosemite and Curry Company on Tioga Road, located west of the store where the earlier gasoline pumps were located. The station was part of the modernization of automobile-related facilities and was completed prior to the pending reconstruction and repaving of Tioga Road. The original service station at the store was removed.

1959
Expansions to the campground were proposed in the 1959 Master Plan for Tuolumne Meadows Campground but were never built. The proposal included an additional campground spur road and loop to extend Campground Road A southeast to parallel Lyell Fork. This expansion included a comfort station and campfire circle.

1960
An east oxidation pond was installed adjacent to the existing spray field sometime between 1953 and 1966.

1960 to 1961
Between May 1960 and October 1961, modifications were made to the public campground including improving 250 existing campsites in the extant 1930s campground, and building a new group campground with 100 campsite on a short spur off the southeast corner of the main campground loop (present-day Horse camp).
Pre-fabricated steel-pole picnic benches, cast-iron cooking grills on concrete slabs, and corrugated steel garbage receptacles on concrete slabs were installed.
Four new comfort stations (CS3076, CS3077, CS3078, and CS3079) were built. Three were in the original 1930s campground and one was along the extension of present-day Campground Road B.
Existing sewer and utility lines were extended to the new comfort stations in the 1930s campground.
A new septic tank and leach field were built with the new comfort station in the group campground.

1961
The segment of Tioga Road within Tuolumne Meadows was repaved and some sections widened. Original 1930s culverts and headwalls remained in place. The work was in association with the larger regrading, realignment and paving of Tioga Road. Grading and surfacing the access road to the service station was included as part of repaving of Tioga Road.

After 1961
Entrance Kiosk was added near the visitor contact station. Service Station Tent Cabins were built.

General Management Plan: 1962 to 1987

A number of physical developments occurred during the nearly half-century following the period of significance. Many were upgrades and modernizations to existing facilities. The most substantial changes were modifications within campground clusters where additional parking spurs and group campsites altered the original patterns. These occurred in Campground Clusters A, B, and C. The number of campsites were increased early in this period and then decreased by 1987. Tent cabins were added and modifications to accommodate recreational vehicles were made.

1966 to 1968
The entire sewage disposal system was upgraded including the enlargement of the easternmost sewage oxidation pond.

1970s

The NPS began to charge fees for camping. The campground entry and exit points were consolidated into one. The entry point east of Tioga Road connecting to Campground Road D was closed.

1973
The Denver Service Center (DSC) prepared a draft Development Concept Plan (DCP) for Tuolumne Meadows. The plan was never approved.

1974 to 1976
The Tuolumne Meadows sewage system was modernized. Work included relining the original oxidation pond and installation of manholes on the existing sewer lines, a lined oxidation pond west of the original pond, spray field, pumphouse (3009), and sanitary dump station for recreation vehicles. A sewage receiving station replaced the original cesspool and pump station at CS3017.

1980
The General Management Plan (GMP) and Environmental Impact Statement (EIS) for Tuolumne Meadows was approved. The plan recommended reducing the number of campsites at Tuolumne Meadows Campground to provide no more than 400 vehicle campsites, fifty walk-in sites, and five group sites. Recommendations
included adaptively reusing Contact Station (CS3005); removing the campground loop and access road adjacent to Lyell Fork (Campground Road A); building a visitor contact/subdistrict ranger station with fifty parking spaces between Campground Road B and The Store; and providing a ten to twenty site picnic area near the proposed visitor contact station. Relocating the grocery store, Mountaineering School, and adding a coffee shop to Campground Service Station was also proposed as was establishing a new road and entrance to intersect with Campground Road C.2.143
The park began to implement the 1980 GMP
recommendations. The Mountaineering School
moved to the Campground Service Station.
Contact Station (CS3005) was adaptively reused
for campground management use.2.144

1980s
Tuolumne Meadows Store Comfort Station (CS3051) was built circa 1982.

1983
The park prepared a Comprehensive Design Plan for the area immediately around the Ranger Station. The plan identified where additional structures could be built to meet the need for housing employees that arrived prior to spring opening and stayed after fall closing. A shower house / restroom was built in the tent housing area and a public restroom (CS3051) was built at the Tuolumne Meadows Store. A separate water supply and sewage disposal system was built to accommodate the uses.

1984
The U.S. Congress passed the California Wilderness Act, Public Law 98-425. Ninety percent of Yosemite National Park was designated wilderness. The wilderness boundary at Tuolumne Meadows was set 200-feet from the centerline of Tioga Road and 100-feet from the edge of existing development.
The California Wilderness Act designatedTuolumne River as a Wild and Scenic River for its primitive condition, extensive undeveloped banks, and lack of impoundments or road access. The designation included river values within a one half-mile corridor along Tuolumne River and Dana and Lyell Forks. This legislation required the NPS to prepare an action plan within twenty-four months.
Yosemite National Park was designated a United Nationals Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site in 1984. The U.S. Government nominated it as a natural property for its evolutionary history and exceptional natural beauty.
The NPS installed bear boxes in Tuolumne Meadows Campground.

1987
The NPS removed a few hundred campsites. Densely spaced campsites diminished the visitor experience and impacted vegetation and soil. Dense campsites were removed and restored.

Campsite removal included modifications to the end of Campground Road A that changed the 1952 loop configuration. The route previously looped around Comfort Station (CS3021). The 1987 modification removed campsites west of the comfort station and reconfigured the loop to the east of the comfort station.

Mid-1980s
The NPS permitted the park concessioner to build tent cabins south of The Store and Service Station.

1989
The NPS reviewed accomplishments from the 1980 GMP for Tuolumne Meadows which included adaptively using the Contact Station, utilizing the campground to provide not more than 400 vehicle campsites (fifty walk-in sites, and five group sites), winterizing some seasonal housing for snow survey crews, cross-country skiers, and winter keepers, and upgrading existing housing for about 120 employees in the existing NPS housing area.

Recent Past and Present: 1988 to Present

Campground improvements after 1988 primarily addressed aging infrastructure, impacts to natural resources, and accommodating more diverse visitor needs. The NPS initiated the 2014 Tuolumne Wild and Scenic River Comprehensive Management Plan (TRP) and Tuolumne Meadows Campground redesign projects to address water quality, soil compaction, landscape degradation, and to improve the visitor experience.

1990s
Dana Campfire Circle was modified in the 1990s. The original Port Orford cedar benches were replaced with recycled plastic lumber. The original galvanized iron frames remained.

1991
The NPS began operating Tuolumne Shuttle along Tioga Road from mid-June through mid-September. The shuttle provided service between Meadows Lodge and Olmsted Point with a stop in front of Tuolumne Meadows Store.
Tuolumne Meadows Store was remodeled to provide a laundry facility for employees of the store, post office, and restaurant. The structure originally housed a back-up generator for the store.

1997
Lyell Fork flooded and boulder riprap and large logs were placed along the tributary to harden the riverbank and protect Campground Road A campsites. The riprap was effective in protecting infrastructure from flood damage but decreased the flow of the river, compromised channel morphology, and altered the river’s scour and deposition dynamics.

1998
The City of San Francisco replaced sewage collection lines throughout Tuolumne Meadows.

2002
The Gas Station Soil and Groundwater Remediation Shed was built. The structure was designed to remove hydrocarbons from the soil and groundwater.

2007
Tuolumne Meadows was deemed eligible for listing in the National Register of Historic Places as a historic district. The district encompassed all developed areas including Tuolumne Meadows Lodge, Bug Camp, Ranger Camp, Tuolumne Meadows Campground, the store area, Road Camp, Soda Springs, Parsons Memorial Lodge, Tioga Road, and the adjacent natural resources of the broad meadow flanking the river to the west of its junction with the Dana and Lyell Forks. To the east, the

historic district included the drier more broken terrain between the Dana Fork and Tuolumne Lodge. The northern and southern limits were defined by the boundaries of the Yosemite Wilderness Area.

2009
Tuolumne Meadows Campground Draft Design Guidelines (DRAFT) were prepared. These were intended to provide guidance to managers and future designers to achieve the desired conditions at Tuolumne Meadows Campground. The document provided guidance for accessibility standards, future development, and general improvements and maintenance.

2012
The NPS developed A Sense of Place: Design Guidelines for Yosemite National Park. The guidelines provided a framework to determine the appropriate architectural and landscape character of new buildings, site work, and alterations. The design guidelines focused on the characteristic qualities that were reflected in and contributed to the distinctiveness of Yosemite National Park. They included a section specifically addressing Tuolumne Meadows Campground.

2014
Tuolumne Wild and Scenic River TRP and EIS (TRP) was finalized. The plan established planning guidelines for Tuolumne Meadows Campground. Campground recommendations included realigning Campground Road A and Entrance Road out of the floodplain; relocating twenty-one campsites that were within 100-feet of the river; formalizing the John Muir Trail connection; and removing riprap from the riverbank.
Recommendations for Tuolumne Meadows Store and Service Station included expanding day parking; adding a picnic area; demolishing and removing the Mountaineering School and public fuel station to increase parking; upgrading the restroom, adding a trail connection to the campground; and moving concessioner employee housing to Tuolumne Meadows Lodge.

2018
The NPS implemented the 2014 Tuolumne Wild and Scenic River TRP recommendation to remove the Tuolumne Meadows Service Station.

Uses

Functions and Uses:

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

Public Access:

Public Access: Unrestricted

Public Access Narrative:

Associated Ethnographic Group

Ethnographic Study Status:

Ethnographic Narrative:

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

This assessment was undertaken to understand the cultural landscape as a whole; to identify and document qualities that contribute to its historic character; and to identify individual features that contribute to its significance.
Site reconnaissance in October 2019 assisted in the analysis of the cultural landscape and provided an overview of the existing condition. A condition assessment conducted concurrently by OTAK through separate site investigations informed this CLR's summary of condition.
This document evaluates Tuolumne Meadows Campground according to landscape characteristics that include tangible and intangible aspects. These landscape characteristics collectively create the historic character of the study area and aid in understanding its cultural importance. The following nine landscape characteristics are included. These nine landscape characteristics were evaluated for integrity according to the recommended period of significance of 1929 to 1961.
Integrity is the ability of a cultural landscape to convey its significance. Tuolumne Meadows Campground was assessed to determine if the landscape characteristics that shaped the cultural landscape during the period of significance are present today. Integrity was evaluated according to seven aspects or qualities.
The cultural landscape of Tuolumne Meadows Campground retains integrity in all aspects: location, setting, feeling, materials, workmanship, design, and association.
The study area retains integrity in location, setting, and feeling. The physical environment associated with the development of the study area as Tuolumne Meadows Campground remains in its original location, and as one of the original clusters of development set on the edge of Tuolumne Meadows within the sub-alpine forest. The campground retains original relationships to Tuolumne Meadows, Lyell and Dana Forks of Tuolumne River, Unicorn Creek, Tioga Road and to surrounding natural features including Lembert's Dome, Puppy Dome, and Cathedral Peak.
Materials, workmanship and design of the campground's contributing features retain the original park rustic aesthetic of the period of significance, including comfort stations and structures. Campground roads retain alignments and materials from original construction. The campground retains the original cluster arrangement and materials; however, the integrity of portions of Campground Cluster's A, B, and C has diminished due to modifications that occurred after the period of significance.
Tuolumne Meadows Campground retains integrity of association through extant features and buildings, cluster arrangement, and circulation. The campground remains as originally designed by park landscape architect John Wosky, built by the CCC, and modified through the Mission 66 program.

Landscape Characteristic: Natural Systems and Features

Existing Condition

Natural systems and features are essential to the purpose and significance of Yosemite National Park. Yosemite is a glaciated landscape with unique geologic landscapes reflecting the interaction of glaciers and underlying granite rocks. Glaciation landforms include U-shaped valleys, jagged peaks, rounded domes, waterfalls, lakes, moraines, and granite spires. Tuolumne Meadow's dark skies and clean, clear air, dramatic scenery, and panoramic views attract visitors to the area. Water resources—clean streams, rivers, lakes, ponds, wet meadows, and waterfalls—contribute to the integrity of the natural resources within Tuolumne Meadows and are a critical resource for areas of California outside the park.

Tuolumne Meadows Campground is within Tuolumne Meadows on the west edge of Lyell Fork and Dana Fork of Tuolumne River, one of two wild and scenic rivers within the park. Tuolumne Meadows is a broad alluvial plain set high in the mountains near the eastern escarpment of the Sierra Nevada. The meadow stretches approximately 445 acres east to west bisecting the Sierra Nevada ridgeline. It is set in a U-shaped valley at approximately 8,600 feet above sea level, surrounded by granite peaks that rise 13,000 feet or more on the meadows' north, east, and south edges. Vegetation is a combination of sub-alpine forest and meadow grassland unique to the Sierra Nevada Mountains.

Three fundamental geomorphological processes formed Tuolumne Meadows' and surrounds. Granitic rocks of the Sierra Nevada batholith formed deep underground due to the subduction of the Farallon tectonic plate beneath the North American plate. The mountain ranges' subsequent erosion and uplift exposed these rocks and lifted them kilometers above sea level where Tuolumne Meadows originated as a plateau on the high western slopes of the range. A deep scouring of this plateau by glaciers followed during the ice ages of the Pleistocene era. Erosion by moving bodies of ice created a broad somewhat U-shaped valley evident in the present-day encircling mountains. After warming melted most of the Sierra glaciers, rivers and lakes filled the wide depressions within the landscape. Tuolumne River flowed through this relatively level valley where the meadows now exist. The valley's level gradient slowed the river's current, diminishing the water's energy and depositing glacial sediment from the higher reaches of the watershed. Over time, sediment deposition built up the broad alluvial plain and early successional vegetation that colonized it contributed organic material, eventually producing a thin humic layer of topsoil comprising the plain and meadow grasses of Tuolumne Meadows.

Tuolumne Meadows is within the upper reaches of the Tuolumne River watershed in which Tuolumne Meadows Campground is within the meadows' upper end and eastern edge, adjacent to where the Lyell and Dana Forks of Tuolumne River converge. Both forks descend from the crest of the Sierra Nevada through an alternating series of meadows and cascades. The confluence is a broad relatively level plateau characterized by the slowed waters of the tributaries that enlarge into a pond of willows and riparian vegetation on deep deposits of bright granitic sand. Further northeast Tuolumne River descends through one more set of rapids before emerging into the long expanse of the main meadow where the river meanders until it spills through a narrow bedrock notch—the beginning of the "Grand Canyon of the Tuolumne".

The study area's prominent native species and vegetation types are those of Tuolumne Meadows, the river system and surrounding sub-alpine forests. The meadows are predominately subalpine grassland and riparian woodland. As the elevation rises above the alluvial plain, soils become drier, transitioning to conifer woodlands dominated by lodgepole pine trees that replace grasslands as the dominant vegetation type. This abrupt transition results in a defined edge between meadow and forest. Above 10,000 feet vegetation types transition to alpine species.

Tuolumne Meadows' extreme climate variability ranges from temperate short summers to long winters with harsh storms and subzero temperatures. Tioga Road and visitor facilities including Tuolumne Meadows Campground close between October and June due to snow and avalanche danger.

Analysis of Integrity

Tuolumne Meadows is one of the largest subalpine meadow complexes in the Sierra Nevada, and one of the most accessible. Its natural systems and features contribute significantly to the cultural development and historic character of Tuolumne Meadows Campground. The Lyell and Dana Forks of Tuolumne River, Unicorn Creek, the sub-alpine meadow, sub-alpine forests, and

geomorphological landscape of granite domes shaped the character of the study area throughout history and during the period of significance.
Native vegetation patterns assisted in determining locations for development. Tuolumne Meadows Campground, one of several designed clusters, was set within the more ecologically resilient forest to protect sensitive natural features. The forest concealed most of the campground development and provided a natural experience with views towards natural features.
The natural systems of the High Sierra and Tuolumne Meadows shaped the character of the study area's development throughout history and during the period of significance.
The campground's site design along with intentional tree removal used the natural landscape to frame views and vistas.
The study area's natural meadows and forests has been managed for ecology and aesthetics since the 1930s when the CCC removed encroaching vegetation from the meadows and removed trees and vegetation within the campground. Infestations of the needleminer threatened the forests in the late 1940s, resulting in vigorous controls and establishment of the Insect Research Station in the 1950s. The practice of removing encroaching lodgepole pine trees continues to present-day to conserve scenic views and vistas and to assist in preserving the meadow ecology in its current state.
The natural character of the study area remains similar to period of significance and continues to be the dominant influence on the campground's development.
The relationship of the campground to surrounding glacially formed domes shaped the character of the study area throughout history and during the period of significance. This relationship remains significant to the campground.
The most prominent native species and vegetation types are those that characterize Tuolumne Meadows, the river system and the sub-alpine forests. The meadows are predominately subalpine grassland and riparian woodland. Both these types comprise relatively low growth, allowing for uninterrupted sightlines and expansive vistas. Many of the built features within the district were oriented to take advantage of these scenic opportunities by directing the visitor's eye across a wide expanse of the meadow from the edge, thereby increasing the sense of space experienced by the viewer. This visual experience is enhanced by the distant backdrop of mountains visible from nearly every perspective in Tuolumne Meadows.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Tuolumne River (Lyell and Dana Forks)	198759	Contributing					No
Tuolumne Meadows	198760	Contributing					No
Unicorn Creek	198761	Contributing					No
Sub-alpine Forest	198762	Contributing					No

Landscape Characteristic Graphics:

Riparian vegetation transitions to meadow and lodgepole pine forest from the broad alluvial plain of Tuolumne River (source: Mundus Bishop, 2020).

Fairview Dome from Tioga Road, 1967 and present-day (source: YOSE Archives RL_0056, Mundus Bishop, 2019).

Tuolumne Meadow from Tioga Road, 1967 and present-day (source: YOSE Archives RL_00119A, Mundus Bishop, 2019).

Tuolumne Meadows from Tioga Road (source: Mundus Bishop, 2019).

Tuolumne Meadows Campground is set within the subalpine forest dominated by lodgepole pine trees (source: Mundus Bishop, 2019).

Tuolumne River splits into the Lyell Fork and Dana Fork just south of Tuolumne River Bridge (source: Mundus Bishop, 2019).

Landscape Characteristic: Archeological Sites

Existing Condition
Tuolumne Meadows Campground is part of the Yosemite Valley Archeological District. The district was added to the NRHP in 1978 and includes fifty-nine sites.
Archeological findings within the district consisted of habitation sites; bedrock mortars, hammerstones, manos, and pestles for grinding acorns and vegetable materials into meal; midden deposits, containing artifacts and food by-products; rock shelters; lithic scatters; petroglyphs; and pictographs. Some isolated burials were found.
Four documented prehistoric archeological sites are within the campground and are potentially eligible for listing in the National Register of Historic Places as contributing sites to the Tuolumne Meadows Archeological District.
Tuolumne Meadows and the corridor of present-day Tioga Road that was Mono Trail were used by American Indians at least 4,000 years before Europeans arrived. Dense archeological deposits confirm eastern Paiute and western Miwok uses for camps and trade occurred in the route across the High Sierra.

Analysis
Archeological features and sites indicate American Indians were present in this natural landscape for least 4,000 years before the development of recreation and tourism.
Archeological sites associated with abandoned subsurface utilities exist throughout the study area.
Archeological sites are related to earlier period of significance of the Yosemite Valley Archeological District. Further investigation is needed to determine the location, condition, and significance of archeological sites and features.

Landscape Characteristic: Land Use

Existing Condition
Tuolumne Meadows Campground is within Yosemite National Park (the park). The NPS owns and manages the 140-acre campground for recreation and public use.
Uses include camping within 304 campsites of which 300 accommodate primarily single vehicles with small recreational vehicles and those with small trailers, backpacker camping, and group camping. Other uses include campfire circles, hiking trails, storage, visitor contact, interpretation, and NPS uses.

Analysis
Land use remains the same as during the period of significance. The NPS continues to own and manage the campground for public use.
Changes in use have predominately related to the continued increase in numbers of campers and in the increase of size of vehicles within the campground.

Landscape Characteristic: Cluster Arrangement

Introduction
Tuolumne Meadows Campground, originally known as the public campground, was developed as a key component of the 1929 Development Plan for Yosemite National Park prepared by park landscape architect John Wosky. His initial recommendations were documented in the 1929 plan, followed by the “Park Development Outline” in November 1931, and the completed master development plan in 1934.
The public campground is one of several well-defined clusters of recreational and government use

developed within Tuolumne Meadows. All were set within the lodgepole pine forest at the southern edge of Tuolumne Meadows, surrounded by undeveloped wilderness. Development clusters were accessed by the 1931 Tioga Road, built along the meadows' southern edge according to Wosky's plan.

Wosky's siting and design for the public campground reflected principles being developed at the time by Dr. Emilio Meinecke, a plant pathologist with the U.S. Forest Service. Meinecke's principles were in response to investigations at Yosemite and other parks where he concluded human use—particularly soil compaction, unrestricted use (particularly in fragile areas), and sanitation issues—were a root cause in the destruction of fragile ecosystems.

Wosky's design for the public campground in Tuolumne Meadows confined previously unrestricted camping into one defined area. This concentrated the growing camping use and protected the meadow ecosystem. By 1933 camping within Tuolumne Meadows was restricted to the public campground to protect the Hetch Hetchy watershed. A proposed minimum frontage of 1,000-feet from Tuolumne River to any development (including the public campground) was originally implemented but was quickly reduced by 1933.

The public campground was cleared, surveyed, and built between the years 1931 and 1934 in accordance with Wosky's design of a series of campground clusters set along narrow campground roads. It was set adjacent to Tioga Road, on a low rise within the forest at the meadow's edge with the Lyell and Dana Forks to the east. In addition to reducing impacts to the meadow ecosystem, the location afforded spectacular views towards Lembert's Dome, Fairview Dome, Puppy Dome, Tuolumne River, and Tuolumne Meadow from the forested campsites. Development of the campground included building roads, campsites, and comfort stations, falling hazardous trees, and clearing slash and brush within the campsites and along campground road alignments.

Mission 66 additions introduced a modern aesthetic while continuing the initial principles of naturalistic design. Four comfort stations were added, Tioga Road was improved as were 250-campsites.

Tuolumne Meadows Campground remains in its original location and setting as one of several defined clusters from Wosky's 1929 plan. The campground retains the original four clusters of campsites from the 1920s/1930s development along with modifications made during the Mission 66 development. Post-1987, and more recent, changes modified portions of Campground Cluster's A, B, and C resulting in diminished integrity for these clusters. However, the campground as a whole retains integrity in all aspects.

Existing Condition

Tuolumne Meadows Campground is approximately 140 acres in size. It is nestled within the forest between Unicorn Creek and Lyell Fork of Tuolumne River on the southern edge of Tuolumne Meadows.

The campground is organized into a series of discrete developed clusters connected by campground roads. These include the building cluster along Tioga Road, four campground clusters, Group Camp, and Backpacker Site.

Tioga Road Cluster (contributing)

Tioga Road Cluster is on the south side of Tioga Road near the campground entrance. The cluster includes two parking areas, Contact Station (CS3005), Tuolumne Meadows Store, Comfort Station (CS3051), Shower House and Restroom, Laundry, tent cabins, and the Gas Station Utility Shed. Parking includes forty spaces at Tuolumne Meadows Store, fifteen spaces within the western most parking area (previous site of non-extant service station).

Campground Cluster A (contributing)

Campground Cluster A is on the campground's east edge, adjacent to Lyell Fork. It is accessed by Campground Road A and two small roads. Eighty-seven campsites are within three areas—on the north along the river and on the ridge above the road, and at the south loop.

The north campsites along the river and on the ridge have views towards Tuolumne River. Many also have broad or select views towards Lembert's Dome and Puppy Dome. Campsites at the south loop (84, 83, 82, 77, 75, 74, 73, 72, 71, 70) within the southern forested area lack views but are within natural topography separated by small drainages and vegetation.

Many campsites within Campground Cluster A were reorganized in 1987. The road's south loop was modified and two spur drives added at the north end. Campsites were removed from the river

edge.
Three comfort stations (CS3021, CS3076, CS3022) serve this cluster. Several short drive spurs provide vehicular access to Comfort Station 3076 and campsites. Current conditions include soil compaction and erosion at most campsites, loss of vegetation on the ridge, and lack of definition between campsites and between parking and camping uses. Access to Backpacker Site is from Campground Cluster A.

Campground Cluster B (contributing)
Campground Cluster B consists of three types of campsites—individual, group, and horse—within three areas. Forty-nine individual campsites are along the 1934 Campground Road B within the campground's lower forest where the natural topography is fairly level. Of these, five are Safety and Rescue (SAR) campsites. Two comfort stations serve this cluster (CS3022 and CS3077). Dana Campfire Circle is on the south edge of this cluster. Several short drive spurs extend from Campground Road B for vehicular access to campsites.
Many campsites within Campground Cluster B are undefined as they are set close together; lack clear definition between one another and between parking spurs and camping uses; and are impacted by soil compaction and a lack of understory vegetation.
Campsites along the 1961 Campground Road B include seven individual campsites, seven campsites at Group Camp within one large area, and four campsites at Horse Camp. This area is served by CS3079.

Campground Cluster C (contributing)
Campground Cluster C is within the center of the campground and consists of ninety-five campsites within a 100-foot wide forested area accessed on both sides by the 1932 Campground Road C. Campsites along the north Campground Road C are set close to one another with many accessed by short drive spurs including one extending to the north. Several campsites are adjacent to Conness Campfire Circle (49, 50, 51, 52). Campsites at the northwest edge of Campground Road C (56, 57, 58, 59, 60, 61) are oriented for views towards Tuolumne Meadow.
Many campsites lack clear definition between parking spurs and camping uses and are impacted by soil compaction and a lack of understory vegetation. Campsites along the upper and southern section of Campground Road C on its north side (73, 74, 76, 77) are separated from the lower area by some forest vegetation. Others (72, 75, 78, 79) are south and above the campground road set within the forest with a sloped backdrop. Others share short drive spurs for vehicular access but these individual campsites (83, 84, 85, 86, 88, 91, 93, 95) are separated by topography and set farther apart than those in the lower section.

Campground Cluster D, E, F, G (contributing)
Campground Cluster D, E, F, G is the first cluster of campsites and campground roads built (1931 to 1932). This cluster and most of its campsites respond to the topography of the forest and are nestled into the natural vegetation. This cluster consists of seventy campsites within approximately 16.9 acres.
This cluster was built in accordance with Wosky's initial proposed minimum frontage of 1,000 feet from Tuolumne River to any development (including the public campground). This frontage was reduced when Superintendent Thomson requested the campground be expanded in 1933 to the east (present-day Campground Road's A and C and Campground Cluster C).

Group Camp (non-contributing)
Group Camp consists of approximately three acres consisting of a large parking area and seven group campsites—A, B, C, D, E, F, and G—set around the parking. The large gravel paved parking area has extreme soil compaction and erosion, especially on the paved portion set on a steep hillside. Group Camp Campsites F and G are on this cleared steep hillside with extensive soil erosion. Group Camp was built in its current location post-1987.
Campsites at Horse Camp are within a heavily vegetated part of the campground, set along a low ridge. This area was the original location of the group campsites and was completed in 1961. Four large campsites designated for use as horse campsites are within the area of the original 1960s group campsite. They have more vegetation and less soil erosion than other campsites.

Analysis of Integrity

Tuolumne Meadows Campground was designed and built as a series of developed clusters organized by campground roads. Comfort stations were distributed to serve a cluster of campsites. Individual campsites were set within the sloped natural topography of the lodgepole pine forest.
The original NPS park rustic style campground organization and arrangement of roads and campground clusters remains largely intact. One comfort station (CS3024), and its individual water and sewer lines and cesspool, was sited at the campground's northwest edge. The campground entrance was at the west edge, close to Tioga Road (near present-day Campground Cluster D, E, F, G) and is non-extant but its alignment is visible. Initial investments included twenty wood garbage receptacles. The initial public campground—Campground Cluster D, E, F, G and associated campground roads—remain intact from the original 1931 and 1932 construction. These campsites are set within the forest and arranged to work with the natural topography. The greatest change appears to be the increase in the number of campsites on the east edge of these four clusters.
The cluster arrangement built in the 1932 expansion of the public campground to the east (present-day Campground Cluster C) remains similar to the original construction in size and orientation with campsites set within a sloping 100-foot wide strip along the campground road. This connected to the main campground road already in place (present-day Campground Road B and Clusters B and C).
The original campground roads remain and continue to have clusters of campsites between them and along each road. Mission 66 extended Campground Road B and added a group campsite, present-day Horse Camp.
By 1934 the public campground was approximately ninety-acres in size and organized into four distinct numbered clusters. A campground road (present-day Campground Road A), a campground cluster along Lyell Fork, and second entrance that led to Tioga Road were added by this time. Three comfort stations (CS3021, CS3022, CS3023) and associated utility systems were in place. Campsites included wood tables and garbage receptacles.
Modifications to the public campground during Mission 66 included the addition of Dana Campfire Circle on the campground's east side in 1957 (between present-day Campground Clusters A and B), and four new comfort stations in 1961 (CS3076, CS3077, CS3078, CS3079 at present-day Campground Clusters A, B, and F). Campground Road B was extended to the south and a group campsite with large individual campsites was built along the forested edge (present-day Horse Camp). Work within 250 individual campground clusters between May 1960 and October 1961 included adding prefabricated steel-pole picnic benches, cast-iron cooking grills on concrete slabs, and corrugated steel garbage receptacles on concrete slabs. Of the four new comfort stations, three were added to the original campground and one was added at the 1961 road extension for the original group campsites.
Existing sewer and utility lines were extended to the new comfort stations. A new septic tank and leach field were built with the new comfort station.
Modifications to Tuolumne Meadows Campground post-1987 included the addition of Backpacker Site and Group Camp in its present-day location. The original group campsites were repurposed as present-day Horse Camp. Other modifications included the addition of campsites and drive spurs to multiple campsites within Campground Cluster's A, B, and C.
The arrangement of Campground Cluster A has changed several times since the 1980s. The original 1934 Campground Road A remains along the original alignment with little change. Modifications included moving or removing campsites away from Tuolumne River and adding or moving campsites to the ridge above Campground Road A. Post-1987 modifications included moving the Group Camp to its present-day location along Campground Road B.
The addition of spur roads and the increase in the number of campsites diminishes the integrity of present-day Campground Clusters B and C.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Tioga Road Cluster	198763	Contributing					No
Campground Cluster A - North	198764	Contributing					No
Campground Cluster A - South	198765	Contributing					No
Campground Cluster B	198766	Contributing					No
Campground Cluster C	198767	Contributing					No
Campground Cluster D, E, F, G	198768	Contributing					No
Dana Campfire Circle	198771	Contributing					No
Conness Campfire Circle	198772	Contributing					No
Group Camp	198769	Non contributing					No
Backpacker Site	198770	Non contributing					No

Landscape Characteristic Graphics:

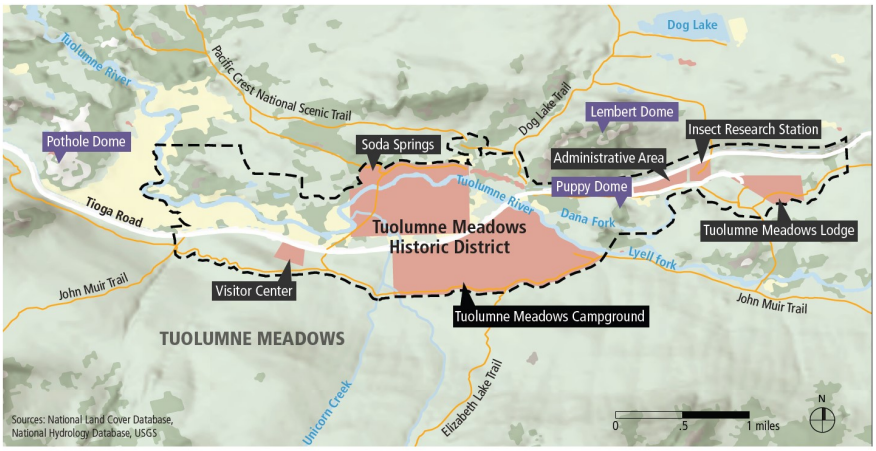


Figure 3-11. Tuolumne Meadows Campground is one of several well-defined development clusters within Tuolumne Meadows (source: Mundus Bishop, 2020).

Tuolumne Meadows Campground is one of several well-defined development clusters within Tuolumne Meadows (source: Mundus Bishop, 2020).

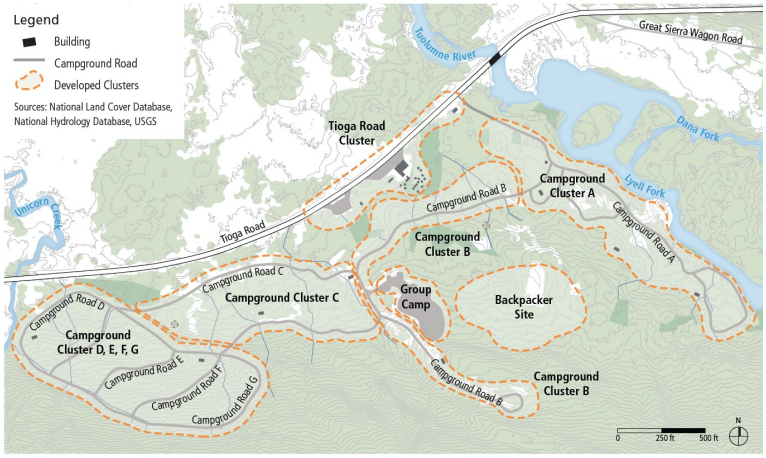


Figure 3-14. The campground is organized into a series of discrete developed clusters connected by campground roads (source: Mundus Bishop, 2020).

The campground is organized into a series of discrete developed clusters connected by campground roads (source: Mundus Bishop, 2020).

Landscape Characteristic: **Views and Vistas**

Existing Condition

Views and vistas from Tuolumne Meadows Campground orient visitors to the natural beauty of the study area and its significant natural features. Campground development is set within the forest and capitalizes on views to natural features without obstructing views to and across the meadows.

Primary views from the campground include views to the meadow, the forest, Tuolumne River, Lyell Fork, and surrounding landforms—Lembert Dome, Puppy Dome, Pothole/Fairview Dome, and Cathedral Peak. Primary views from Tuolumne Meadows Store and service station parking are to, and across Tuolumne Meadow.

Lembert Dome is the tallest and most dramatic landform in Tuolumne Meadows. The polished granite dome is northeast of the campground.

Primary views from the campground to Lembert Dome and Puppy Dome are from Campground Cluster A from campsites on the ridgeline and at clearings along Campground Road A and Lyell Fork.

Primary views from the campground to Pothole Dome are from clearings south of Tioga Road and along Tioga Road.

Primary views from the study area to Cathedral Peak, three miles southwest of Tuolumne Meadows Campground, are from Tioga Road at the service station parking.

Dana Fork and Lyell Fork define the eastern edge of the campground. Views from the campground to Tuolumne River are from the Entrance Road and campground Road A. Primary views to Lyell Fork are from Campground Cluster A campsites on the ridge and at clearings along Lyell Fork. Forest surrounds the campsites and views are prominent throughout the campground.

Tuolumne Meadow is north of Tioga Road. Views to and across the meadow are prominent along Tioga Road, from Tuolumne Meadows Store and the service station parking, and from campsites at the northeast edge of Campground Road C (56, 57, 58, 59,60, and 61).

Analysis of Integrity

The visual relationship between the natural features of Tuolumne Meadows and the campground remain intact and contribute to the cultural landscape of Tuolumne Meadows Campground.

Tuolumne Meadows development during the period of significance capitalized on the dramatic views and sited development at slight topographic rises at the forest edge with views across the meadow in the foreground and the high peaks in the background.

Campground development was originally clustered along the periphery of Tuolumne Meadow and sited to maintain and frame views to the meadow, Tuolumne River, and surrounding domes. Development was set within the forest to establish unobstructed views into and across the meadows.3.23 Forest encroachment has obstructed views from the period of significance to the Tuolumne Meadows and Lembert Dome.

The NPS has actively maintained views since the mid-1930s and possibly earlier, through trimming and thinning of mature trees and removal of saplings with the meadow.

Volunteer lodgepole pines have grown along the southern edge of the meadow throughout the historic period. The NPS continues to study the value of removal of lodgepole pines within Tuolumne Meadow from both biological and cultural resource aspects. This work values the importance of the natural and scenic qualities associated with the meadow and views to surrounding landforms.

Views within, to and from, campsites are diminished by the placement of bear boxes at campsites and large trash and recycling receptacles at comfort stations.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Views to Cathedral Peak	198773	Contributing					No
Views to Pothole Dome	198774	Contributing					No
Views to Lembert Dome	198775	Contributing					No
Views to Puppy Dome	198776	Contributing					No
Views to Fairview Dome	198777	Contributing					No
Views to Tuolumne River	198778	Contributing					No
Views to Lyell Fork	198779	Contributing					No
Views to Forest	198780	Contributing					No
Views to Meadows	198781	Contributing					No

Landscape Characteristic Graphics:

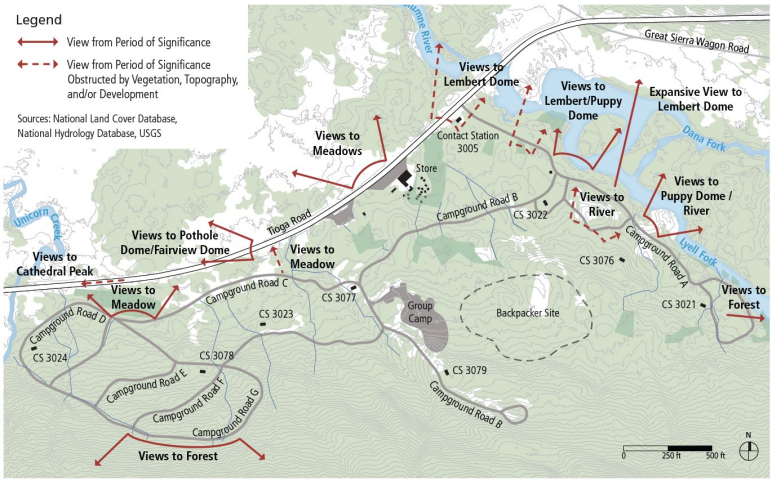


Figure 3-38. Views and Vistas, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

Views and Vistas, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

View of Lembert Dome from Tioga Road, 1939 and present-day (source: YOSE Archives RL_02769, Mundus Bishop, 2019).

View of Cathedral Peak from Tioga Road, 1867 and present-day (source: YOSE Archives RL_02448, Mundus Bishop, 2019).

Landscape Characteristic: Circulation

Existing Condition
Circulation includes vehicular and pedestrian routes. Tioga Road provides vehicular access to Tuolumne Meadows Campground, The Store, and Service Station parking. Internal vehicular circulation is along seven primary campground roads and several parking spurs. Pedestrian routes include shared-use campground roads; short trails to comfort stations; campsites; parking; and trails—John Muir Trail and Elizabeth Lake Trail.
Tioga Road (State Highway 120) is the primary vehicular route within Tuolumne Meadows, the only

vehicular route to Tuolumne Meadows Campground. The east-west route connects from U.S. Highway 395 at Lee Vining on the east to Big Oak Flat Road (State Highway 120) on the west. Most post-1930s development was intentionally oriented towards Tioga Road, including Tuolumne Meadows Campground, The Store, and (nonextant) Service Station.
Tioga Road is typically closed from October/November until May/June depending on snow pack and removal. The NPS operates the Tuolumne Meadows shuttle along Tioga Road from mid-June through mid-September. The shuttle provides service between Meadows Lodge and Olmsted Point.

The campground entrance provides vehicular access from Tioga Road to the Entrance Kiosk. The Entrance Road is within the floodplain and flooding occurs across the roadway. Large boulders along the road delineate vehicular access and restrict parking.
Internal vehicular circulation includes campground roads and parking spurs. The Entrance Road and Campground Roads A and B are two-way asphalt paved roads. Portions of Campground Road A are within the floodplain of Tuolumne River. Campground Road B is narrow and lacks shoulders at drainage culverts resulting in damage to culverts. Campground Roads C, D, E, F, and G are narrow one-way asphalt paved roads that follow the steeper topography of the campground. Large boulders along segments of Campground Roads A, B, C, D, and E delineate vehicular access and restrict parking. Narrow parking spurs along Campground Roads A, B, C, D, E, F, and G largely lack delineation. This impacts the landscape and contributes to soil compaction. Circulation at Group Camp lacks definition. The vehicular access and parking within Group Camp is an expansive area of compacted gravel where circulation patterns are unclear.
Internal pedestrian circulation includes campground roads, short trails to campground amenities, campsites, and social trails. Campground roads function as shared-use vehicular and pedestrian routes providing pedestrian access from campsites to comfort stations and campfire circles. Social trails connect to Tuolumne River, The Store and Service Station parking, formal trails, comfort stations, campfire circles, and campsites. Social trails throughout the campground impact vegetation, compact soil, contribute to erosion, and create a challenging network of routes to navigate.
Trails include John Muir Trail and Elizabeth Lake Trail. John Muir Trail extends through Tuolumne Meadows Campground and is part of the 211-mile John Muir Trail, which is part of the larger 2,650-mile Pacific Crest National Scenic Trail. Elizabeth Lake Trail begins near Group Camp and continues five miles to a lake at the base of Unicorn Peak.

Analysis of Integrity
Tioga Road, Entrance Road, Campground Roads A, B, C, D, E, F, and G, and two trails—John Muir Trail and Elizabeth Lake Trail—remain from the period of significance. This system of vehicular and pedestrian circulation contributes to the historic character of Tuolumne Meadows Campground.
Tioga Road generally follows a natural east-west corridor through the Sierra Nevada Mountains used by humans for at least 8,00 years.
The present alignment was built between 1932 and 1934 to follow the southern edge of the meadow. The alignment of Tioga Road remains similar to the period of significance with modifications to surfacing, widening of shoulders, and addition of turnouts.
Wosky planned the campground's circulation system to minimize impacts to natural systems by limiting vehicle access to the clearly organized campground roads. These roads were historically fifteen-feet wide and paved with aggregate. Three nine-feet wide unpaved routes provided north-south access to Campground Cluster D, E, F, G. Roads and parking spaces at individual campsites were clearly delineated to reduce soil compaction and impacts to vegetation.
During the period of significance two entrances provided access from Tioga Road into the campground. The original entrance was located east of Unicorn Creek and provided direct access to Campground Road D. The entrance was closed in the 1970s when the NPS started charging fees. The current entrance remains in its historic location.
The alignments of the campground roads remain similar to the period of significance with modifications to surfacing and roadway widths, and the addition of shoulders, swales, and culverts. Campground Roads A and B were modified after the period of significance. Campground Road A originally terminated southeast of Comfort Station 3021. In 1950/1952 the route was modified to form a loop around the west side of Comfort Station 3021. The road was modified to its current configuration sometime after 1978. The segment near Comfort Station 3021 was rerouted to form a loop east of the building and two loops were added near Comfort Station 3022. Campground Road

B originally terminated at the intersection with Campground Road C. Campground Road B was extended in 1961 to Comfort Station 3079 and Group Camp.
Circulation patterns are altered by the introduction of parking spurs and trails after the late 1980s. These included drive spurs and the addition of campsites which eliminated the separation of vehicular parking from the campsite. Present-day drive spurs lack clear delineation, impact forest vegetation, and contribute to soil compaction. Vehicular circulation at Group Camp is not defined. Vehicles drive and park throughout the expansive compacted area.
Pedestrian circulation historically occurred along shared vehicular routes. Two trails provide trail connections beyond the campground—John Muir Trail and Elizabeth Lake Trail. John Muir Trail was completed in 1938 after twenty years of work. The trail includes segments built in 1915 within Yosemite National Park and newly constructed segments within U.S. Forest Service lands. The trail originally paralleled the southern edge of Tioga Road. A trail hub built in 1940, southeast of the Contact Station (CS3005), served as the nexus of the east-west and north-south portions of John Muir Trail. The trail was rerouted south of the campground between 1952 and 1960. The former route along Tioga Road remains visible and is now an informal pedestrian route. Elizabeth Trail was built after 1934. Its alignment north of Campground Road B was slightly modified in 1961 with the addition the original group campsite (present-day Horse Camp).
Internal trails built after the period of significance include several extant trails to Dana Campfire Circle and near Comfort Station 3077. Vestiges of trails from previous modifications include those around the Backpacker Site and within present-day Group Camp. The trails are unmaintained with traces identifiable by topography and vegetation clearings.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Tioga Road	198782	Contributing					No
Entrance Road	198783	Contributing	1170260				No
Campground Road A	198784	Contributing	1170261				No
Campground Road B	198785	Contributing	1170262				No
Campground Road C	198786	Contributing	1170263				No
Campground Road D	198787	Contributing	1170264				No
Campground Road E	198788	Contributing	1170265				No
Campground Road F	198789	Contributing	1170266				No
Campground Road G	198790	Contributing	1170267				No
John Muir Trail	198791	Contributing	055748				No
Trail to Elizabeth Lake	198792	Contributing	1170268				No
Parking spurs Campground Road D	198797	Contributing	1170272				No
Parking Spurs Road E	198829	Contributing	1170273				No
Parking Spurs Road F	198828	Contributing	1170274				No
Parking Spurs Road G	198830	Contributing	1170275				No
Parking spurs Campground Road A - North	198793	Non contributing	1170269				No
Parking spurs Campground Road A - South	198794	Non contributing	1170269				No
Parking spurs Campground Road B	198795	Non contributing	1170270				No
Parking spurs Campground Road C	198796	Non contributing	1170271				No

Landscape Characteristic Graphics:

Tioga Road looking west, circa 1950s and present-day (source: YOSE Archives X_763, Mundus Bishop, 2019).

Campground Road A (Lyell Fork Road), shortly after completion in 1934 and present-day (source: YOSE 1934 Superintendent's Report, Mundus Bishop, 2019).

Entrance Road (source: Mundus Bishop, 2019).

Campground Road B (source: Mundus Bishop, 2019).

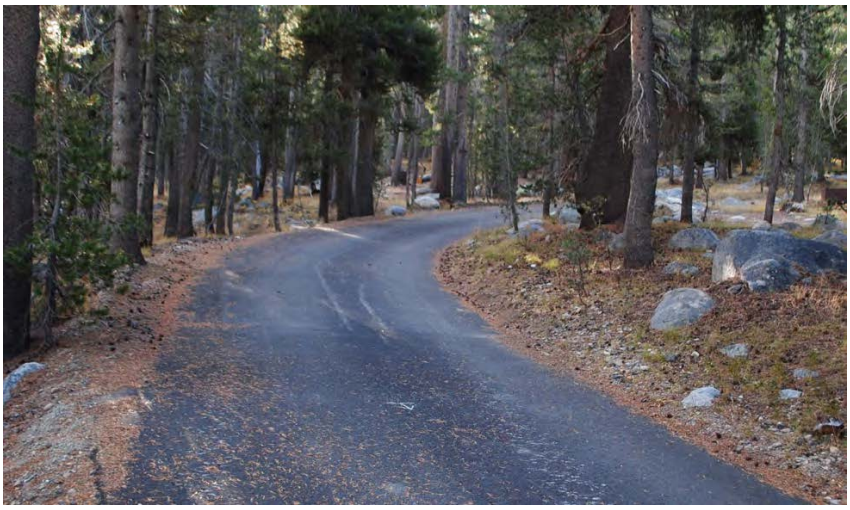
Campground Road C (source: Mundus Bishop, 2019).

Campground Road D, 1934 and present-day (source: YOSE 1932 Superintendent's Report, Mundus Bishop, 2019).

Campground Road E (source: Mundus Bishop, 2019).

Campground Road F (source: Mundus Bishop, 2019).

Campground Road F (source: Mundus Bishop, 2019).



Campground Road G, 1934 and present-day (source: YOSE 1934 Superintendent's Report, Mundus Bishop, 2019).

Group Camp parking (source: Mundus Bishop, 2019).

John Muir Trail (source: Mundus Bishop, 2019).

Elizabeth Lake Trail (source: Mundus Bishop, 2019).

Landscape Characteristic: Buildings and Structures

Introduction
Buildings and structures in the Tuolumne Campground include the campground's first comfort station designed by the NPS in 1931. The campground includes five NPS designed and Civilian Conservation Corps (CCC) built buildings—three comfort stations completed in 1934, the Contact Station finished in 1936, the 1940 store—and one structure, Conness Campfire Circle completed in 1934. Four Mission 66 designed and built structures were added during this 1950s initiative—three comfort stations and Dana Campfire Circle. Structures added after 1961 include the Entrance Kiosk, Laundry, Restroom and Tent Cabins.

NPS/CCC
The campground structures are important to the function and aesthetics of the campground. Buildings and structures designed and built by the NPS (1920s to early 1930s) and during the NPS/CCC and Mission 66 initiatives (between 1931 and 1961) are contributing features to the campground. They generally share a simple design of which some incorporate rustic design elements. All draw material inspiration from the campground's setting, rustic character, and surrounding materials.
The 1930s buildings and structures are designed in the park rustic style but differ in materials dependent on date of design and construction. The 1931 comfort station (CS3024) is the only completely wood building. It is an exterior wood frame building with horizontal wood siding and a steeply pitched roof with wood shingles. The 1934 comfort stations (CS3021, CS3022, CS3023) are of the same design as the comfort stations built at Hetch Hetchy the same year. Built by the CCC, these buildings are characterized by exterior walls primarily clad with stone with small areas of exterior timber framing and wood siding. The roofs are steeply pitched clipped gable with wood shingles.
The 1936 Contact Station (CS3005) is characterized by large stone exterior end walls and center walls of wood frame infill. The roof has a gentle pitch and wood shingles. An open porch extends the full width of the building and is supported by stone end walls. The Store and non-extant Service Station are the last known buildings built during the CCC period.

Mission 66
Buildings and structures completed in the Mission 66 initiative include Dana Campfire Circle built in 1957, and four comfort stations built in 1961. The comfort stations have very low slope roofs with a chevron shape. Exterior walls are CMU, built using a size of block that is more horizontal than the standard CMU block.

Character Defining Features
Comfort Station (CS3024) - 1931 NPS
- Massing
  - 12:12 roof pitch
  - Rectangular form
  - Doors to men's and women's on opposite sides and chase door in the center
- Exterior
  - Exterior wood framing
  - Painted wood board siding (interior to structure)
  - Exposed rafter tails
  - Wood shingle roofing
  - Hopper windows with tinted, textured glazing
  - Vertical wood plank door
- Interior
  - Beadboard ceiling and wall finish
  - Beadboard toilet partitions with single panel wood doors
  - Concrete flooring – scored in area outside stalls

Comfort Stations (CS3021, CS3022, CS3023) - 1934 NPS / CCC
- Massing
  - 12:12 roof pitch
  - Clipped gable or "jerkinhead" roof
  - Rectangular plan
  - Wider at base and with "seating" ledges where stone steps in
  - Doors to men's and women's on opposite sides
- Exterior
  - Large, random rubble stone walls
  - Wood frame walls with heavy timber elements
  - Wood shingle roofing
  - Native materials & natural colors – key to rustic architecture design
  - Wood frame hopper windows with tinted, textured glazing
- Interior
  - Concrete flooring
  - Beadboard ceiling and wall finish
  - Beadboard partitions with wood panel doors

Comfort Stations (CS3076, CS3077, CS3078, CS3079) - 1961 Mission 66
- Massing
  - Deep roof eaves
  - Rectangular plan
  - Doors to men's and women's on opposite sides and service sink and chase doors in the center
- Exterior
  - Painted CMU
  - Fixed and hopper windows set under eave
  - Chevron roof form
- Interior
  - Exposed ceiling structure with beadboard finish
  - Painted CMU block, concrete and plywood wall structure/finish
  - Concrete flooring

Comfort Station (CS3024) (contributing)
Built in 1931 to serve the original campground cluster (D, E, F, and G), this comfort station is the only wood building of this style in the campground. The design is the typical NPS rustic style comfort station design from 1931, modified to address Tuolumne Meadows Campground's high altitude.
The building is a wood, exterior framed building with a rectangular 13'-0" x 26'-0" floor plan and gable roof. Men's and women's spaces are located on opposite sides of the building, accessed by doors on each gable end, and separated by an unfinished plumbing chase. Roofing is wood shingle. Exterior walls are shiplap wood boards oriented horizontally and installed interior to the exposed wood structure. All are painted. A board-form concrete foundation is visible below the framing and is unpainted. Windows are single pane, six lite, inward opening hoppers with textured amber tinted glass and exterior screens. Exterior doors are vertical wood boards with metal strap hinges.
Interior finishes are original with painted beadboard paneling on the ceiling and walls and a painted concrete wall base. Flooring is concrete with a smooth finish within the stalls and scored in a 12" x 12" pattern outside of the stalls. Original wood partitions are intact with floor mounted steel post supports and beadboard panels within the wood partition framing. Partitions have original 2'-0" x 4'-0" single panel wood framed doors. One door has been replaced with a flush wood panel. Overall the 1931 Comfort Station is in good condition with specific finishes in fair condition and needing repair.
The setting of Comfort Station (CS3024) is degraded due to soil compaction and erosion due to multiple social routes, campsites set immediately adjacent to the comfort station and lack of clear delineation for parking.
Comfort Station (CS3024) is a contributing feature. It was built during the period of significance and the building retains its original configuration and materials. The building retains integrity of location, setting, design, materials, workmanship and feeling.

Comfort Stations (CS3021, CS3022, CS3023) (contributing)
Three comfort stations were built in 1934 to serve the expanded campground. All were designed in the park rustic style and are identical to one another.
The buildings are rectangular in plan, measuring 17'-4" x 30'-4," and have wood shingled, clipped gable roofs. Men's and women's spaces are on opposite ends of each building, separated on the interior by an unfinished chase. Exterior walls are wood framed with a large rubble stone veneer with wide mortar joints. On the façade, stone extends to the window sills and up to the roof eave at building corners and steps out toward the base of the building with a horizontal ledge wrapping the building at each transition. Remaining portions of the façade have exposed framing and shiplap planking, all painted. Windows are inward opening, nine lite metal hoppers with textured, amber tinted glass. Exterior doors are constructed of vertical boards with metal strap hinges.
Only Comfort Station (CS3022) retains the building's original interior finishes —painted beadboard ceiling and wall finish with a painted concrete base that sits proud of the beadboard. Flooring is painted concrete. Original wood frame partitions have floor mounted steel post supports and beadboard panels within the wood framing. Original partition doors are 2'-0" x 4'-0" single panel wood stile and rail. The chase between the two sides is accessed from a door in the men's comfort station. Door style at this entry varies among buildings and is either a four horizontal panel or four vertical panel wood door, both of which appear to be historic.
Interior finishes in Comfort Station (CS3021) and Comfort Station (CS3023) have been modified with the beadboard wall finish intact behind newer finishes. A fiberglass reinforced plastic wainscot has been installed over the beadboard and ceramic tiles have been installed over and on top of the concrete base.
Flooring is ceramic mosaic tile in three sizes in a random pattern.
The settings of each comfort station are degraded with soil compaction and erosion due to multiple social routes, campsites set adjacent to the comfort station and lack of clear delineation for parking.
All three buildings are generally in good condition, though there are some elements and finishes in need of repair. The 1934 CCC comfort stations are contributing features as they were built during the period of significance and remain as they were on the exterior. All retain integrity of location, setting, design, and materials.
Comfort Stations 3021 and 3023 do not retain integrity of material on the interior. All three buildings are listed in the National Register of Historic Places.

Contact Station (CS3005) (contributing)
Contact Station (CS3005) was designed by the NPS in the park rustic style with large stone walls at the rear elevation and gable ends with wood siding infill.
The building is rectangular in plan and measures approximately 18'-0" x 31'-0." A wood shingled gable roof is gently sloped. An open porch with stone paving extends the full width of the front elevation. The roof extends over the porch and is supported by two wood posts in the center and stone end walls. The west third of this porch was enclosed with painted plywood at an unknown date.
The interior includes staff offices, and a public lobby and information desk. A non-original wood counter is in place. A window on the front side of the building has an original counter on the exterior side at window sill level. A stone fireplace is at the west end of the building with the chimney integrated into the exterior wall.
The building is set back from Tioga Road in its original location and oriented towards the road and separated by a drive and landscape median as it was historically.
Contact Station (CS3005) was built during the period of significance and is a contributing feature.
The exterior configuration is intact with the slight modification by the addition on the porch which was done in a sensitive manner.
Contact Station (CS3005) retains integrity of location, setting, design, and exterior materials.

Service Station (non-extant)
Service Station is non-extant but it was documented on a plat dated 1940, located just east of the Tuolumne Meadows Store. The building was wood framed with shingle siding and a continuous ribbon of tall windows on all sides. Early photographs show the roof over the store portion of the building to be gently sloped with wood shingles. The roof extending out over the pumps was a much lower slope. Later photographs show that by 1954 the roof was replaced with a hipped roof with standing seam metal roofing. The date of this roofing change is unknown.

The Store (1940) (contributing)
The Store is a wood framed structure with a gable roof form and an open porch along the length of the north elevation. At the time of the Fall 2019 site visit, the building was closed for the winter with the roofing removed, so the rafters were exposed. The exterior wall finish is plywood installed on the exterior side of the stud framing.
An addition built at an unknown date is on the west end of the building. It is similar to the original construction in technique and building form but the plywood is installed on the interior side of the framing. Plywood on the addition does not extend up the walls as high as it does on the original building nor does it extend up the gable end. All exposed plywood and framing elements are painted, though the paint is wearing off.
Photographs from 1954 show the exterior walls were painted plywood that extended up the gable end walls. Roofing appears to be a fabric stretched over the rafters in a similar style to platform tent structures. At the time of the site visit, the roofing fabric had been removed for winterization and plywood was installed on the exterior side of the window and door openings so these elements were not observed.
The Store remains in what is likely the original location. The building has been modified by the addition to the west and the removal of the east gable end. The Store was designed in a more temporary style than other 1930s / 1940s buildings within Tuolumne Meadows Campground. It was built during the period of significance and is a contributing feature.

Comfort Stations (CS3076, CS3077, CS3078, CS3079) (contributing)
Tuolumne Meadows Campground includes four comfort stations designed and built during the NPS' Mission 66 initiative in 1961. All reflect the modern aesthetic and principles of Mission 66. The extant structures retain the original finishes with partitions modified in select buildings.
Each comfort station is rectangular in plan, measuring 24'-0" x 16'-0". All have flat chevron roofs with deep overhangs at the eaves. Painted wood structural beams extend to roof edges and the tongue and groove sheathing above them is also painted. Roofing is gravel ballast over an underlayment with a metal drip edge. Painted exterior walls are a concrete base below concrete block that extends up to the window sills. A band of ribbon windows runs under the roof joists and consists of a mix of fixed sash and inward opening hoppers with screens on the exterior side. Windows have textured glass and wood frames and sills. Doors are original painted hollow metal in

hollow metal frames.
On the interior, ceiling finish is comprised of exposed structural beams and tongue and groove roof sheathing, all painted. Walls are concrete block up to the window sill level, above which finishes are painted wood. Floors have an epoxy finish that wraps up the wall to form the wall base. Partitions have been replaced in some comfort stations to accommodate modified fixture layouts.
In general, the Mission 66 comfort stations are in good condition with select elements requiring repairs. However, at the northeast corner of CS3077, the roof eave has collapsed due to failure of the structural beam.
Three comfort stations are set away from campground roads within forested settings. CS3077 and CS3079 include paved concrete sidewalks between parking and the restrooms. CS3079 is set on an asphalt parking area with head-in parking and was originally built for the Group Camp.
The settings of each comfort station are degraded with soil compaction and erosion due to multiple social routes, campsites set adjacent to the comfort station, and lack of clear delineation for parking.

All four Mission 66 comfort stations are contributing as they were built within the period of significance and remain intact. Each retains integrity of location, setting, design, and materials. In buildings where new partitions have been installed (CS3021, CS3023, CS3024), the interior does not retain integrity of materials.

Conness Campfire Circle (non-contributing)
Conness Campfire Circle was built by the CCC between 1931 and 1935 within Campground Cluster C. The semi-circular campfire circle was built as a sloping amphitheater with large timber benches constructed from CCC-felled trees.
The originally felled trees appear to have been wholly replaced. The original sloping topography and well-defined rows of seating has been modified, although the fire ring remains at the center of the campfire circle.
The structure retains integrity in location and feeling but has lost integrity in materials, craftsmanship, and design. The setting/site of Conness Campfire Circle contributes to the campground but the structure is non-contributing.
Conness Campfire Circle was built during the period of significance, but has been extensively modified since the 1990s.

Dana Campfire Circle (non-contributing)
Dana Campfire Circle was built in 1957 as part of the Mission 66 program on the hillside above Campground Road B. The campfire circle is a semi-circular sloping amphitheater surrounding a central fire pit.
The original Port Orford cedar benches were replaced in the 1990s with recycled lumber benches. At the time the original galvanized iron frames were noted to have remained. These appear to have been removed and new features added including a low stone wall and painted steel railing on one side of the amphitheater. The number of rows of benches has increased from the original campfire circle. Much of the site is now asphalt paved and the slope of the amphitheater appears flatter than it was historically.
Dana Campfire Circle was built during the period of significance, but has been extensively modified since the 1990s. The structure retains integrity in location and feeling but has lost integrity in materials, craftsmanship, and design. The setting/site of Dana Campfire Circle contributes to the campground but the structure is non-contributing.

Informal Campfire Ring (non-contributing)
An informal campfire ring is located north of Comfort Station (CS3023) in Campground Cluster C. The campfire ring is accessed by several informal social trails from adjacent campsites and Comfort Station (CS3023). The campfire ring includes a one-foot wide concrete band flush with grade. The original date of construction is unknown.
This structure was built after the period of significance and is a non-contributing feature.

Tuolumne River Bridge (contirbuting)
Tuolumne River Bridge was built as an integral component of the construction of Tioga Road (1931 to 1934). The bridge spans the confluence of Lyell and Dana Forks and is east of the campground. It is characterized by large granite rubble blocks for piers and abutments and a concrete deck.

Aggregate, measuring 35,000 cubic yards, was excavated from a borrow pit within the adjacent Tuolumne River to provide material to build the bridge.
This structure was built during the period of significance and is a contributing structure.

Entrance Kiosk (3026) (non-contributing)
Entrance Kiosk is a more recent addition to the campground. It is set in the center of the Entrance Road within a small gravel island. The structure has painted wood siding and a gable roof with asphalt shingles. Large operable windows are on both sides of the structure facing the road for transactions with visitors entering and exiting the campground.
This structure was built after the period of significance and is a non-contributing structure. It's simple design and small scale are compatible with the historic buildings and cultural landscape.

Comfort Station (CS3051) (non-contributing)
Comfort Station (CS3051) was built circa 1982 and is located west of Tuolumne Meadows Store along Tioga Road. The building is a thirty-five by eleven-foot wood frame structure with a metal roof. Two public restrooms are on the north side of the building. A loading area is on the building's south side. The restroom entrances are on the north, and each include a six-foot height wood privacy fence.
This structure was built after the period of significance and is a non-contributing feature.

Laundry (non-contributing)
Laundry was remodeled in 1991 to house laundry services for employees. It includes three dryers, three washers, and a refrigerator.
The building is a nine-foot by twelve-foot structure with plywood exterior and metal gable roof. The structure was originally used to store the back-up generator for Tuolumne Meadows Store.
This structure was built after the period of significance and is a non-contributing feature.

Shower House and Restroom (non-contributing)
Shower House and Restroom was built in 1983 to accommodate NPS employees. The building is a twenty-five by ten-foot CMU block structure with a wood shingle gable roof. Shower House and Restroom is located directly south of Tuolumne Meadows Store and used by NPS employees only.
This structure was built after the period of significance and is a non-contributing feature.

Tent Cabins (non-contributing)
Several simple platform tent cabins with seasonal canvas roofs are within the Tioga Road Cluster. The tent cabins are set within the forest and are south of The Store.
These structures were built after the period of significance and are non-contributing features.

Gas Station Utility Shed (non-contributing)
This structure is eleven-foot by fifteen-foot. It has a gable metal roofing and board and batten wood siding painted Wosky Brown. The structure houses telephone and utility equipment.
This structures was built after the period of significance and is a non-contributing feature.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Comfort Station (CS3021)	198798	Contributing	005791				No
Comfort Station (CS3022)	198799	Contributing	005792				No
Comfort Station (CS3023)	198800	Contributing	005793				No
Comfort Station (CS3024)	198801	Contributing	587489				No
Comfort Station (CS3076)	198802	Contributing	587519				No
Comfort Station (CS3077)	198803	Contributing	587580				No
Comfort Station (CS3078)	198804	Contributing	587594				No
Comfort Station (CS3079)	198805	Contributing	587608				No
Contact Station (CS3005)	198806	Contributing	005789				No
Dana Campfire Circle	198807	Contributing	587571				No
Tuolumne River Bridge	198808	Contributing	1170276				No
The Store	198809	Contributing	587620				No
Comfort Station (CS3051)	198810	Non contributing	1170277				No
Conness Campfire Circle	198811	Non contributing	1170278				No
Informal Campfire Ring	198812	Non contributing					No
Entrance Kiosk (3026)	198813	Non contributing	1170279				No
Laundry	198814	Non contributing	1170280				No
Shower House and Restroom	198815	Non contributing	1170281				No
Tent Cabins (15)	198816	Non contributing	1170282				No
Gas Station Utility Shed	198817	Non contributing	1170283				No

Landscape Characteristic Graphics:

Exterior frame and wood siding on Comfort Station (CS3024) (source: Anderson Hallas Architects, 2019).

Large stone walls on the side and rear façade of Comfort Station (CS3021) (source: Anderson Hallas Architects, 2019).

Comfort Station (CS3022) (source: Anderson Hallas Architects, 2019).

Comfort Station (CS3023) includes ABAAS routes from adjacent parking (source: Anderson Hallas Architects, 2019).

Contact Station (CS3005) (source: Anderson Hallas Architects, 2019).

Porch extending the full width of the front elevation (source: Mundus Bishop, 2019).

Large stone walls on the side and rear façade of the Contact Station (source: Mundus Bishop, 2019).

The Store in 2019 (source: Mundus Bishop, 2019).

Comfort Station (CS3076) (source: Anderson Hallas Architects, 2019).

Comfort Station (CS3077) (source: Anderson Hallas Architects, 2019).

Comfort Station (CS3078) (source: Anderson Hallas Architects, 2019).

Comfort Station (CS3079) (source: Anderson Hallas Architects, 2019).

Conness Campfire Circle, present-day (source: YOSE Archives X_647, Mundus Bishop, 2019).

Dana Campfire Circle, present-day (source: YOSE Archives X_649, Mundus Bishop, 2019).

Tuolumne River Bridge (source: Mundus Bishop, 2019).

Entrance Kiosk (source: Mundus Bishop, 2019).

Comfort Station (CS3051) (source: Mundus Bishop, 2019).

Laundry (source: Mundus Bishop, 2019)

Shower House and Restroom (source: Mundus Bishop, 2019).

Tent Cabins (source: Mundus Bishop, 2019).

Gas Station Utility Shed (source: Mundus Bishop, 2019).

Landscape Characteristic: **Small Scale Features**

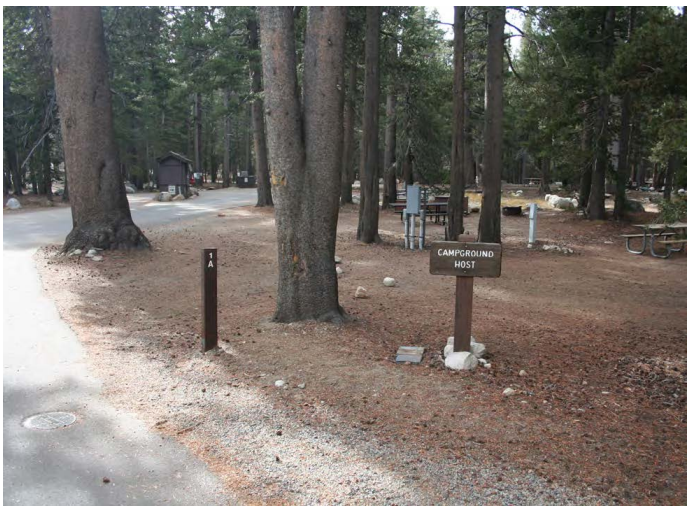
Existing Condition
Small scale features within the campground primarily serve visitor and operational functions.
The campground entrance includes a gate, entrance sign, two pay phones, utility boxes, regulatory signage, and wayfinding signage. Campground roads and trails include regulatory signage and wayfinding signage. Boulders are placed along the edges of the campground entrance, roads, and trails to delineate vehicular circulation routes.
Comfort stations include large trash and recycling receptacles, interpretive panels, regulatory signage, and potable water hydrants. Boulders are placed to delineate vehicular and pedestrian routes. Several comfort stations (CS3076, CS3077, CS3078, and CS3029) include wooden privacy fencing at entrances.
Each campsite includes a bear boxes, picnic table, fire pit/cooking grill, and campsite marker. Group Camp, Backpacker Site, and Horse Camp include these amenities along with bulletin boards. Many campsites also include boulders and potable water hydrants.
SAR campsites include bear boxes, picnic tables, fire pit/cooking grill, and campsite marker. The campsite also include wooden palettes defining storage/gathering space.

Analysis of Integrity
Small scale features are non-contributing contemporary additions serving operational and visitor use. Historic photographs and superintendent reports indicate small scale features during the period of significance included campground entrance signs, picnic tables (wood tables were added during CCC improvements, metal and wood tables were added during Mission 66 improvements), wood garbage stands, fire pits/cooking grills, and campsite markers. Potable water hydrants were sited so that campers would not need to travel more than three hundred feet to a water source.3.34 These features are non-extant.
Current small scale features such as trash and recycling receptacles are sized for peak campground use and set in locations where they are convenient to for visitors to find and for operations to access. Small scale features facilitate contemporary use but detract from the setting of the campground.
Campground Cluster A, B, C, D, E, F, and G, Group Camp, and Backpacker Site are modified by modern small scale features. The NPS installed bear boxes at each campsite in 1984. Bear boxes are highly visible throughout the campground, particularly where campsites are densely sited, and alter the setting and views of the campground. Metal and wood tables remain at sites throughout the year. Snow loads distort picnic tables and most are in poor to fair condition.
Wood privacy fencing at comfort stations (CS3076, CS3077, CS3078, and CS3029) were added after the period of significance.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Regulatory Signage	198818	Non contributing					No
Wayfinding Signage	198819	Non contributing					No
Campground Cluster A, B, C, D, E, F, G Campsite Amenities	198820	Non contributing					No
Group Camp Amenities	198821	Non contributing					No
Backpacker Site Amenities	198822	Non contributing					No
Comfort Station Amenities	198823	Non contributing					No

Landscape Characteristic Graphics:



Small scale features include signage and campsite amenities (source: Mundus Bishop, 2019).

Landscape Characteristic: **Vegetation**

Existing Condition

Vegetation within Tuolumne Meadows Campground includes native forest and meadow consisting of riparian woodland and sub-alpine grassland. Riparian woodland extends from the alluvial plain of Tuolumne River and transitions to sub-alpine grassland and forest. Forest extends outward from the meadow until it reaches its ecological limit at an elevation of approximately 10,000 feet. Campground development is set within the forest. This minimizes the impact of development on the landscape and capitalizes on views to and across the open meadow.

The campground is primarily Sierra lodgepole pine (Pinus contorta var. murrayana) forest. The sub-alpine forest is comprised of moderately dense stands of lodgepole pine with an open understory. The shrub layer is sparse. Ribes montigenum occurs in scattered locations indicating moist conditions. The forest typically occurs on lower portions of slopes or on benches where soils have sandy loam or gravelly loam textures. Campsite are set within forested clearings with sparse understory vegetation and native groundcover.

Riparian woodland parallels Tuolumne River and Lyell Fork. Their confluence is marked by shrubland with stands of willow (Salix sp.). Riparian woodland vegetation is removed from the western bank of Lyell Fork. Riprap is placed along the segment to protect campsites from floods. Invasive plant species include common dandelion (Taraxacum officinale) throughout campsites and along Tuolumne River and Lyell Fork and lower priority and early detection invasive species at the Horse Camp.

Analysis of Integrity

The patterns and massing of vegetation and associated spatial relationship with buildings, structures, circulation routes, and natural features remain similar to the period of significance. Visitor use, flood control measures, and placement of infrastructure impacted native forest and meadow vegetation.

Native vegetation patterns informed the original development of Tuolumne Meadows. Development was clustered within forested areas at the edge of the meadow. The natural boundary between meadow and forest allowed campground development to occur within the more ecologically resilient forest while remaining close enough to the meadow to feel near it. The forest concealed development and framed views to and across Tuolumne Meadow. This relationship remains but is impacted by larger shifts in vegetation communities.

Recent studies suggested Tuolumne Meadows is undergoing a shift in vegetation from sub-alpine meadow to lodgepole pine forest. This shift would alter historic vegetation patterns. The change may be contributed to historic activities (i.e., draining ponds, building roads across meadows, and extensive sheep grazing), recent activities (i.e., heavy foot traffic and siting of facilities in sensitive areas), and global climate change. Historic features (i.e., roadbeds and drainage remnants) and contemporary features (i.e., inadequate culverts along Tioga Road) intercept and channelize surface flows critical to the supply of water and nutrients to meadows.3.40 This impacted the ecological function of meadows. The park has actively managed forest encroachment since the early 1930s. This practice continues and is intended to conserve views and vistas and preserve the meadow ecology in its current state.

Campsites were historically designed based on an understanding that soil compaction caused ecosystem destruction. The campground was designed to minimize human impact by restricting camping to designated campsites and establishing limited and organized vehicular access. Campground development after the period of significance contributed to soil compaction and degradation of surrounding vegetation. Today campsites, roadways, parking areas, and trails lack clear definition, portions of the campground are denser, and footprints of individual campsites have expanded to accommodate increased campers at each site. This contributes to soil compaction throughout the campground and impacts the overall appearance and health of the forest.

Efforts to protect campsites interfered with the free flow of the river and altered historic vegetative patterns. Native riparian vegetation was altered by the placement of riprap along Lyell Fork in 1997 to protect campsites from flooding.

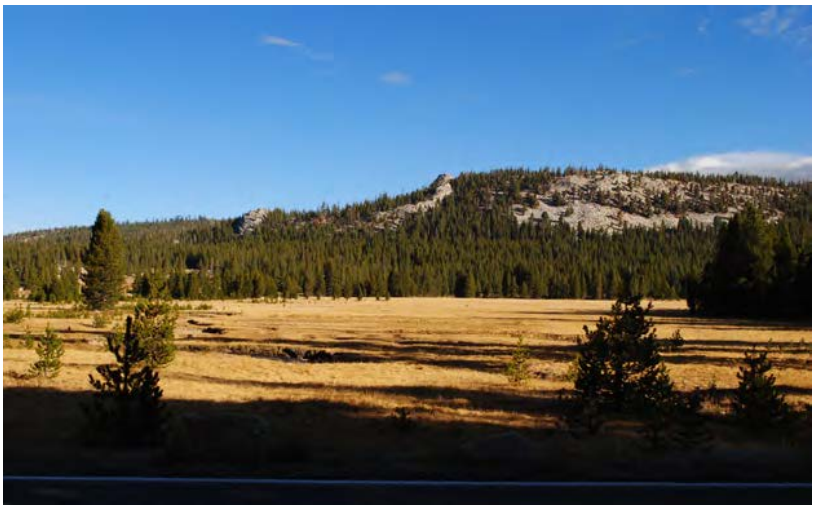
Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Riparian Woodland	198824	Contributing					No
Sub-alpine Grassland	198825	Contributing					No
Sierra Lodgepole Pine Forest	198826	Contributing					No

Landscape Characteristic Graphics:

Lodgepole Forest at Tuolumne Meadows Campground (source: Mundus Bishop, 2019).

Riparian woodland along the alluvial plain of Tuolumne River (source: Mundus Bishop, 2019).



Tuolumne Meadow (source: Mundus Bishop, 2019).

Condition

Assessment Interval (Years): 7

Next Assessment Due Date: 10/01/2026

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 10/01/2019

Condition Assessment Explanatory Narrative:

The cultural landscape was in fair condition at the time the CLR was prepared. There is an ongoing rehabilitation project to improve the condition of the campground.

Treatment

Stabilization Measures

Approved Treatment

Treatment Type:	Rehabilitation
Completed:	No
Approved Treatment Document:	Cultural Landscape Report Parts 1 and 2
Document Date:	2021-01-31
Narrative:	

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
	Tuolumne Meadows Campground, Yosemite National Park, Cultural Landscape Report	2021				