United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Craters of the Moon National Monument Mission 66 Historic District
Other names/site number:

Name of related multiple property listing**:**
National Park Service Mission 66 Era Resources

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 18 miles west of Arco on Highway 20/26/93
Craters of the Moon National Monument
City or town: Arco State: ID County: Butte Zip: 83213
Not For Publication: [ ] Vicinity: [X]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __X__ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property__X__ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national __X_statewide ___local

Applicable National Register Criteria:

_X_A ___B _X_C ___D

Stephanie Stephens 1/18/2022

Signature of certifying official/Title: **Date**

Feberal Preservation Officer, National Park Service

State or Federal agency/bureau or Tribal Government

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

In my opinion, the property X meets ___ does not meet the National Register criteria.

[signature] - DSHPO 12-10-20

Signature of commenting official/ Title: Date

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	☐
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	☐
District	X
Site	☐

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

Structure ☐

Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
10	1	buildings
1	0	sites
2	8	structures
0	0	objects
13	9	Total

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Domestic
Government
Recreation and Culture
Landscape
Transportation

Current Functions

(Enter categories from instructions.)

Domestic: single dwelling, multiple dwelling, institutional housing
Government: government office and storage
Recreation and Culture: outdoor recreation
Landscape: park, parking area
Transportation: road-related

7. Description

Architectural Classification
(Enter categories from instructions.)
Modern Movement
Other: National Park Service Mission 66

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _____
- Foundation: Concrete slab
- Walls: Brick masonry
- Roof: Galvanized steel, asphalt shingle with gravel
- Roadway: Asphalt concrete
- Campground: Asphalt concrete roadways and native material (volcanic rock and cinders)

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary
Craters of the Moon National Monument Mission 66 Historic District is located in Craters of the Moon National Monument, 18 miles west of the small town (pop. 910 in 2013) of Arco, Idaho on U.S. Highway 20/26/93 and 24 miles east of the even smaller town (pop. 600 in 2013) of Carey, Idaho on U.S. Highway 20/26/93. The district encompasses the original monument headquarters, campground, and a 7-mile scenic loop road circulation system. It is situated in a volcanic landscape, characterized by black lava and cinder cones in a setting of mature sagebrush steppe with occasional limber pines. The historic district is a fully implemented plan consistent with the original Mission 66 design for Craters of the Moon National Monument. The headquarters area contains eleven buildings: a visitor center, utility building, employee apartment building, duplex, and three single-family employee residences (4 non-contributing storage sheds behind houses). Also, the campground contains a 2008 vault toilet (non-contributing) Mission 66 comfort station,1934 log comfort station, adjacent 1958 entrance station kiosk(non-contributing), and nearby the 1932 log equipment shed. The 7-mile Loop Road contains nine turnouts/ viewpoints, seven trailhead parking areas, and four spur roads. The setting of the headquarters complex with its residential area, campground, and circulation system has changed very little since it was constructed. There have been no buildings added since that time and none have been removed, although two of the buildings have received compatible additions. The buildings are largely in their original condition and reflect a high level of integrity, in terms of design, materials, workmanship, feeling and association. All, but one, are still used for their original purposes.

Although the monument has been enlarged since its establishment and is now a 464,303 acre national monument and preserve, the experience for visitors entering this main developed area remains virtually the same as it was when the area was designed during Mission 66. The buildings and circulation system

are nearly indistinguishable from when they were first designed and constructed. The district is also the only representation of the NPS Mission 66 period in Idaho.

Since its construction, minor changes to the historic district have occurred, such as removal of the original grass lawn areas and the planting of native shrubs and trees in its stead; constructing compatible additions to the visitor center and utility building; - widening some parts of the roadway and parking areas to accommodate larger vehicles; and adding accessible parking spaces and campsites. In addition, the Mission 66 entrance station was moved approximately 800 feet east from original location that was in the campground (CRMO GMP, 1992).

Map #	Property Name	Contributing Non-contributing	Date
Buildings			
1	Visitor Center	Contributing	1958
2	Utility Building #24	Contributing	1957
3	Employee Apartment Building #23 A/B/C/D	Contributing	1958
4	Employee Duplex #22 A/B	Contributing	1958
5	Employee Residence #21	Contributing	1958
6	Employee Residence #20	Contributing	1958
7	Employee Residence #19	Contributing	1958
8	Entrance Station	Non-contributing	1958, 1984
9	Mission 66 Comfort Station	Contributing	1959
10	Log Comfort Station	Contributing	1934
11	Log Equipment Shed	Contributing	1932
Structures			
12	Headquarters Area Roads and Parking	Contributing	1957
13	7-Mile Loop Rd, Parking, Turnouts, Spur Rds	Contributing	1958, 1968
14	Lava Flow Campground Vault Toilet	Non-contributing	2008
15	Devil's Orchard Vault Toilet	Non-contributing	late 1970s
16	Tree Molds Vault Toilet	Non-contributing	late 1970s
17	Caves Area Vault Toilet	Non-contributing	late 1970s
Sites			
18	Lava Flow Campground	Contributing	1934, 1958
Other -	Modern Storage Sheds Behind Buildings (4) #19, #20, #21, and #22. See photos #58-#61	Non-contributing (4)	Unknown

Narrative Description

The Mission 66 Historic District lies within Craters of the Moon National Monument. The adjacent and surrounding area is also managed by the NPS as Craters of the Moon National Preserve. Together the two units lie in Blaine, Butte, Lincoln, Minidoka and Power Counties. A portion of the monument (43,243 acres) was designated as one of the first wilderness areas in the National Park System in 1970 (P.L. 91-504). Thirteen miles of the monument were included in the Great Rift National Natural Landmark designation in 1971. Although the monument was enlarged (in 2000) since it was established, the experience of most national park visitors entering this area remains virtually the same as it was when the area was designed during Mission 66. The buildings, campground and circulation system retain integrity to the historic period.

The Craters of the Moon lava field is the largest post-ice age "young" (2,000 years) basaltic lava field in the continental U.S. The Great Rift is the deepest known land-based open volcanic rift in the world and is almost fully contained within the boundary of the monument and preserve.[1] The Great Rift extends for more than 50 miles and is the source of the more than 60 lava flows and 25 cones within the monument. An impressive array of basaltic lava features are represented, including eruptive and non-eruptive fissures, cinder cones and flats, spatter cones, lava tubes and caves, and other lava flows. The park also has more than 500 kipukas, which are largely undisturbed isolated vegetation communities surrounded by lava flows. Goodale's Cutoff, an alternate Oregon Trail route, traverses the northern portion of the monument and was listed on the National Register in 1974.

The Mission 66 Historic District is a compact array of buildings, structures and roadways that enables visitors to quickly experience this unique volcanic monument as they travel the adjacent highway, often en route to Yellowstone National Park. The district contains a headquarters complex, including a visitor center, utility building, employee housing area (with an employee apartment building, duplex, and three single-family residences), administrative road, and public campground (including comfort station). A 7-mile Loop Road, with four spurs and nine parking areas, leads south from the headquarters complex and enables visitors to explore the monument's nearby attractions. With few modifications, this design has remained intact since constructed.

The existing configuration of buildings (the headquarters, housing complex, and equipment shed), structures (the roadways and parking areas), and site (the campground) retain integrity to the historic period, as do the interiors of many of the residences, which have generally only received cyclic maintenance upgrades (such as painting, roofing, flooring, restroom fixtures, and cabinetry) since their construction. No buildings have been added to the headquarters area complex, and none have been removed. The original entrance station has been moved and thus does not contribute to the district, though it remains on the road near the campground.

Compatible modifications have been made over the six decades since the area was designed and built. These include increasing weather-proofing, patio paving/pavers, metal roofing and fall protection, removing noncompatible lawns and restoring landscape with natural vegetation, in 1980 expanding the utility building to the west by approximately 47.3 feet, in 2005 adding a curatorial storage area and additional office space to the visitor center[2]; adding a vault toilet to the campground for use during the shoulder seasons; adding photovoltaic panels behind the housing area in 2014; and in 2016 improving the campground to increase accessibility and to accommodate recreational vehicles.

Other small-scale features, such as a walkway between the campground and the visitor center and native plant landscaping, have also been added. Some small-scale features, such as planters embedded in concrete in front of the visitor center and outdoor drinking fountains, have been removed. Exterior fences were replaced with walls in 1990 and the lower parking area (below the visitor center) was reconfigured to remove part of a planting bed to allow easier use by buses and recreational vehicles in 1984. The

[1] National Park Service (NPS), Foundation Document, Craters of the Moon National Monument and Preserve (Seattle: National Park Service, 2014), 5.
[2] Idaho State Historic Preservation Office (ISHPO), Memos to superintendents, Craters of the Moon: no adverse effect for the visitor center, 106-CRMO-2003-09 (approved 2004); vault toilet, 106-CRMO-2003-08 (approved 2003); photovoltaic panels (approved 2009); and campground, 002-CRMO-2012 (approved 2012).

roadways have also been rehabilitated several times since constructed, including once during the historic period. Nonetheless, the headquarters area, campground and loop road have retained their original configuration, and to a large degree, even the shape and configuration of the parking areas. Vault toilets have also been added to four of the parking areas along the 7-Mile Loop Road. These modifications have been minor and do not affect the overall integrity of the complex.

CONTRIBUTING RESOURCES

Visitor Center

Map Identifier: #1; UTM: 12T 292758.93 m E 4815313.98 m N

The visitor center was designed by NPS architect Cecil Doty of the National Park Service Western Office of Design and Construction (WODC). The visitor center is an essential piece of a much larger planned and fully implemented Mission 66 design for one of the lesser known areas in the National Park System. Constructed in 1957-1958 in the Park Service Modern style early in the Mission 66 era, the visitor center (which is also an administration building) at Craters of the Moon was No. 35 of 111 built systemwide.[3]

Exterior

The visitor center contains 7,930 square feet. The middle section of the visitor center contains three central rectangles (comprising 4,200 square feet) and has wings on each side (east and west). The building rests on native cinder fill, concrete footings 3-feet deep and a 4-inch slab foundation. The single-story building exterior contains exposed split-faced integrally colored, pumice masonry block, measuring 4" x 16" each. As a simple, three-part rectangular structure with a flat roof, it was designed as part of a larger compound that included utility and housing buildings.

The front of the building is introduced from the parking lot by a concrete paved terrace, divided into 10-foot squares and brushed to a rough finish. The west end of the terrace is rimmed by low seating. Nine columns skirt the west façade that holds the main entrance and the south façade that has restroom doors. These 8-foot columns support a covered porch 10-feet in depth. The secondary entrance to the lobby, on the east façade, is covered by an 8-foot porch supported by four columns and is connected to the outside terrace. Four plate glass windows front the southern façade providing daylight to the lobby and gift shop. These steel sashed windows are edged with porcelain panels both top and bottom, an architectural detail that is repeated in the staff housing on site. On the western block of the building, windows line the hallway and what was historically the secretary's office, now part of the interior enclosed porch. The northern façade (back) of the building has regularly spaced pairs of transom windows spanning the entire length of the building. Two doors access the interior of the building from a stoop porch. The additions, (east and west wings) are a slightly different shade of split-faced pumice stone brick.

NPS planners located the new visitor center near the newly paved highway to provide a convenient location for visitors, as well as to allow for easy control of auto traffic. The broad outdoor plaza provides views of the surrounding volcanic features and campground. Native and pseudo-native (cultivars and Rocky Mountain native) plants, as well as remnant lawn surround the building.

[3] Ethan Carr, Elaine Jackson-Retondo, Len Warner, and The Collaborative, Inc., National Register of Historic Places Multiple Property Documentation Form, National Park Service Mission 66 Era Resources (NPS, Intermountain Regional Office, Santa Fe, New Mexico and The Collaborative, Inc. Boulder, Colorado, 2015), 17.

Interior

This Mission 66 visitor center retains all the functions and interior layout from the era it was built, including separate visitor and administrative areas. It contains an information desk, restrooms, an auditorium, a sales area and an exhibit area. These public areas also retain their original floor plan. The open lobby holds the reception desk and book displays. The eastern area houses an exhibit room that employs, among its displays, an audio-visual presentation. The public restrooms are within an 8' x 24'8" area to the rear of the building but are entered from the interior of the covered porch. Staff areas continue to be accessed via a long hallway that runs the length of the main and east wings. Doors lead north from the lobby to the west-east hallway, which provides access to staff offices, a lunchroom, mechanical room, and a workroom. The workroom also has adjacent offices along the south wall. The west wing consists of 1,900 square feet of auditorium space. The east wing is 1,830 square feet and houses a curatorial storage area, a library and the workroom office space.

Integrity

The visitor center was altered between 1984 and 2005 to improve energy efficiency, comply with Architectural Barriers Act (ABA) regulations, and to better serve staff and visitor needs. The porches were enclosed in glass in 1984, using the brick columns as a framework. Enclosing them created an exterior display area and a public refuge from dry hot or cold winds, and helped to weatherproof the energy inefficient building. In addition, the narrow planting beds that originally lined the building front, were removed and replaced with additional concrete plaza. At the same time, the terrace adjacent to the building was extended to the west along the parking lot to provide added sidewalks. These pavers match the size and color of the original terrace. An 8' x 24'8" addition houses the public restrooms. To accomplish this, matching brick-work was used to extend the rear of the building in an area that is not visible to the public and which does not infringe on the integrity of the original building design. In 2005, two additions were added on the east and west sides of the building to provide additional space for offices, a library and a curatorial storage area, as well as a public auditorium, where the park film is now shown.

There have also been alterations to the landscaped areas since the Mission 66 era. A wood and metal fence with porcelain panels originally divided the visitor center landscaped area from the staff parking lot in front of the utility building, but this was replaced with a brick wall in 1990.[4] Since that time, picnic tables have been scattered on the remaining 4,600 square foot lawn. Nearly all (87 percent) of the other lawns surrounding the visitor center were replaced by native vegetation in the 1990s to conserve water. Historically, the lawn was considered a character-defining feature of the visitor center and park. However, due to a significant and substantial loss of integrity the lawn is no longer considered a character-defining feature. [5] Information panels and additional benches have been added to the plaza area, replacing benches originally located in the vicinity. A drinking fountain and benches once located in the lawn east of the visitor center were removed at an unknown date. Sidewalks were installed between the parking lot and the building. Nonetheless, the exterior spaces still function as intended during the Mission 66 era.

Despite enclosure of the open porch, expansion of the concrete entry plaza and the addition of east and west wings, the changes to the appearance of the visitor center overall are modest. The essence of the

[4] National Park Service, Craters of the Moon National Monument, "Superintendent's Annual Report," 1990.
[5] Idaho State Historic Preservation Office (SHPO) Email from Matt Halitsky to Wade Vagias, Superintendent Craters of the Moon National Monument and Preserve, September 13, 2017.

building remains true to its original design intent, and it conveys a modern look and retains the following Mission 66 character-defining features: low, horizontal profile; size, color and patterning of the split-faced pumice block on the exterior walls; flat roof, prominent, oversized windows; open lobby and interior circulation patterns, doors with windows; segregation of public and administrative areas; information desk and interpretive displays; and the grid pattern and tinted elements of the outdoor plaza.[6]

The building remains in its original location, and the setting is largely unchanged. The visitor center conveys its original design intent and possesses integrity of workmanship, design and materials. The wings are compatible with the original design intent, and do not obscure the qualities for which the building is significant.[7] Viewed from the exterior, they present an appearance similar to the original building. The building retains integrity of feeling and association, since it conveys its distinctive character and is used for its original purpose.[8] The visitor center meets the registration requirements outlined in the NPS Mission 66 Era Resources Multiple Property Documentation form (MPD).[9] The building is centrally located very close to the main entrance and combines visitor center and administrative functions in one building, with a circulation system that segregates visitor and employee entrances and invites the visitor to experience the outdoors through large windows and wide corridor walkways with uninterrupted views of the park landscape.

Utility Building

Map Identifier: #2; UTM: 12T 292795.01 m E 4815367.61 m N

Constructed in 1957, the utility building (Building #24) at Craters of the Moon covers 2,559 square feet and exemplifies the characteristics of Mission 66 utility buildings. It is a simple rectangular building constructed from concrete block with warehouse doors along its front facade. The building is elongate with a metal shed roof and has 13 garage bays. It was designed to provide a workshop and storage space for maintenance equipment and materials and it continues to serve that purpose, retaining supply rooms, shops and staff work areas. It functions as a centralized location from which staff can oversee the park's maintenance needs, and it provides storage areas for equipment, vehicles and materials. The building is the only example of a Mission 66 utility building in Idaho.

The utility building is situated behind and to the east of the visitor center and by its placement defines a yard behind the visitor center. Across the yard are staff parking and staging areas. These employee areas are hidden from public view by a brick wall that extends to the east from the visitor center. The residential area extends out from the utility building on the southeast.

Exterior

This building sits on a foundation of 4-inch slab concrete and 3-foot footings. As in other headquarters area buildings, 16-inch, split-faced pumice bricks are used for external and some internal walls, spaced with colored mortar. Ten rather substantial (11' x 16") columns support a 1' x 6" fir glue-laminated beam extending in a 4-foot eave, at a slope of 2.5 percent that falls toward the back of the

[6] Christy Avery, "Craters of the Moon Historic Structures Overview," 2009, Craters of the Moon National Monument files., 25.
[7] National Park Service, "Property Types, National Park Service Mission 66 Resources National Register Nomination" NPS Pacific West Regional Office file, 114-116. The Idaho SHPO concurred with a determination of No Adverse Effect in 2004 (106-CRMO-2003-09).
[8] Avery, 25.
[9] Carr et al., 65-71.

building. Thirteen bays face the south. Between the first and third garage bays, the second bay is an equally sized recessed bay with a split-faced pumice block front and hinged door that leads to the single restroom. Doors on either side lead to offices. The eaves and interior ceiling are of 2" x 4" fir, placed on edge, and the ceiling is 12-feet in height.

Nine of the bays have upward acting sectional doors. Seven of these measure 9-feet and each has 2-foot view panes set at 4-feet in height. Three bays have hinged person-doors built into the garage door and two bay fronts are not accessible by door but have one slider window each (the office bays) and have doors on each side of the recessed area. The two higher bays on the west lack the upper windows and view panes and also extend farther to the north than the others. Concrete masonry columns (11' x 16") with split-faced pumice block on the exterior support the roof on the north and south facades; the columns slant down toward the rear at a 2.5 percent angle and create wide roof eaves front and rear.[10] Fixed glass panels top eight bays for passive light between the beams. These are topped by 1-foot boards of pressed wood with a vertical pattern, painted beige. Overhead garage doors with 2-foot glass panels at a height of 4-feet also offer passive light and visual access to storage. Clerestory windows top eight of the bays on the south façade, however both the east and west ends are windowless and accentuate the beam-face. The northern façade of the building has columns similar to the front, with brick-work and casement transom windows filling the ends of each bay.

Interior

The inside of the utility building has 12-foot ceilings of varnished 2" x 4" fir on edge. The walls are of smooth-faced colored pumice brick. The eaves and interior 12-foot ceiling are of 2" x 4" fir, placed on edge.

Integrity

The one-story building originally contained eight full bays and one recessed bay for a total of nine bays encompassed in 2,350 square feet. In 1978-9, the monument added four bays to the west end of the building. This addition retains the same pattern and rhythm of the original façade. The changes to the building retained the characteristics that distinguish the building, both on the interior and on the exterior. While two of the added bays match the existing roofline, the other two are slightly higher and the garage depth slightly longer (10-inches). There is a slight difference in the color and patterning of the split-faced pumice stone between the original building and the addition. Although garage doors are still evident on most of the bays, one has been converted to a wall to protect the interior from rodent intrusion (this is a bay used for storage of partner-sold foodstuffs) and another two have walls built behind the door to improve winter and shoulder season use of the interiors. Although a shed was also added to the back of the building on the tenth and eleventh bays that matches the extension of the final two bays, it did not displace the back wall of the building nor the windows that are part of it. The building was originally topped with a tar and cinder roof, but that has been replaced by a polyvinyl roof. The shed addition has a metal roof.

Despite the extension of the building by four bays on the west to accommodate larger equipment and small interior changes to accommodate offices, the utility building maintains integrity of location, design, setting, feeling, workmanship, materials, and association.[11] The utility building retains its character-

[10] Avery, 35.
[11] ibid, pg. 35.

defining features, including its low, horizontal profile; the size, color and patterning of the split-faced pumice block on the exterior walls; its fenestration patterns; overhanging roof form with exposed structure; overhead doors; and interior spaces containing a shop, storage area, and restroom.[12]

The utility building remains in its original location, and the setting, behind the visitor center in the administrative area, is essentially unchanged. The building conveys the original design intent and possesses integrity of workmanship, design and materials both on the exterior and on most of the interior. The building also retains integrity of feeling and association, since it conveys its historic character and is used for its original purpose.[13] It meets the registration requirements for a Mission 66 utility building as stipulated in the MPD.

Employee Residential Area

The five residential buildings were constructed between March 1957 and August 1958. They consist of a one 4-unit apartment building, one duplex and three single-family homes.

Employee Apartment Building

Map Identifier: #3; UTM: 12T 292843.22 m E 4815355.59 m N

The employee apartment building (Building #23A/B/C/D), completed in 1958, is one of the most intact components of the Mission 66 complex at Craters of the Moon. The building is the only example of a Mission 66 apartment building in Idaho. Designed for seasonal employees, the apartments continue to be used to house seasonal employees and have outstanding integrity to the historic period, both inside and out.

The employee apartment building is located to the east of the utility building, and is therefore the westernmost building in the residential portion of the complex. It lies at a southeast angle to face the semicircular drive along the edge of the residential area. A small parking area for the seasonal employees edges the residential drive. A common sidewalk divides into four walkways leading to the apartment doors.

Exterior

The apartments consist of four studio units and a laundry room. The single-story building measures 93’ x 20’ and sits on a concrete slab with footings that extends 3-feet below grade. It is constructed of the same split-faced pumice brick used in all of the buildings in the complex. The southeast (front) façade is faced with four regularly spaced doors (one for each apartment). The two units on each side of the central laundry room (11-feet wide) have mirrored layouts. Within this configuration, each apartment front is 21-feet 6-inches wide, with the outside decorated with six porcelain enamel panels (three lower and three upper separated by windows), colored goldenrod to blend with the seasonally dry grasses of the terrain. The front of each apartment has an entry door, a shallow fixed sash window, a large, steel-framed double casement window and a small slider window. The steel-cased windows consist of five fixed glass panels and two casement pieces that rotate outward from the building. Each apartment front is divided from the next by a pumice brick-faced column. A porch constructed with pavers runs the entire length of the building front and is covered by an 8-foot eave. Ten evenly spaced 4” x 4” wooden beams support the eave at the edge of the porch. The ceiling of

[12] Avery, 36.
[13] Avery, 35.

the porch is fir 1" x 5" with exposed 5" x 8" joists. This ceiling, along with all exterior wood trim, is dark brown. Both the northeast and southwest elevations (sides) of the building are split-faced pumice brick with no ornamentation on the outside or inside. The roofline has a 13 percent slope with a peak of 12-feet and is covered with a standing-seam red metal roof.

The northwest (rear) elevation is entirely of split-faced pumice brick with door spacing similar to the front. The rear of each apartment has two casement windows, one is 4' x 4' and one is 1' x 3'. A kitchen exhaust fan vent is beside each back door. The laundry facility holds one casement window of 3' x 3'. All doors and windows are hung at 6-feet 8-inches in height and open outward. This elevation is lined with a slab porch centered on the building and is 84-feet long and extends 3-feet from the foundation. The roof extends in a 3-foot eave, with exposed joists, over the entire length of the building.

Interior

Each living unit is 325 square feet; the laundry space is 150 square feet. The functional symmetry of the interiors is mirrored between each set of two apartments. The combined living/sleeping space is 20' x 9'. An attached dining ell measuring 8' x 12' has an electric wall heater. A storage area of 3' x 12' fronts the bathroom that measures 7' x 5'. The walls are covered in a combination of gypsum wallboard and exposed concrete block with ceramic wainscot in the bathrooms. The ceilings are wood plank and the floors were originally covered in asphalt tile. Each of the apartments also includes an open recessed closet-like area with built-in drawers and hanging rod with a bamboo slider. Because of their lack of insulation, the apartments continue to be used only during the summer. The laundry room walls are exposed concrete block with a poured concrete floor and wood plank ceiling.

Integrity

The employee apartment building retains all of its original Mission 66 characteristics both on the interior and on the exterior, and it meets the registration requirements for an apartment building as stipulated in the MPD. The building remains in its original location, and the setting is largely unchanged, with native landscaping replacing lawns, pavers replacing a concrete slab rear patio and a sand volleyball court replacing a children's play area. The apartment building possesses integrity of workmanship, design and materials. Small changes, such as the replacement of single-pane windows with double panes, and the addition of outdoor lights are compatible. Since there have been no structural changes to the building, it retains its original floor plan, and the exterior appearance except for the standing-seam metal roof. The original five-layer composition roof with felt insulation, was set two feet in from either end of the building and covered in red cinders. The red standing-seam metal roof added in 2002 retains the shallow pitch of the original pitched tar and cinder roof and has a similar color. Although it does not match the original character of the much simpler roof, it does not obscure the qualities for which the building is significant.[14] The interior characteristics of the structure are also generally unaltered, except for modest (reversible) changes to the laundry room to add insulation and fire protection. The apartments currently retain not only their original layout, but also their built-in appliances and fixtures. The building retains integrity of feeling and association, since it conveys its distinctive modern character and is used for its original purpose.[15]

[14] Avery, 46.
[15] Avery, 44.

Employee Duplex Building

Map Identifier: #4; UTM: 12T 292877.54 m E 4815382.96 m N

The employee duplex building (#22 A/B), completed in 1958, is characteristic of employee duplexes built during the NPS Mission 66 period. The employee duplex is the only example of a Mission 66 duplex in Idaho. Designed for seasonal employees, the west side of the duplex is currently used for office space and storage, but its setting and floor plan are unchanged. The east side of the duplex is currently used as a residence (its original intent). Built from the standardized Mission 66 two-bedroom duplex floor plan with a living area of 920 square feet on each side, the duplex retains integrity to the historic period.

This building is located east of the apartments and faces south. A double driveway approaches the center of the building where the adjacent garages (520 square feet) are flanked by the two residences, constructed in a mirror image of each other.

Exterior

This rectangular building measures 118' x 27' with each half symmetrically divided. A 3-foot poured concrete foundation holds the split-faced pumice brick façade. A walkway leads from the drive, edging the front of the house, to a 6-foot, 7-inch concrete porch. The south façade extends 2-feet, running 18-feet from the corner, to meet the porch. Each extension holds a 4' x 4' aluminum casement window. The porch has a 3-foot obscured fixed window and an entry door topped by a 2-foot porcelain enamel panel. Four more porcelain enamel panels extend from this point over the front wall of windows. These windows are a steel-clad, casement type, the middle two 6-foot panels being fixed while the outer two 4-foot panels open. Below the windows are 2-foot 6-inch porcelain panels. All doors and windows are hung at 6-feet 8-inches in height, including garage doors. The eaves extend 3-feet beyond the building, stepping back 2-feet at the end of the porch.

The north (rear) façade is also split-faced pumice brick. Doors exit from the house to the garage and to the backyard and from the garage to the backyard. The center kitchen door is sided by a fixed glass panel and a casement panel, which has the typical porcelain enamel panel below it. This is topped by two porcelain enamel panels extending to the roof line. Four other steel casement windows have 4-inch masonry sills. A 30-foot concrete walk lines the rear of the unit and extends to the north in a 15' x 18' concrete terrace. The west and east facades match with two 1' x 4' opening casement windows hung at 6-feet 8-inches. The peak of the roof showing on these facades is 12-feet off grade, falling at a rate of 16 percent for 16-feet 6-inches. The original composition roof with gravel has been replaced by standing seam metal roof. The north façade has 12 windows. A metal chimney stack is centered above each half of the duplex.

The other half of the duplex (#22B) is a mirror image of this unit and extends to the east.

Interior

The interior of the west duplex (#22A) closely approximates the NPS standard floor plan for duplexes associated with Mission 66. The entry way opens into an open living/dining room. The internal walls of the living room and dining area are covered in wallboard, while the south wall is glass and the west wall is exposed split-faced pumice brick. There is a door to the backyard on the north and another to the garage on the east. The kitchen is combined with a utility room, where a washer, dryer, and water heater are contained in a 9' x 15'6" open alcove. A small hallway proceeds west from the living area, passing two closets on the left and the furnace room, storage and bath on the right, terminating at the bedroom

doorways. The storage area also has a scuttle into the attic space. There are two bedrooms, one 14' x 9'6", and one 10' x 13', both with a 2-foot 6-inch wide closet. The garage is 12'6" x 25' and situated at the east end of the duplex. Its walk-in entrance is from the dining room. Its walls are exposed brick and it has a north exit into the backyard along with its south-facing garage door.

The interior of the other half of the duplex (#22B) is a mirror image of this unit, extending to the east.

Integrity

The doors and windows have been updated to improve energy standards, by adding glazing and double panes. The original porcelain enamel panels on the front of the duplex have been replaced with the same material in a slightly different color, which may be due to weathering of the original panels on the apartment building. The roof line has been retained; however, the roofing material is now the same as the apartments in color and design. The wood fence that originally divided the patio was replaced with a brick wall in 1990 and a shed added. The lawn was also replaced by drought tolerant native vegetation in the1990s. Unlike the other buildings, the duplex retains the original size and configuration of its outdoor patios, except for an accessible entry ramp.

Although the duplex is currently utilized as office space, its layout has not been altered. The duplex maintains integrity of location and setting. The building remains in its original location, and the setting is largely unchanged. It possesses integrity of workmanship, design and materials, since there have been no structural changes to the building, it retains its original floor plan, and the design intent is evident. The building retains integrity of feeling, since it conveys its distinctive modern character. Due to its use as park office space, but retention of its interior features, its sense of association is only slightly diminished.[16]

Employee Residences

Map Identifier: #5 (Building 21); UTM: 12T 292917.30 m E 4815384.74 m N
Map Identifier: #6 (Building 20); UTM: 12T 292947.13 m E 4815373.46 m N
Map Identifier: #7 (Building 19); UTM: 12T 292973.39 m E 4815354.22 m N

Three employee residences (Buildings #19, #20 and #21) are part of the Mission 66 complex at Craters of the Moon. These single-family houses were completed in 1958 in the Park Service Modern architectural style, based on the NPS standardized single-family residence plan. They are the only examples of this building type in Idaho. Designed for permanent employees, the houses continue to be used for employee housing. At 1,460 square feet these three-bedroom, free-standing structures are slightly larger than the typical 1,415 square feet for this plan. These three residences are located to the east and south of the duplex, completing a semi-circle of housing along a residential crescent drive. Each of these buildings is identical.

Exterior

Situated on a poured concrete foundation, the buildings measure 23'4" x 65'4". Like the visitor center, utility building and other residences, they are constructed with split-faced, pumice brick. The south facing western end has a garage door and is edged with a poured concrete sidewalk approaching the front entrance 25-feet to the east. The exterior wall beyond the door is bumped out 3 feet 6 inches. Twenty-one feet of this expanse is glass, made up of two 6-foot fixed panels centered between two 4-foot steel clad

[16] Avery, 52.

casement pieces. The window glass is edged, top and bottom, with goldenrod-colored porcelain enamel panels, the same as those on the duplex. Beyond the door and a narrow, fixed, obscured glass panel are two evenly spaced 4' x 4' casement windows.

The east facade holds two casement windows of 18" x 4', while the west façade is barren of adornment. The peak of the roof is set at 12-feet with a roof slope of 17 percent. The standing-seam metal roof covering has eaves that overhang the face of the building by 3-feet on the north façade and 4-feet on all others.

The north façade has three exterior doors punctuated by casement windows all hung at 8 feet 6 inches in elevation. The main rear entrance is faced on the west side by a combination of glass and porcelain enamel panels. A 342 square foot concrete terrace is divided into 3-foot squares with a 2' x 4' row of headers adjacent to the building.

Interior
The interior retains the 3-bedroom residence layout for living, kitchen, dining, and hallway space, including adjacent bathrooms.

Integrity
The employee residences retain most of their original characteristics, but have undergone changes to improve energy efficiency, accessibility, and fire protection. Energy upgrades include replacing single-pane windows with double-pane windows, replacing doors, adding insulation, and replacing chimneys with metal smokestacks. The porcelain enamel panels on two houses were originally russet-colored and on the other were turquoise-colored. These porcelain enamel panels located above and below the windows on the southwest façades were removed, replaced with wood shingles, and then replaced again with goldenrod-colored porcelain panels. In the 1990s, the standing-seam metal roofs replaced the original tar and cinder roofs; split-faced pumice walls replaced the original wooden fences; and the front lawns were landscaped with native vegetation. In 2009, the back lawns were landscaped with native vegetation and larger patios installed. Small sheds housing fire protection equipment have also been added to one side of each structure.

The structures remain true to the original floor plans. No alterations have been made to the size or composition of any of the rooms. The residences remain in their original location, and their setting is largely unchanged. In addition, the buildings maintain their character-defining features, including their low-profile, horizontal form, and the size, color and profile of the pumice block units on the exterior and interior walls. The buildings have oversized windows, an open living and dining area and attached garage and are situated along a curvilinear road. Their entrances are set back off a walkway accessed from the driveway and they have back patios and privacy fencing. Although the original shallow pitched roofs have been replaced with a colored-metal roof of a similar profile and shallow-pitched form, similar to the apartment and duplex, they do not disqualify the building from the National Register, since this does not obscure the qualities for which the buildings are significant. Similarly, the change in windows and coloring of the porcelain panels is compatible with these character-defining features. The central portion of the buildings mimics its original design and the coloring does not detract from the overall integrity of its original construction and design. As determined in National Park Service Mission 66 Resources National Register nomination, Mission 66 structures must maintain integrity of location, setting, feeling and association to remain eligible for the National Register of Historic Places, and the single-family

homes continue to meet these criteria and therefore meet the registration requirements identified in the MPD. To a high degree, the structures also maintain integrity of design, workmanship and materials. The buildings retain integrity of feeling and association, since they convey their distinctive modern character, retain their original floor plans, and are used for their original purpose.[17]

Lava Flow Campground

Map Identifier: #18; UTM: 12T 293167.07m E, 4815177.39m N

Lava Flow Campground, with one large and three small loops, was designed and built in 1958 to replace a 1934 campground with a smaller configuration (consisting of two small loops adjacent to the 1934 log comfort station).[18] The campground is located across the entrance road from the visitor center and residential area and is visible from these areas. Mission 66 brought the campground an additional comfort station and 51 sites, as well as 0.45 mile of roadways. Later, in 1962, an amphitheater was added. Lava Flow Campground is the only example of a Mission 66 campground in Idaho.

The Mission 66 construction encompassed the existing small loops near the log comfort station, with additional roadways laid on the landscape in response to the terrain and its geological features (lava rock formations). One-way roads were designed to be 16 feet wide and two-way roads 18-20 feet wide, but both were constructed asymmetrically in response to the landscape. As a result, both the roadways and the campsites skirt the site's geological formations, with campsites tucked in adjacent to rock outcrops and the roadway avoiding the more prominent of these. Campsites were constructed to accommodate the vehicles of the time period, including small travel trailers and truck campers along with tent campsites, and the roadways were paved. Due to the tight configuration of the terrain, the area did not support the typical Mission 66 pattern of campground parking pads. Instead, the parking pads were designed and developed over time on flat areas adjacent to the campsites in variable sizes and configurations and were unpaved.

Integrity

The campground originally consisted of 51 sites and has been reduced to 42 sites to improve accessibility and to accommodate larger vehicles. Other modifications to the campground have included remodeling of the amphitheater, first as a group campsite, then as an improved amphitheater (in 1976 and 1986, respectively); replacing the concrete fire pits at each site with charcoal grills and adding a vault toilet near the entrance station (2003); construction of an accessible walkway between the campground and visitor center (2009); and overall rehabilitation of the campground (2016). [19] Because of changes, the amphitheater no longer contributes to the significance of the campground.

The remaining modifications, including paving of parking pads and loss of some campsites to increase accessibility and accommodation of larger recreational vehicles, are compatible with its original design and allow the campground, still nestled in a lava flow, to retain its integrity, including its location and setting. Its design, workmanship, feeling and association are also evident in the comfort station and the compact design of the roadways and campsites, despite decades of use. Most campsites and the one- and

[17] Avery, 60.
[18] This log structure is eligible for the National Register as part of the rustic period of architecture in the park. ISHPO, Memo to Superintendent Craters of the Moon, concurrence with Determination of Eligibility, (ISHPO, Boise, 2009)..
[19] The vault toilet facilitates use when the other restrooms are closed in winter. This vault toilet replaced a much earlier pit toilet constructed to facilitate early campground use.

two-way roadways are unchanged from their original configuration and alignment wherein NPS landscape architects took advantage of the lava flow terrain, locally adapting the traditional herringbone arrangement of campsites to the rocky area. In addition, fulfilling the original design intent, instead of using planting to distinguish sites, the campsites continue to be tucked in amongst lava rock formations, thereby affording privacy to some sites. Other sites remain, as originally constructed, in open areas. The campground also continues to be visible from other administrative and visitor facilities in the area.

In 2012, the park identified the campground as ineligible for the National Register because of its departure from standard Mission 66 designs; however an assessment by the Idaho SHPO noted that these departures from the standard were instead among those characteristics that contribute to making it eligible.[20]

Comfort Station, Lava Flow Campground

Map Identifier: #9; UTM: 12T 292984.36 m E 4815142.15 m N

The Mission 66 campground comfort station, constructed in 1959, is the only example of a Mission 66 comfort station in Idaho. Designed for use in the Mission 66 campground, it remains in its original location and continues to be used as a campground comfort station. It retains integrity to the historic period, both in its exterior appearance and in its floor plan.

Exterior

Built of the same split-faced pumice brick façade as other structures in the district, the simple rectangular building is similar to the other structures built during the Mission 66 period in design and materials. The building measures 24’ x 16’ and rests on 8-inch concrete footings. Concrete masonry blocks are stacked to 5-feet 4 inches. Windows are steel sashed with obscured glass and have an in-swing bottom hinge. These 2’ x 4’ glass panels ring the building. Each façade holds one external door for independent access to each of the four rooms. The roof has a shallow pitch and eaves that extend 2’6” beyond the walls. The orignal composition roof covered with tar and red cinders has been replaced by a standing seam metal roof laid on the original 2 x 6 tongue and groove planking.

Interior

The center of the building is divided in two by a utility room and service room, each measuring 4-feet wide and laid back to back. The building consists of a women’s restroom on one side and a men’s restroom on the other, each measuring 10’ x 16’. Interior walls were composed of gypsum board with 4”

[20] Suzi Pengilly, Idaho State Historic Preservation Officer to Superintendent, Craters of the Moon, August 16, 2012. In 2012, the Idaho SHPO in disagreeing with a determination of non-eligibility proposed finding for the campground by the park regarding the campground’s contribution to Mission 66 in the park stated: “In terms of integrity, the campground meets virtually all of the National Register defined aspects of location, design, setting, materials, workmanship, feeling and association. The few alterations that it has endured (restrooms, conversion of fire pits to charcoal stands) are relatively minor and do not detract from the overall physical attributes. If a visitor from the 1950s were to see the facility today, it would be difficult to discern any significant difference.” The Idaho SHPO further noted that the variation from the “more typical Mission 66 herringbone pattern and asymmetry” that was “needed because of the constraints imposed by the site's geological formations, makes the campground even more interesting in its local adaptation to the landscape that varies from the cookie-cutter designs of other Mission 66 sites.” The SHPO further noted that not just the campground, but other aspects of the park designed during the Mission 66 period were also eligible and important because they are the only examples of Mission 66 in Idaho.

x 4" glazed tile originally installed on the wall to a height of five feet and floors were ¾" tiles on a concrete slab floor.[21] These smaller tiles can still be seen in the wash sink between the restrooms.

Integrity

The comfort station includes the character-defining features of a Mission 66 comfort station as described in the MPD. It consists of two separate rooms, one for men and one for women, with entrances at opposite ends of the building. The two rooms also share a janitorial storage area, accessed separately on each side. Although the roof has been replaced with metal, it retains its shallow pitch. The building also includes the extended eaves and ribbon windows characteristic of the period. Only the fixtures have been replaced and one toilet removed to accommodate accessibility.

The comfort station maintains integrity of location, design, setting, feeling, workmanship, materials, and association. The building remains in its original location, and the setting is largely unchanged, except for additional concrete skirting adjacent to the building. It possesses integrity of workmanship, design and materials, since there have been no structural changes to the building, it retains its original floor plan, and the design intent is evident. The building retains integrity of feeling and association, since it conveys its distinctive modern character and is used for its original purpose.[22]

Circulation System

The circulation system includes two contributing resources – Headquarters Area Roads and Parking Areas, and the 7-Mile Loop Drive.

Headquarters Area Roads and Parking Areas

Map Identifier: #12; UTM: 12T 292678.86m E 4815281.97m N

In 1957, a sweeping curvilinear drive replaced the angular entrance 800 feet to the east, providing better sight distance at the entrance. The park entrance road intersects U.S. Highways 20/26/93 and heads southeast before curving to the northeast in front of the visitor center. Continuing east, the headquarters area roads join the Loop Road at the park entrance station.

There are two parking areas, located west and east of the visitor center. The western lot (7,000 square feet) contains parking spaces for 34 passenger cars and trucks, and is separated from the entrance road by a narrow landscaped area. There are sidewalks located adjacent to the parking areas, which lead to the visitor center. The easternmost lot (also 7,000 square feet) has two islands and provides parking for seven cars and seven recreational vehicles and is adjacent to a lawn, now used for a picnic area.

The 0.13 mile 22' wide loop drive that fronts the cluster of residences mimics the curve of a typical suburban street of the period and helps to give the residential complex the appearance of a suburban neighborhood. The interior of this curvilinear roadway is planted with pines and aspens to give privacy to the homes. Its median contains the wastewater treatment system for the headquarters area.

[21] McClanahan, Lester, "Completion Report, Comfort Station and Campground Improvements," 1959, Records of the National Park Service, Record Group 79, National Archives and Records Administration, College Park, Maryland.
[22] Avery, 68.

Integrity: Headquarters Area Roads and Parking Areas

The headquarters area roads and parking areas retain integrity to the historic period, including their original shape and location. There have been minor changes. An island originally separated the entrance road from the east parking area, but this was partially removed in 1995 to accommodate bus and recreational vehicle parking. Slight widening of the housing area loop has also occurred, to provide additional parking adjacent to the vegetated island separating the housing area from the entrance road. While the original lawns planted in the vicinity of the headquarters buildings have been replaced with native plantings, mature trees along the edges of the curved planter, like those in other parts of the headquarters area date to the historic period. In 2010 an accessible pathway was constructed on the far side of this island to allow visitors to walk from the campground to the visitor center.

Loop Road

Map Identifier #13; UTM (Entrance): 12T 292647.00 m E 4815298.00 m N
UTM: Wye One Way Begin: 12T 294191.13 m E 4813914.78 m N

The 7-mile Loop Road begins near the campground and provides access to the park's scenic attractions. The one-way portion of the Loop Road is 12 feet wide and is lined with concrete curbs, which direct rain and snowmelt into culverts. Curve widening at intersections allows for large vehicle turning. The initial portion of the drive is two-way, leading to a long one-way section. En route, there are opportunities to detour onto one or more of the short two-way spurs to area scenic attractions. The four spurs, to Devil's Orchard, the Spatter Cones (formerly called Big Craters), Tree Molds (formerly called Broken Top), and the Caves area, lead to natural features and trails. Developed turnouts along the main roadway were included on both the one- and two-way sections of the Loop Road and on the Tree Molds Road.

Before Mission 66, the roadway was narrow and unpaved and consisted of a series of informal parking areas. The Mission 66 design, constructed in 1958, refined the alignment of the roadway, adding paving, consistent roadway width, and smoothing curves while decreasing ascents and descents.[23] One and two-way sections were created and parking areas and spurs were constructed. A short time later (in 1968, still during the Mission 66 period), additional drainage features, including curbing and more culverts, were installed and a small degree of additional excavation and deposit of excavated material was used to further smooth out the roadway.

The well-designed road hugs the landscape, creating very little visual intrusion. Because the road lies on the terrain, taking advantage of the way it rises and falls, only a small amount of excavation and fill was needed, except for relocating the path down Inferno Cone as part of the Mission 66 construction. The one-way loop portion of the road allows visitors to concentrate on the scenery without being distracted by oncoming traffic, while the curbing keeps vehicles on the roadway but does not block views.[24]

The Mission 66 road was designed to provide access to the park and present views of and easy access to its key features. The road system maximizes access to the southern viewshed of the park but offers views in all directions as it circumnavigates this section of the original monument area.

[23] David Louter, Administrative History Craters of the Moon National Monument (Seattle: National Park Service, 1992), 258.
[24] National Park Service, "Reconstruct Monument Roads Environmental Assessment," 16, Craters of the Moon National Monument archives, Arco, Idaho.

The drive reveals a desolate, hot and dry, yet strangely beautiful landscape. Seemingly no life exists, yet closer inspection reveals a myriad of textures and other-worldly views and features. As the core of the park's circulation system, the Loop Road provides access to scenic vistas and trailheads to experience both the park's front and backcountry (including later designated wilderness).

Integrity: 7 Mile Loop Road

The 7-Mile Loop Drive, including its entry two-way section and one-way loop follow their original alignment. The roadway has been maintained and resurfaced when needed, and the road as a whole has a high degree of integrity. Roadway modifications have kept the road alignment to its original corridor. The original design by NPS engineers and landscape architects laid the road lightly on the landscape, taking advantage of roadway curves for the view and locating visitor use parking areas near the volcanic features that contribute to the significance of the park. Some parking areas and small scale features, such as drainage structures, the color and material of the curbing and sidewalks, and vegetated islands remain, but have been altered slightly to improve accessibility, sustainability, and to accommodate larger vehicles, while generally retaining their shape and vegetation.

The two-way portion of the Loop Road was developed with two 10-foot wide lanes, bordered by six-inch asphalt curbs where it passed through cuts, for a maximum width of 11 feet (22 feet). Rehabilitation projects have generally increased the lane width to12 feet and concrete curbs have replaced asphalt curbs. Widened intersections were also implemented to allow easier turning for vehicles with trailers, buses and motorhomes. On the whole, there has been very little cut and fill in most places over time, and the roadway centerline remains virtually unchanged.

The landscape associated with the roadway remains intact. In fact, a series of practices employed during construction of the roadway were intended to and did naturalize that landscape, and some of the cinder gardens that slope down to the roadway today are a result of "shoulder" and "slope dressing" with cinders employed during its construction. This practice of replacing the native substrate allowed native plants to recolonize these disturbed areas.

Loop Road: Two-Way Portion: (*Note*: The following parking areas and spur roads are described in order of location along the one- and two-way sections of the Loop Road. The park does not use mileposts.)

The first parking area, 0.27 miles from Lava Flow Campground, is the North Crater Flow Parking Area on the west side of the road. The parking area, including its location and configuration is unchanged from its original design, except for a slight alteration of the shape of the island that separates the parking area from the roadway.

Approximately 250 feet past the North Crater Flow parking area, also on the west side of the Loop Road, is the North Crater Trailhead Turnout. This parking area is unchanged since its 1968 improvements. Two turnouts constructed in 1958, are next. The first, 0.32 miles from North Crater, is informally named Pika Point because it provides good opportunities to observe pikas, a small member of the rabbit family. The next is the Old Man of the Crater Turnout on the north side of the Loop Road 0.38 miles beyond the Pika Point Turnout.[25] No changes have been made to either of these turnouts.

[25] NPS, Road System Evaluation (NPS, DSC, 1991), 48.

Approximately 0.21 miles from the Old Man of the Crater turnout on the northeast side of the Loop Road, is the Devil's Orchard Spur Road. This road is 0.25 miles long and 22-23 feet wide.[26] This area is unchanged except for curve widening to accommodate large vehicle turning added in the 1968 rehabilitation. The accompanying Devil's Orchard Parking Area retains much of its original teardrop shape, but was expanded in 2012 by 0.38 acres to accommodate recreational vehicle/bus parking. Two small concrete islands (one is raised and one is flush) to direct traffic flow were also added in the enlarged top of the teardrop. At this point, just past the Devil's Orchard spur road, the roadway becomes one-way.

The first of three new turnouts added in 1995 along the Loop Road, which are compatible with those designed during the historic period, is the Cinder Garden Turnout, located 0.69 miles after the road becomes one-way. These turnouts are approximately 150 feet long and 12 feet wide, with 50 foot tapers. They are similar to the Inferno Cone turnout designed during the historic period and do not affect the integrity of the Loop Road.

The Inferno Cone Parking Area is the first parking area encountered on the one-way portion of the Loop Road, 0.19 miles past the Cinder Garden turnout. In 1995, the south end of the parking area was extended slightly to accommodate another approximately three vehicles.

Approximately 0.10 miles past the Inferno Cone Parking Area on the opposite (southwest) side of the roadway are the Spatter Cones Spur Road and Parking Area (originally called Big Crater). The road is approximately 0.10 miles long and 22 feet wide.[27] Although modified twice, this short spur was eventually redesigned (in 2012) to its originally designed configuration, including retaining the west parking area entry and a triangular planter at the junction of the Loop Road and the Spatter Cones spur, which boasts a large limber pine. In the 1994/2012 rehabilitation, two planters within the parking area were reduced in size, while a large one was added between the new entrance lane and the parking area and where the entrance and exit road split (similar to the original design). A second triangular planter was also added where the spur road arcs to the west to enter the parking area from the north.

On the Loop Road after the Spatter Cones spur, are two turnouts, one small semicircular one at the top of the steep (18.5 percent) downgrade and one slightly below it along the grade of Inferno Cone. The second is the South Inferno Cone Turnout (1958) also called Big Sink View Parking Area (1966). This second turnout has a typical trapezoidal shape and has retained its original shape and location. At the base of the Inferno Cone downgrade is another compatible turnout added in 1995.

The Tree Molds (originally called Broken Top) Spur Road is 1.25 miles long and 22-23 feet wide. It is located just after the steep descent on Inferno Cone before the last turnout. A portion of this road was constructed in 1958, with the rest completed in1968. Except for curve widening to accommodate turning for larger vehicles, it retains its original alignment and two unchanged turnouts at 0.27 miles and 0.60 miles, respectively: Lava Cascades (constructed 1958) and Broken Top (also called Big Sink constructed in 1968). The Broken Top (Tree Molds) Parking Area (constructed in 1968) is at the end of the spur road of the same name. In 2012, two small island planters were removed and a large island constructed, along with new road adjacent to it to access the parking area from the opposite side. During this rehabilitation, a concrete sidewalk was added along the edge of the roadway to access the Broken Top Loop Trail.

[26] Road System Evaluation, 24-25.
[27] Road System Evaluation, 28-29.

The last compatible turnout added on the one-way portion of the road during the 1995 rehabilitation is 0.37 miles from the Tree Molds intersection and is located at an old borrow pit on the northwest side of the roadway.

The Caves Spur Road is the last turn off the Loop Road and is 0.18 miles long and 22-23 feet wide.[28] Except for curve widening at the intersection, there have been no changes to the alignment of the Caves area spur road.

The Caves Parking Area has an elongate teardrop shape, with parking along the outer edge of the lot. In 1968 it was rehabilitated within 25,000 square feet, and designed with 12 parallel and 28 angle spaces for autos. The parking area was modified in 1995 by adding 0.66 acre of parking to the narrow end of the teardrop (similar to the Devil's Orchard parking expansion), to accommodate 51 head-in spaces for autos and 9 pull-through spaces for RVs or buses.

Log Comfort Station

Map Identifier: #10; UTM 12T 293075.61 m E 4815185.92 m N

The log comfort station, built in 1934, is a 278 square foot, one-story building with walls made of 10-inch diameter logs. The building contains a men's restroom, a women's restroom, and a utility room. It is located in the eastern end of Lava Flow Campground, and was declared eligible for the National Register of Historic Places in 2009. The building was constructed under the Public Works Administration as part of the effort to develop national parks and provide employment during the New Deal. It is eligible for the National Register of Historic Places under Criterion A in the categories of government and recreation at the local level of significance for its association with New Deal relief programs and recreational development at Craters of the Moon National Monument. It was one of the first buildings constructed by the NPS at the monument. It is also eligible for the National Register of Historic Places under Criterion C in the category of architecture at the local level of significance for its representation of rustic architecture in Idaho's national parks. Along with the log equipment shed the building is one of only two extant rustic-style buildings built by the NPS in Idaho, and one of two extant buildings from this early period of development. The structure retains a high degree of integrity.

Log Equipment Shed

Map Identifier: #11; UTM: 12T 293264.00 m E 4815006.00 m N

Rustic architecture became the dominant style of construction in the national parks during the 1920s and 1930s. This style was an attempt by the National Park Service to build functional buildings that harmonized with their environments. The structure was built in 1932 and measures 24' x 36'containing 858 square feet. The structure has log walls and gable ends but no foundation. There is one small window in each gable end.

Significance

The building is one of only two extant rustic-style buildings built by the NPS left in Idaho, and it embodies many of the characteristics of rustic architecture developed under the National Park Service's

[28] Road System Evaluation, 30-31.

Branch of Plans and Design during the 1930s. The equipment shed has been little altered, although electricity was added to the building in 1976, and sometime after 2012 a new metal roof was installed to mitigate continued log deterioration and roof leaks. The structure is in its original location, and the setting, on a service road southeast of the headquarters complex, remains largely unchanged. The log equipment shed is eligible for the National Register of Historic Places in the category of local significance under Criterion C for its representation of rustic architecture in Craters of the Moon National Monument.

Integrity

Though the structure suffers from deterioration, it still provides an example of rustic style and methods of construction, and thus possesses integrity of workmanship, design and materials. The building's original purpose was an equipment warehouse. Today the structure's function is much the same as it was when constructed; it is used to store a variety of tools, equipment and supplies.

Character Defining Features

• Simple shape and form • Gable roof • Cavernous door openings • Log walls

NON-CONTRIBUTING BUILDINGS AND STRUCTURES

Entrance station: Non-contributing Building

The entrance station is a small structure set in the center of the entrance road, adjacent to the campground. It was built in 1958 and moved to its present location in 1992. It serves as a fee collection point for vehicles traveling into the monument. Because it was moved outside the period of significance, it does not contribute to the district.

Vault Toilets (Lava Flow Campground, Devil's Orchard, Tree Molds, and Caves parking areas) Modern vault toilets are present in three parking areas (at Devil's Orchard, Tree Molds, and Caves area) along the Loop Road and in the campground. These were constructed after the Mission 66 period and do not contribute to this nomination.

Storage Sheds behind Duplex and Residences:

The duplex has one long storage shed and each of the three residences have a storage shed. All four sheds sit behind the housing units and are non-contributing.

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

8. Statement of Significance

Applicable National Register Criteria: (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Architecture
Landscape Architecture
Entertainment/Recreation

Period of Significance
1932-1968

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

Significant Dates

1932 Construction of Log Equipment Shed
1934 Construction of Campground and Log Comfort Station
1957-1958 Construction of most buildings and roadway
1968 Completion of 7-Mile Loop Drive and associated features

Significant Person

(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation

N/A

Architect/Builder

Doty, Cecil J.
Malone & Hooper (San Francisco)
Hurt/Trudell/Capell (San Francisco)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Statement of Significance Summary

Craters of the Moon National Monument Mission 66 Historic District is eligible for the National Register of Historic Places under Criteria A and C at the state level of significance. The developed areas at Craters of the Moon are eligible under Criterion A for their association with NPS Mission 66 development in Idaho's national parks. Before Mission 66, Craters of the Moon had inadequate visitor and administrative facilities. Mission 66 provided a large influx of funding to Craters of the Moon and this allowed the park to provide modern facilities that meet the needs of staff and visitors. NPS administrators developed a master plan for Craters of the Moon that transformed the park's facilities from a small, haphazard collection of buildings and inadequate roadways to a fully implemented suite of facilities that define the visitor experience to this day. The Craters of the Moon Mission 66 Historic District was one of the earliest examples of a Mission 66 complex in the National Park System, and it is the only representation of a Mission 66 complex in Idaho.

Craters of the Moon Mission 66 Historic District is also eligible under Criterion C at the state level of significance because it embodies the distinctive characteristics of NPS park planning and Park Service Modern architecture and landscape architecture during the Mission 66 period. Craters of the Moon contains nearly all of the components of a Mission 66 developed area, including a visitor center, utility building, staff residential area, campground and road system. The park is an intact example of the overall approach to development extolled by NPS director Conrad Wirth during Mission 66, when the NPS sought to minimize construction costs and maximize visitor satisfaction while protecting and providing access to the natural features of the park. Wirth, a landscape architect by trade, was directly involved in the design of the headquarters area and 7-Mile Loop Road. The buildings and road system retain the character-defining features of Park Service Modern architecture and landscape architecture and meet the registration requirements stipulated in the NPS Mission 66 MPD.

The Mission 66 district at Craters of the Moon retains integrity to the historic period. The period of significance begins in 1932, with the construction of the log equipment shed and ends in 1968, with the construction improvements to the 7-mile Loop Road and associated visitor parking areas.

Narrative Statement of Significance

For more context on the National Park Service Mission 66 program, please see the National Park Service Mission 66 Multiple Property Documentation form.

Significance

Craters of the Moon National Monument was set aside by Calvin Coolidge in presidential proclamation 1694 on May 2, 1924. The monument was subsequently enlarged by Presidents Herbert Hoover and John F. Kennedy. In 2000, President William J. Clinton substantially expanded the monument to more than 750,000 acres before subsequent legislation (in 2002) designated the NPS portion of the expanded monument as Craters of the Moon National Preserve. Although the monument was established in 1924, early development plans were not implemented, and by 1955 the headquarters area contained a haphazard mixture of temporary buildings, frame tents, and rustic concession buildings. Mission 66 ushered in a new era of improved visitor, administrative and employee facilities, and the program transformed the monument from a site with few visitor or staff amenities into one with modern, comprehensively planned facilities.

Mission 66 Program

The Mission 66 program, implemented primarily between 1955 and 1966, marked the second major era of national park development and modernization. Congress had drastically cut national park budgets during World War II, and funding remained low throughout the rest of the 1940s and early 1950s due to Korean and Cold war defense spending. Furthermore, New Deal programs that had provided the National Park Service with labor for maintenance and construction projects (such as the Public Works Administration) were abolished in 1942. As soon as World War II and the associated rationing and travel restrictions ended, however, park visitation boomed. Ever-increasing numbers of Americans flocked to national parks in the 1950s due to a rise in population, high auto ownership, better roads and highways and an increased amount of leisure time. In the national parks, visitation rose from 17 million in 1940 to 56 million in 1955.[29]

During this same period, park budgets remained at pre-war levels, and visitors found poorly maintained and inadequate facilities. Parks offered too few campgrounds, accommodations, restrooms, and parking lots. Roads and facilities were often in poor condition. Employee housing was generally outdated and dilapidated, and NPS officials regarded this housing crisis as one of their most serious problems. Administrators sought to double park staff, so the need for more and better housing was especially acute.[30]

To accommodate the 80 million visitors that were expected to visit the parks in 1966, the NPS embarked on a campaign to upgrade and construct roads, trails, visitors centers, campgrounds and other park facilities, as well as to increase staffing and acquire new land. Mission 66, proposed in 1955 by National

[29] Ethan Carr, Mission 66: Modernism and the National Park Dilemma, (Amherst: University of Massachusetts, 2007), 3-7.
[30] Carr et al., 78.

Park Service director Conrad Wirth, was a development program that sought to modernize and enlarge park facilities by the NPS's fiftieth birthday in 1966. President Eisenhower was enthusiastic about the plan, partially due to his support of public works projects that could stimulate the economy, but also because of the negative press that the national parks' infrastructure was receiving. In spring 1956 Congress approved large budget increases for the NPS to begin the $700 million program. Congress would continue to allot additional budget increases over the next ten years.[31]

Through Mission 66, Wirth sought to reinvent the National Park System to meet the demands of post-war America. He put forth a set of new ideas about how visitors would experience national parks and how parks would function as public spaces, and these ideas manifested themselves in patterns of park development. Park planners intended Mission 66 developments to be designed and located so that they would accommodate large numbers of visitors, while minimizing impacts on park resources. "Enjoyment without impairment" characterized this ideal, and park planners were determined to concentrate new developments in areas where they would cause minimal impact, and to relocate development away from historic sites and important natural features. This policy included discouraging new overnight accommodations within the park and removing existing hotels and inns. Wirth hoped that tourists would stay outside the parks in nearby communities.[32]

Mission 66 Architecture and Landscape Architecture

Buildings constructed by the National Park Service during Mission 66 represented a departure from earlier architectural styles in the national parks. During the previous major era of development in the 1920s and 1930s, architects designed rustic structures modeled after older hotels in the parks or inspired by the Arts and Crafts movement. By the 1950s, modernist architecture, characterized by simple forms, a lack of ornamentation, the use of concrete and steel, and unusual fenestration, had emerged as the dominant style in the United States and Europe.[33] NPS architects were inspired by modernism, but they also sought to design structures that served park needs and were appropriate for their environments. Mission 66 buildings were utilitarian, functional, and without the "historical allusions" of the rustic style. NPS architects during Mission 66 designed buildings that were simple, low-cost, durable and attractive.[34] The buildings were constructed of modern materials, such as concrete masonry units, with earth-toned textured concrete, wood or stone veneers on the facade. This resulted in a distinctive building type that came to be known as Park Service Modern. Mission 66 landscape architects prepared general development plans for the parks in which the new buildings as well as roads, parking lots and landscaped areas would be sited.[35]

Visitor centers became the architectural and functional centerpieces of national parks during the Mission 66 era, representing the most "architecturally significant expression of the planning and design practices" developed by the National Park Service at this time.[36] Visitor centers were an entirely new building type, meant to replace park museum and administration buildings. The centers concentrated visitor services into one structure that served as the information center and included restrooms, exhibits, audiovisual

[31] Carr,Mission 66: Modernism and the National Park Dilemma , 3-10.
[32] Carr,Mission 66: Modernism and the National Park Dilemma , 14-15.
[33] Carr,Mission 66: Modernism and the National Park Dilemma , 137-139
[34] William Nelson, "Mission 66: The National Park Service Program for the Revitalization of America's National Parks," 1956-1966. M.A. hesis, Kansas State University, 1997, 131.
[35] Carr et al., 19.
[36] Carr et al., 68.

presentations, and administrative offices. The centers were intended to orient the public to the park, help them understand park resources, and how to make the best use of their time in the park. Architects sited most visitor centers at park entrances to intercept visitors, and the buildings became a familiar feature of the park landscape. The NPS built more than 100 centers during the Mission 66 era.[37]

Unlike other Mission 66 buildings, visitor centers were designed individually rather than based on standardized plans. Architects designed visitor center exteriors that would blend into the natural landscape, facilitate visitor circulation and provide a central gathering space. The horizontal shape, flat or shallow roof form, color and texture of materials and unornamented elevations that typified the centers helped the structures remain subordinate to their surroundings. Patios, arcades, porches, oversized windows and doors with windows blurred the boundary between interior and exterior spaces. In front of the visitor centers, courtyards or plazas with geometric planted areas and raised beds, served as a public gathering space. These plazas were often constructed with a grid pattern, and included tinted elements to blend with the natural landscape. Outdoor picnic and seating areas were common. With the postwar increase in visitation, circulation patterns were of primary importance to NPS architects, and they sought to avoid crowded interior spaces by including open or circular floor plans. Visitor centers typically had not just open floor plans, but high ceilings, wide doorways, and spacious lobbies. Restrooms were located away from the information area, accessed through a separate entrance or in an adjacent building. Administrative and public areas were segregated. Museum and exhibit space, which helped staff to interpret the park's natural and cultural resources to visitors, was an important part of each visitor center.[38]

NPS officials implemented the Mission 66 program in part to modernize park facilities, and to this end, the NPS built 584 comfort stations in parks across the country. These buildings typically followed a standardized design, and included men's and women's restrooms and at least one utility room in the middle of the building. The buildings were usually small and single-story, with low, gabled roofs and extended eaves at the gabled end. A row of windows was often set below the top of the wall. Comfort station exterior finishes usually matched other park structures.[39]

Since upgrading and maintaining park facilities represented an important part of the Mission 66 program, new utility buildings were vital. These structures provided a central location for vehicles and equipment. Based on standardized designs, the NPS built 218 utility buildings during the Mission 66 era. Architects located the structures out of public view, often near employee housing areas. These buildings typically had a shop, storage area, restroom, and equipment bays with large, overhead doors. The structures were rectangular, constructed with concrete masonry and topped by a flat roof with overhangs. Exposed interior and exterior roof structures were common.[40]

In addition to facilities for visitors and workspace for employees, the NPS built new housing for personnel. The employee housing was constructed based on standardized plans, to keep costs low while raising the standard of living for park staff. The agency built 743 single-family and duplex units, as well as 496 apartment units, during the Mission 66 era. The NPS sought to make staff housing safe, clean, durable and modern, but within guidelines for size and budget as set by the Bureau of Budget Policies.

[37] Carr, et al., 20.
[38] Carr, et al., 15.
[39] Carr, et al., 22.
[40] Carr, et al., 71.

The NPS issued standardized housing plans in 1957, and these plans provided a layout for various types of housing. The buildings presented a sharp departure from earlier types of staff housing. NPS architects designed residences that were low-profile, horizontal structures, similar to suburban style ranch houses, made of modern materials such as concrete masonry units. The staff housing complexes as a whole were meant to resemble suburban housing developments, with curvilinear streets. Each single-family home, and many multi-family dwellings, had attached garages or carports, depending on the climate of the park. The dwellings had a combined living and dining area, one or one-and-a-half baths, and a kitchen and bedrooms on opposite sides of the house. They were equipped with conveniences such as modern appliances, linoleum floors, and central heating. An aluminum-framed picture window was usually set in the living room, with oversized aluminum-framed windows in the bedroom. Residents accessed the backyard through a door from the living, dining or kitchen areas. The front door was characterized by a stoop or recess. A walkway led from the drive to the front door. Parks often modified the plans to suit their particular needs, and building materials depended on what was locally available.[41]

The Mission 66 program also "created significant changes in the landscapes of the parks, modified the planning and design process…and responded to the evolution in the landscape architecture profession of the period."[42] The concept of a master planned developed area with a variety of visitor and support services was entirely new, and developed areas became a hallmark of the national park landscape during the Mission 66 era. Landscape architects typically supervised the planning, design and construction of these new developed areas, and the ways that they sited building complexes, campgrounds, roads and pullouts into the park's natural environment reflects the distinct style of NPS Mission 66 landscape architecture. During the Mission 66 period, NPS landscape architects utilized some of the principles of naturalism that had originated in the 1930s. This meant that buildings and structures were supposed to blend into the natural landscape; roads were designed to blend into the existing topography; existing trees were preserved and native plants utilized to cover construction scars. However, they also drew from the modernist landscape architecture that had emerged in the mid-twentieth century. For example, developed areas often resembled suburban shopping centers, with ample parking, paved walkways and terraces, and a variety of services. The new park residential areas, with their sweeping curvilinear roads and homes sited for maximum privacy, evoked the suburban subdivisions that were cropping up across the United States. NPS landscape architects designed developed areas and roads that could accommodate the massive increase in visitation by providing increased capacity and efficient flow, for example, through wider, one-way roads and loops.

Campgrounds were a particularly important part of Mission 66 development, and 17,782 campsites were added during this period. The principles of modernist landscape architecture are apparent in Mission 66 campgrounds. A typical Mission 66 campground included one-way loop roads, for efficient auto circulation. Older campgrounds were frequently modified to accommodate trailers and recreational vehicles with longer parking spurs and wider roads. Additional sites were added to existing campgrounds. Campsites were often set on opposite sides of the road, with the maximum possible number of sites accommodated. Trees and shrubs were planted for shade and privacy. Modern comfort stations often replaced pit toilets, and water and electricity were often brought to the campground for the first time.

[41] Ethan Carr, National Park Service Mission 66 Resources, (Seattle: NPS, Pacific West Regional Office, 2002) 123-125, 166-170.
[42] Carr et al., 30.

Utility hookups for trailers and recreational vehicles were often provided. Picnic tables, grills or fireplaces, walkways, planting beds, signs and campfire centers were commonly constructed.[43]

Thousands of miles of park roads were constructed or improved during this time. Road projects were a high priority, and older, unpaved roads were reconstructed and paved in nearly every unit of the national park system. NPS landscape architects and engineers integrated roads into the natural setting using materials whose colors harmonized with the natural environment. [44] Park road design standards called for two-way park roads with a width of 22 feet, while one-way roads were 12-feet wide. The use of vegetation to blend ditches and shoulders to the adjacent landscape became a standard practice. Cut-and-fill slopes were rounded, warped at the end for a natural transition, and seeded, fertilized, and mulched to repair roadside construction scars. New turnouts, overlooks and parking areas along roadways, often with interpretive signage, allowed visitors to view or access park resources.

The Mission 66 era was the most recent period of significant national park expansion and improvement. It was also the last period in which new ideas were manifested in the built environment throughout the National Park System. Seventy new park units were added to the system under the Mission 66 program. The agency-built visitor centers, park residences, utility buildings, comfort stations, roads, picnic areas and other buildings and structures for public use and park administration. Mission 66 accomplished much of what Conrad Wirth intended: the reinvention of the National Park System, the National Park Service, and even the national park idea, to meet the needs of postwar America.[45] The program significantly shaped park landscapes in ways that are still clearly visible to twenty-first century visitors.

Mission 66 at Craters of the Moon

Craters of the Moon National Monument protects the features associated with volcanic activity along the Great Rift, which extends for sixty miles in southern Idaho and is the source for the more than sixty lava flows and twenty-five cones at the monument. Volcanic eruptions from the Great Rift began about fifteen million years ago, though most of the monument's volcanic features are between fifteen thousand and two thousand years old. The rift is still active, and could erupt again.

While nineteenth century visitors had described the volcanic, sparsely vegetated area as a wasteland, local boosters began to publicize the geologic wonders of Craters of the Moon (called Valley of the Moon before 1924) in the early twentieth century. Tourists started to visit the area as a result of better roads, the rise of auto tourism, and the publicity campaign. After 1919, visitors began to detour off the new highway between Yellowstone National Park and the Sawtooth Mountains to see the site's volcanic features. Craters of the Moon became increasingly well-known after National Geographic, Sunset and other magazines published articles about the geologic wonders of the Great Rift. Local efforts to establish a national park began in the early 1920s. Due to an organized attempt by local civic groups, politicians, the NPS and the U.S. Geological Survey, President Calvin Coolidge used the Antiquities Act to proclaim Craters of the Moon a National Monument in 1924.

When the National Park Service assumed management of Craters of the Moon, the monument lacked buildings and visitor facilities. NPS officials expected to draw increasing numbers of tourists on their way to and from Yellowstone, and initial plans called for a permanent water supply, a campground, an

[43] Carr, Mission 66 Resources, 292.
[44] Carr et al., 93.
[45] Carr et al., 3-4.

entrance area in the monument's northern section, and improved roads and trails. However, Congress appropriated little money for development at national monuments, which even the NPS considered second-class sites.[46] In the 1930s during the New Deal, the NPS built an equipment shed, comfort station and custodian superintendent's residence, all of rustic log construction. The equipment shed and the comfort station are still extant and were declared eligible for the National Register of Historic Places in 2009 for their association with recreational development and New Deal relief programs at the monument. A rustic campground, without individual sites, and a concession facility called Craters Inn, with a lodge and three cabins, served overnight guests.

Visitation at Craters of the Moon grew from less than 1,000 per year in the 1930s to over 120,000 in 1956. Staff attributed the increase not only to postwar travel trends, but to the publicity nearby that Atomic Energy Commission developments garnered. Yet, the monument continued to contain an inadequate and obsolete collection of rustic log cabins, outbuildings, and tent cabins from the late 1920s and early 1930s that did not serve visitor or employee needs. Some of these structures had been assembled by staff and they were in poor condition. Staff considered the rustic log equipment building to be "poorly constructed" and badly located, and they believed that the administration building, a 14' x 16' frame tent cabin, was "unsightly and inadequate."[47] In addition, the rustic log architecture seemed out of place in the stark volcanic landscape.

Roads, employee housing and visitor facilities at the monument were, according to staff, "inadequate and poor."[48] This collection of administrative and residential buildings was primarily located near the current junction of the campground and the 7-mile Loop Road. The circulation pattern consisted of two entrances identified as the Arco and Hailey entrances that joined near the present loop drive. Roads were unpaved. A system of poorly marked paths left the visitor wandering through the maze of lava in search of cairn-marked features. Employee housing, which consisted of the rustic log superintendent's residence and two small tent cabins, was also substandard. There was no museum to help the public understand the geologic story of the site. Equally limiting to tourist comfort was the lack of a consistent water source, sanitary facilities for camping, and basic utilities such as lighting and communications.

Craters of the Moon National Monument was profoundly shaped by the Mission 66 program. Under the Mission 66 program, Craters of the Moon finally received the funding to substantially improve park facilities. The NPS had generally not invested in smaller parks, monuments and historic sites with lower visitation numbers, and Mission 66 finally provided funding for these units.[49] At the conclusion of Mission 66, according to landscape historian Ethan Carr, even "most of the small parks enjoyed new and enhanced facilities, a visitor center, a maintenance yard, and housing for employees." This "suite of basic facilities" became the standard at national park service units.[50]

During Mission 66, the monument gained a water system, visitor center, utility building, 4-unit apartment building, duplex, three 3-bedroom homes, an improved campground, and comfort station, all concentrated near the new main entrance in a headquarters complex. The existing road was improved as well. Built between 1957 and 1968, the Mission 66 complex at Craters of the Moon represents an early example of

[46] Louter, 246, 267.
[47] Avery, 9.
[48] Avery, 9.
[49] Carr et al., 15.
[50] Carr et al., 15.

the Park Service Modern style in national parks. The design of the visitor center, utility building, residences, comfort station and circulation system at Craters of the Moon National Monument illustrates the move away from the NPS rustic period of construction and into the modern era of architecture. The facilities built at Craters of the Moon during Mission 66 were critical to the development of the park, and they remain nearly unchanged.

Craters of the Moon was one of the first parks in its region to receive Mission 66 funding, and the Mission 66 complex there is an early example of the comprehensive approach to NPS park planning during this era. [51] The complex was planned and built as a whole; it reflects Mission 66 ideals and represents a fully implemented Mission 66 plan. Although rehabilitation of the campground was not included in initial plans, it was soon added. The design for Craters of the Moon left the patchwork approach to park development behind, and instead followed a master plan that concentrated development in one area, thereby conserving the park's natural resources.

Cecil Doty was a leading architect at the NPS Western Office of Design and Construction (WODC); he designed many of the early NPS visitor centers and was instrumental in developing their style and purpose. Doty designed the monument's visitor center as well as the landscaped areas and circulation system. Although Cecil Doty produced the original designs for the complex, the final drawings for the visitor center were produced by M.K. Tash of Hurt, Trudell and Capell, while the utility building and residences were developed by Malone and Hooper, all of San Francisco.[52] This latter firm was employed to do an array of work by WODC.

Workers began constructing the new headquarters complex in 1957. By December, the utility building had been finished. The visitor center and five employee housing units were completed in March and August of 1958, respectively. That year, workers also built a fence to separate the visitor areas from the utility yard and an entrance booth (later moved), and installed a drinking fountain near the visitor center, secondary water and sewage systems, and an irrigation system.[53] Mission 66 master plans catered to the increasing number of automobile visitors during the post-war era, and at Craters of the Moon, circulation patterns were changed to reflect the increase. In 1957, workers constructed a new entrance 800 feet west of the existing entry, as well as two parking areas on either side of the new visitor center location to facilitate auto circulation.

The new Mission 66 buildings appeared radically different from the park's rustic log buildings. As was typical of Mission 66 structures, the buildings were constructed with concrete masonry units, with exterior finishes designed to blend into the surrounding landscape. At Craters of the Moon, architects also used split-faced pumice blocks in earth-toned colors on building exteriors. The buildings included many of the characteristic features of Mission 66 design, such as low-profile, horizontal forms, low-pitched or flat roofs, and oversized windows. Staff believed that the new Park Service Modern style buildings fit

[51] Avery, 9.
[52] Avery, 9: The firm of Malone and Hooper specialized in public projects including designs for the NPS through the WODC, such as design for the Colter Bay Visitor Center in Moose, Wyoming (Grand Teton National Park1956-1957/1959). Active in San Francisco, from 1949 to 1961 and then later firms involving Hooper, the firm was also involved in numerous projects around the San Francisco area.
[53] Avery, 10.

into the park's volcanic landscape much better than the log buildings had.[54] Except for the campground comfort station, the new buildings were clustered together, which was a hallmark of Mission 66 design.[55]

The visitor center was an essential part of the overall Mission 66 development plan for Craters of the Moon National Monument. The NPS located the new visitor center near the highway to provide a convenient location for visitors, and to allow for easy control of auto traffic.[56] Like other Mission 66 structures, the single-story Park Service Modern visitor center is characterized by its horizontal form, a flat roof, and an open lobby.[57] The visitor center included then and now, administrative offices, staff and public restrooms, a lobby and display space, a work room, a mechanical room, and a museum, and it functioned just as NPS planners had hoped. One reported, "With its calm and relaxed atmosphere, the visitor center presents a thorough, concise and clear introduction to Craters of the Moon." Staff knew that the exhibits "may be the visitor's first introduction to basaltic volcanism," therefore "well-executed display panels and cases pictorially describe the significant volcanic events in Craters of the Moon." [58]

Cecil Doty considered landscaping essential to making the location "livable," since plants would furnish shade and wind breaks, so he designed a landscape with trees, shrubs and other vegetation. Workers added 1,302 cubic yards of topsoil to the rocky, volcanic soil of the complex area, and by May of 1958, they had planted 469 shrubs, ten Douglas fir, 150 limber pine and 77 Colorado quaking aspen. Some of these trees were intended to screen the staff housing from the highway, visitor center and campground. However, many soon died in the monument's harsh climate.[59]

As noted, initially, the Mission 66 plan for Craters of the Moon did not include campground improvements. With removal of the Craters Inn lodge and its rustic cabins in 1957, however, the campground became the only place to stay within twenty miles of the park, and use of the campground increased by 39 percent.[60] Before Mission 66, the campground consisted of an unpaved road with two loops. There were no individual campsites, and campers parked at will. Between late 1957 and 1959, the NPS expanded and improved the campground to accommodate the increased use. All two-way roads in the campground were widened to at least 18-feet. The campground road was extended at its west end, and a one-way loop was formed. Three more one-way loops and campsites were added at the east entrance to the campground. Another one-way road adjacent to the new comfort station was also constructed. All the roadways were surfaced with two inches of asphalt and plant mix. Parking pads were cleared of rocks and graded but left with a cinder surface. The NPS also designated individual campsites, and many campsites received new site furnishings. Workers installed thirty cedar picnic tables with welded iron pipe legs, and twenty-five square fireplaces, with concrete bases and a welded-steel grill.[61] In July of 1959, workers completed a comfort station near the western end of the campground. The building

[54] Avery, 10-11.
[55] Avery, 10.
[56] National Park Service, Craters of the Moon Master Plan, 1952, (Seattle: National Archives and Records Administration), 1.
[57] Avery, 10.
[58] McClanahan, 3.
[59] National Park Service, Craters of the Moon Completion Reports, Records of the National Park Service, Record Group 79, Box 3, National Archives and Records Administration, Seattle WA.
[60] National Park Service, Superintendent's Monthly Narrative Report for August 1957, September 3, 1957, Craters of the Moon National Monument archives, Arco, Idaho.
[61] Christy Avery, National Register of Historic Places Registration Form: Craters of the Moon Campground/Lava Flow Campground, 2012,16. Craters of the Moon National Monument archives, Arco, Idaho.

was constructed with the same split-faced pumice block used to construct the park visitor center, utility building, and staff housing.

NPS landscape architects incorporated, but improved the original road system in the park's Mission 66 Master Plan. Into the mid-1950s, park roads remained primitive, unpaved, and surfaced with cinders. The cinders blew around in the near constant winds that pummeled the monument and required frequent replacement, requiring high annual maintenance costs. These "road hazards annoyed the motoring public."[62] Mission 66 paving and reconstruction solved these problems. During Mission 66, the road was regraded and surfaced with asphalt, thus eliminating the need for cinder replacement. Work also included installing curbs, gutters, sidewalks and parking areas. Nine new parking areas, four road spurs, and turnouts were constructed between 1958 and 1968. These new parking areas provided scenic vistas or trail access along the road.[63] A 1953 drawing of the proposed master plan for the headquarters area buildings and roadways illustrates Wirth's direct involvement in the design of park roadways. Bearing Wirth's signature as director, it is also annotated with handwritten comments about Wirth's preferences regarding proposed modifications.[64] Following later concerns about road conditions, the NPS completed spur roads, resurfaced parking areas, and improved drainage on the road in 1968.

Monument employees and other NPS staff were pleased at the improvements made during the Mission 66 era. In addition to the new park buildings and structures, a new state highway allowed visitors to more easily access the monument. The better access and improved facilities transformed the underfunded and poorly developed monument into a park service unit with modern infrastructure and amenities. One NPS employee summed up the changes. "Many circumstances have combined to improve the situation: The construction and paving of U.S. Highway 93A-20-26, which traverses the northern portion of the monument; the development of a loop road within the monument; trails leading to specific features; a new combined visitor center and headquarters; an integrated interpretive program including museum exhibits, roads and trail displays, conducted auto caravans, and a publications program; improved camping facilities; and the removal of unsightly, outmoded concessionaire facilities. Viewed as a whole, these improvements have enabled the more recent Monument visitors to appreciate and learn more about the geologic story of basaltic volcanism."[65]

The Mission 66 structures in the park are emblematic of the Mission 66 program as a whole, and their distinct architecture and massing make them immediately recognizable as part of this era of NPS development. While the individual buildings are not necessarily unique or outstanding examples of Mission 66 architecture on their own, the complex as a whole is significant. Built between 1957 and 1968, it is one of the earliest examples of a Mission 66 complex, and it is the only representation of a Mission 66 complex in Idaho. The complex retains integrity to the historic period.

[62] Louter, "Craters of the Moon National Monument Historic Context Statements," Chapter 9 (n.p.).
[63] Ibid.
[64] Road System, Craters of the Moon Master Plan (U.S. Department of the Interior, National Park Service, Landscape Division, Regional Office, Washington, D.C. 1953)
[65] McClanahan, 2.

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10. Geographical Data

Acreage of Property 43.1 acres

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X_ State Historic Preservation Office
____ Other State agency
__X_ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

Or
UTM References
Datum (indicated on USGS map): See Figure 1: Craters of the Moon Developed Area

[ ] NAD 1927 or [X] NAD 1983

The historic district is a linear district following the roadway and increasing in size to include the Headquarters Area Roads and Parking and the Lava Flow Campground. The District includes 13 contributing buildings. The linear district begins at the entrance to the park developed area at the UTM 12T 292647.00 m E 4815298.00 m N. UTMs for contributing buildings and structures are provided in the table below:

Title/Description	Map Reference Number	Zone	Easting	Northing
Start of CRMO Historic District	13	12T	292647.00	4815298.00
Visitor Center	1	12T	292758.93	4815313.98
Utility Building	2	12T	292795.01	4815367.6
Employee Apartments	3	12T	292843.22	4815355.59
Employee Duplex Building	4	12T	292877.54	4815382.96
Employee Residence Building #21	5	12	292917.30	4815384.74
Employee Residence Building #20	6	12T	292947.13	4815373.46
Employee Residence Building #19	7	12T	292973.39	4815354.22
Comfort Station; Lava Flow Campground	9	12T	292974.36	4815142.15
Log Comfort Station	10	12T	293075.61	4815185.92
Log Equipment Shed	11	12T	293264.14	4815006.36
Headquarters Area Roads and Parking	12	12T	292678.86	4815281.97
Lava Flow Campground	18	12T	293167.07	4815177.39

Verbal Boundary Description (Describe the boundaries of the property.)
See the enclosed map of the district. The Craters of the Moon Mission 66 District is a contiguous district that follows the park road system beginning at the intersection of Highway US 20/26/93 creating a corridor 60 feet wide (30 feet from the centerline of the road in either direction) and incorporating all historic structures associated with road construction including pullouts, turnouts, and parking areas. Where pavement or other road construction features extend beyond the 60 foot corridor, the district expands in such a way that the boundaries are 10 feet beyond any such construction. The boundary of the district widens at historic developed areas as described below.

At the Headquarters Area the district widens to include all parking areas, roadways, and buildings extending 25 feet beyond the north elevation (rear) of the buildings. The Headquarters Area includes the following contributing buildings: Visitor Center (#1 on map), Utility Building #24 (#2 on map), Employee Apartment Building #23 (#3 on map), Employee Duplex #22 (#4 on map), Employee Residences #21, #20, and #19 (#5, 6, and 7 respectively).

At the Lava Flow Campground, the district widens to include the campground loops and campsites extending 10 feet beyond the construction boundary of these features. The area includes the following contributing buildings: Mission 66 Comfort Station (#9 on map) and the Log Comfort Station (#10 on map).

The 7-mile Scenic Loop Road (#13 on map) follows the road alignment inclusive of spur roads creating a 60 feet wide corridor expanding at parking areas and turnouts.

The Log Equipment Shed (#11 on map) is a dis-contiguous contributing element to the historic district. It lies along a utility spur road branching southeast opposite the entrance to the Lava Flow Campground.

Boundary Justification (Explain why the boundaries were selected.)
The boundary for the Craters of the Moon National Monument Mission 66 Historic District was chosen to encompass the original built environment of the park within the original 1924 park boundary. This includes the following:

- The buildings in the entire headquarters area (visitor center, utility building, employee apartments, employee duplex, three single-family houses)
- Lava Flow Campground and its Mission 66 comfort station, and the 1934 log comfort station
- The headquarters area roadway system and the 7-mile Loop Drive, including nine turnouts, four of which were designed during the historic period. The remaining turnouts, although added later, are compatible with those designed during the historic period.
- The spur roads and trailhead parking lots along the 7-mile Loop Drive: Devil's Orchard, Spatter Cones, Tree Molds, the Caves area and respective parking areas, plus the North Crater Flow, North Crater, and Inferno Cone parking areas. It also includes several turnouts designed during the historic period (Pika Point, Old Man of the Crater, South Inferno Cone, Lava Cascades, and Big Sink).
- The 1932 log equipment shed.

11. **Form Prepared By**

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September 28, 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Craters of the Moon National Monument Mission 66 Historic District

City or Vicinity: Craters of the Moon National Monument, west of Arco

County: Butte State: Idaho

Photographer: JoAnn Blalack

Date Photographed: May, June and August 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 Visitor Center front, south elevation, camera facing north northeast
Photo #2 Visitor Center front, west entrance, south elevation, camera facing northeast
Photo #3 Visitor Center front, center section of building, south elevation, camera facing north
Photo #4 Visitor Center front, east entrance, camera facing west northwest
Photo #5 Visitor Center back, north elevation (right), east elevation (left), camera facing southwest
Photo #6 Visitor Center picnic area, east side of Visitor Center, camera facing west northwest
Photo #7 Utility building (maintenance shop) south elevation (left) east elevation (right), camera facing west northwest
Photo #8 Utility building (maintenance shop) north elevation (right) east elevation (left), camera facing west southwest
Photo #9 Apartment front southeast elevation, camera facing northwest
Photo #10 Apartment back northwest elevation, camera facing south southeast
Photo #11 Duplex front south southwest elevation, camera facing north northeast
Photo #12 Duplex back northwest elevation, camera facing east southeast
Photo #13 Residence #21 front south elevation, camera facing north northeast
Photo #14 Residence #21 back north elevation, camera looking south southwest
Photo #15 Residence #20 front south elevation, camera looking north northwest
Photo #16 Residence #20 back north elevation, camera facing south southwest
Photo #17 Residence #19 front south elevation, camera facing north northeast
Photo #18 Residence #19 back north elevation, camera facing south southwest
Photo #19 Campground north east entrance road, camera facing west
Photo #20 Campground sites visitor center (left) residence (right) in background, camera facing northwest
Photo #21 Campground sites and road towards southeast entrance, camera facing east
Photo #22 Campground comfort station north elevation (left) west elevation (right), camera facing south
Photo #23 Campground comfort station south elevation (left) east elevation (right), camera facing north
Photo #24 Park entrance, visitor center (left), camera facing east
Photo #25 Visitor Center west parking lot, visitor center (left), camera facing east
Photo #26 Visitor Center east parking lot, camera facing west
Photo #27 Employee parking visitor center (left) back utility building (middle right) apartment building (right), camera facing west
Photo #28 Residence west entrance apartment (left) duplex right, camera facing north northeast
Photo #29 Residence east entrance residence #19 (left) residence # 21 (center), camera facing west northwest
Photo #30 Loop road typical road design of 2-way section, camera facing southwest
Photo #31 Loop road typical road design of 1-way section, camera facing northwest
Photo #32 North Crater Flow parking lot 2-way loop road left of vegetation, camera facing south southwest
Photo #33 North Crater Trail parking lot 2-way loop road (left), camera facing southwest
Photo #34 Loop road pullout north side along 2-way section, camera facing southeast
Photo #35 Spur road to Devil's Orchard off the 2-way section of loop road, camera facing north northeast
Photo #36 Devil's Orchard parking lot, camera facing east
Photo #37 Loop road pullout (Cinder Garden) north side along 1-way section, camera facing west
Photo #38 Inferno Cone parking lot off 1-way loop road (right), camera facing southeast
Photo #39 Entrance-exit into Spatter Cone parking lot (at parking lot) 1-way loop road back (left), camera facing north northeast
Photo #40 Spatter Cone parking lot, camera facing northeast
Photo #41 Pullout west side of Tree Molds spur road 1-way loop road back (left), camera facing north northwest
Photo #42 Pullout-picnic area south side Tree Molds spur road, camera facing west southwest
Photo #43 Tree Molds parking lot, camera facing north
Photo #44 Cave area parking lot, camera facing east
Photo #45 Looking back on spur road leading to Cave area parking, camera facing west
Photo #46 Log Comfort Station, side/back of building, camera facing north

Photo #47	Log Comfort Station, women's side, camera facing southeast
Photo #48	Craters of the Moon Developed Area from Sunset Cone, camera facing southwest, c. 1970
Photo #49	Slope Dressing 1968, unknown location
Photo #50	1953 Draft Master Plan Map with Annotations attributed to Conrad Wirth.
Photos #51, 52, 53	Log Equipment Shed, front, back, and north facing view. Taken by: Gina Pearson, 9/2020
Photo #54	Detail - Apartment A. Front Facade. (photos 54-61 taken by Sandra Gladish, CRMO 12/2020)
Photo #55	Detail - Apartment B. Front Facade.
Photo #56	Detail - Apartment C. Front Facade.
Photo #57	Detail - Apartment D. Front Facade.
Photo #58	Detail - Non-contributing Duplex Shed
Photo #59	Detail - Non-contributing Residence 19 Shed
Photo #60	Detail - Non-contributing Residence 20 Shed
Photo #61	Detail - Non-contributing Residence 21 Shed

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service
National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Craters of the Moon National Monument Mission 66 Historic District
Other names/site number:

Name of related multiple property listing**:**
National Park Service Mission 66 Era Resources

(Enter "N/A" if property is not part of a multiple property listing

---

2. Location

Street & number: 18 miles west of Arco on Highway 20/26/93
Craters of the Moon National Monument
City or town: Arco State: ID County: Butte Zip: 83213
Not For Publication: [ ] Vicinity: [X]

---

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this __X__ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property__X__ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national __X_statewide ___local

Applicable National Register Criteria:

_X_A ___B _X_C ___D

_____
Signature of certifying official/Title: **Date**
_____
State or Federal agency/bureau or Tribal Government

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official/ Title: **Date**

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	☐
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	☐
District	X
Site	☐

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

Structure ☐

Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
10	8	buildings
1	0	sites
2	4	structures
0	0	objects
13	5	Total

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Domestic
Government
Recreation and Culture
Landscape
Transportation

Current Functions

(Enter categories from instructions.)

Domestic: single dwelling, multiple dwelling, institutional housing
Government: government office and storage
Recreation and Culture: outdoor recreation
Landscape: park, parking area
Transportation: road-related

7. Description

Architectural Classification
(Enter categories from instructions.)
Modern Movement
Other: National Park Service Mission 66

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _____
- Foundation: Concrete slab
- Walls: Brick masonry
- Roof: Galvanized steel, asphalt shingle with gravel
- Roadway: Asphalt concrete
- Campground: Asphalt concrete roadways and native material (volcanic rock and cinders)

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary
Craters of the Moon National Monument Mission 66 Historic District is located in Craters of the Moon National Monument, 18 miles west of the small town (pop. 910 in 2013) of Arco, Idaho on U.S. Highway 20/26/93 and 24 miles east of the even smaller town (pop. 600 in 2013) of Carey, Idaho on U.S. Highway 20/26/93. The district encompasses the original monument headquarters, campground, and a 7-mile scenic loop road circulation system. It is situated in a volcanic landscape, characterized by black lava and cinder cones in a setting of mature sagebrush steppe with occasional limber pines. The historic district is a fully implemented plan consistent with the original Mission 66 design for Craters of the Moon National Monument. The headquarters area contains eleven buildings: a visitor center, utility building, employee apartment building, duplex, and three single-family employee residences (4 non-contributing storage sheds behind houses). Also, the campground contains a 2008 vault toilet (non-contributing) Mission 66 comfort station,1934 log comfort station, adjacent 1958 entrance station kiosk(non-contributing), and nearby the 1932 log equipment shed. The 7-mile Loop Road contains nine turnouts/ viewpoints, seven trailhead parking areas, and four spur roads. The setting of the headquarters complex with its residential area, campground, and circulation system has changed very little since it was constructed. There have been no buildings added since that time and none have been removed, although two of the buildings have received compatible additions. The buildings are largely in their original condition and reflect a high level of integrity, in terms of design, materials, workmanship, feeling and association. All, but one, are still used for their original purposes.

Although the monument has been enlarged since its establishment and is now a 464,303 acre national monument and preserve, the experience for visitors entering this main developed area remains virtually the same as it was when the area was designed during Mission 66. The buildings and circulation system

are nearly indistinguishable from when they were first designed and constructed. The district is also the only representation of the NPS Mission 66 period in Idaho.

Since its construction, minor changes to the historic district have occurred, such as removal of the original grass lawn areas and the planting of native shrubs and trees in its stead; constructing compatible additions to the visitor center and utility building; - widening some parts of the roadway and parking areas to accommodate larger vehicles; and adding accessible parking spaces and campsites. In addition, the Mission 66 entrance station was moved approximately 800 feet east from original location that was in the campground (CRMO GMP, 1992).

Map #	Property Name	Contributing Non-contributing	Date
Buildings			
1	Visitor Center	Contributing	1958
2	Utility Building #24	Contributing	1957
3	Employee Apartment Building #23 A/B/C/D	Contributing	1958
4	Employee Duplex #22 A/B (shed, non-contrib)	Contributing	1958
5	Employee Residence #21 (shed, non-contrib)	Contributing	1958
6	Employee Residence #20 (shed, non-contrib)	Contributing	1958
7	Employee Residence #19 (shed, non-contrib)	Contributing	1958
8	Entrance Station	Non-contributing	1958, 1984
9	Mission 66 Comfort Station	Contributing	1959
10	Log Comfort Station	Contributing	1934
11	Log Equipment Shed	Contributing	1932
Structures			
12	Headquarters Area Roads and Parking	Contributing	1957
13	7-Mile Loop Rd, Parking, Turnouts, Spur Rds	Contributing	1958, 1968
14	Lava Flow Campground Vault Toilet	Non-contributing	2008
15	Devil's Orchard Vault Toilet	Non-contributing	late 1970s
16	Tree Molds Vault Toilet	Non-contributing	late 1970s
17	Caves Area Vault Toilet	Non-contributing	late 1970s
Sites			
18	Lava Flow Campground	Contributing	1934, 1958

Narrative Description

The Mission 66 Historic District lies within Craters of the Moon National Monument. The adjacent and surrounding area is also managed by the NPS as Craters of the Moon National Preserve. Together the two units lie in Blaine, Butte, Lincoln, Minidoka and Power Counties. A portion of the monument (43,243 acres) was designated as one of the first wilderness areas in the National Park System in 1970 (P.L. 91-504). Thirteen miles of the monument were included in the Great Rift National Natural Landmark designation in 1971. Although the monument was enlarged (in 2000) since it was established, the experience of most national park visitors entering this area remains virtually the same as it was when the area was designed during Mission 66. The buildings, campground and circulation system retain integrity to the historic period.

The Craters of the Moon lava field is the largest post-ice age "young" (2,000 years) basaltic lava field in the continental U.S. The Great Rift is the deepest known land-based open volcanic rift in the world and is almost fully contained within the boundary of the monument and preserve.[1] The Great Rift extends for more than 50 miles and is the source of the more than 60 lava flows and 25 cones within the monument. An impressive array of basaltic lava features are represented, including eruptive and non-eruptive fissures, cinder cones and flats, spatter cones, lava tubes and caves, and other lava flows. The park also has more than 500 kipukas, which are largely undisturbed isolated vegetation communities surrounded by lava flows. Goodale's Cutoff, an alternate Oregon Trail route, traverses the northern portion of the monument and was listed on the National Register in 1974.

The Mission 66 Historic District is a compact array of buildings, structures and roadways that enables visitors to quickly experience this unique volcanic monument as they travel the adjacent highway, often en route to Yellowstone National Park. The district contains a headquarters complex, including a visitor center, utility building, employee housing area (with an employee apartment building, duplex, and three single-family residences), administrative road, and public campground (including comfort station). A 7-mile Loop Road, with four spurs and nine parking areas, leads south from the headquarters complex and enables visitors to explore the monument's nearby attractions. With few modifications, this design has remained intact since constructed.

The existing configuration of buildings (the headquarters, housing complex, and equipment shed), structures (the roadways and parking areas), and site (the campground) retain integrity to the historic period, as do the interiors of many of the residences, which have generally only received cyclic maintenance upgrades (such as painting, roofing, flooring, restroom fixtures, and cabinetry) since their construction. No buildings have been added to the headquarters area complex, and none have been removed. The original entrance station has been moved and thus does not contribute to the district, though it remains on the road near the campground.

Compatible modifications have been made over the six decades since the area was designed and built. These include increasing weather-proofing, patio paving/pavers, metal roofing and fall protection, removing noncompatible lawns and restoring landscape with natural vegetation, in 1980 expanding the utility building to the west by approximately 47.3 feet, in 2005 adding a curatorial storage area and additional office space to the visitor center[2]; adding a vault toilet to the campground for use during the shoulder seasons; adding photovoltaic panels behind the housing area in 2014; and in 2016 improving the campground to increase accessibility and to accommodate recreational vehicles.

Other small-scale features, such as a walkway between the campground and the visitor center and native plant landscaping, have also been added. Some small-scale features, such as planters embedded in concrete in front of the visitor center and outdoor drinking fountains, have been removed. Exterior fences were replaced with walls in 1990 and the lower parking area (below the visitor center) was reconfigured to remove part of a planting bed to allow easier use by buses and recreational vehicles in 1984. The

[1] National Park Service (NPS), Foundation Document, Craters of the Moon National Monument and Preserve (Seattle: National Park Service, 2014), 5.
[2] Idaho State Historic Preservation Office (ISHPO), Memos to superintendents, Craters of the Moon: no adverse effect for the visitor center, 106-CRMO-2003-09 (approved 2004); vault toilet, 106-CRMO-2003-08 (approved 2003); photovoltaic panels (approved 2009); and campground, 002-CRMO-2012 (approved 2012).

roadways have also been rehabilitated several times since constructed, including once during the historic period. Nonetheless, the headquarters area, campground and loop road have retained their original configuration, and to a large degree, even the shape and configuration of the parking areas. Vault toilets have also been added to four of the parking areas along the 7-Mile Loop Road. These modifications have been minor and do not affect the overall integrity of the complex.

CONTRIBUTING RESOURCES

Visitor Center

Map Identifier: #1; UTM: 12T 292758.93 m E 4815313.98 m N

The visitor center was designed by NPS architect Cecil Doty of the National Park Service Western Office of Design and Construction (WODC). The visitor center is an essential piece of a much larger planned and fully implemented Mission 66 design for one of the lesser known areas in the National Park System. Constructed in 1957-1958 in the Park Service Modern style early in the Mission 66 era, the visitor center (which is also an administration building) at Craters of the Moon was No. 35 of 111 built systemwide.[3]

Exterior

The visitor center contains 7,930 square feet. The middle section of the visitor center contains three central rectangles (comprising 4,200 square feet) and has wings on each side (east and west). The building rests on native cinder fill, concrete footings 3-feet deep and a 4-inch slab foundation. The single-story building exterior contains exposed split-faced integrally colored, pumice masonry block, measuring 4" x 16" each. As a simple, three-part rectangular structure with a flat roof, it was designed as part of a larger compound that included utility and housing buildings.

The front of the building is introduced from the parking lot by a concrete paved terrace, divided into 10-foot squares and brushed to a rough finish. The west end of the terrace is rimmed by low seating. Nine columns skirt the west façade that holds the main entrance and the south façade that has restroom doors. These 8-foot columns support a covered porch 10-feet in depth. The secondary entrance to the lobby, on the east façade, is covered by an 8-foot porch supported by four columns and is connected to the outside terrace. Four plate glass windows front the southern façade providing daylight to the lobby and gift shop. These steel sashed windows are edged with porcelain panels both top and bottom, an architectural detail that is repeated in the staff housing on site. On the western block of the building, windows line the hallway and what was historically the secretary's office, now part of the interior enclosed porch. The northern façade (back) of the building has regularly spaced pairs of transom windows spanning the entire length of the building. Two doors access the interior of the building from a stoop porch. The additions, (east and west wings) are a slightly different shade of split-faced pumice stone brick.

NPS planners located the new visitor center near the newly paved highway to provide a convenient location for visitors, as well as to allow for easy control of auto traffic. The broad outdoor plaza provides views of the surrounding volcanic features and campground. Native and pseudo-native (cultivars and Rocky Mountain native) plants, as well as remnant lawn surround the building.

[3] Ethan Carr, Elaine Jackson-Retondo, Len Warner, and The Collaborative, Inc., National Register of Historic Places Multiple Property Documentation Form, National Park Service Mission 66 Era Resources (NPS, Intermountain Regional Office, Santa Fe, New Mexico and The Collaborative, Inc. Boulder, Colorado, 2015), 17.

Interior

This Mission 66 visitor center retains all the functions and interior layout from the era it was built, including separate visitor and administrative areas. It contains an information desk, restrooms, an auditorium, a sales area and an exhibit area. These public areas also retain their original floor plan. The open lobby holds the reception desk and book displays. The eastern area houses an exhibit room that employs, among its displays, an audio-visual presentation. The public restrooms are within an 8' x 24'8" area to the rear of the building but are entered from the interior of the covered porch. Staff areas continue to be accessed via a long hallway that runs the length of the main and east wings. Doors lead north from the lobby to the west-east hallway, which provides access to staff offices, a lunchroom, mechanical room, and a workroom. The workroom also has adjacent offices along the south wall. The west wing consists of 1,900 square feet of auditorium space. The east wing is 1,830 square feet and houses a curatorial storage area, a library and the workroom office space.

Integrity

The visitor center was altered between 1984 and 2005 to improve energy efficiency, comply with Architectural Barriers Act (ABA) regulations, and to better serve staff and visitor needs. The porches were enclosed in glass in 1984, using the brick columns as a framework. Enclosing them created an exterior display area and a public refuge from dry hot or cold winds, and helped to weatherproof the energy inefficient building. In addition, the narrow planting beds that originally lined the building front, were removed and replaced with additional concrete plaza. At the same time, the terrace adjacent to the building was extended to the west along the parking lot to provide added sidewalks. These pavers match the size and color of the original terrace. An 8' x 24'8" addition houses the public restrooms. To accomplish this, matching brick-work was used to extend the rear of the building in an area that is not visible to the public and which does not infringe on the integrity of the original building design. In 2005, two additions were added on the east and west sides of the building to provide additional space for offices, a library and a curatorial storage area, as well as a public auditorium, where the park film is now shown.

There have also been alterations to the landscaped areas since the Mission 66 era. A wood and metal fence with porcelain panels originally divided the visitor center landscaped area from the staff parking lot in front of the utility building, but this was replaced with a brick wall in 1990.[4] Since that time, picnic tables have been scattered on the remaining 4,600 square foot lawn. Nearly all (87 percent) of the other lawns surrounding the visitor center were replaced by native vegetation in the 1990s to conserve water. Historically, the lawn was considered a character-defining feature of the visitor center and park. However, due to a significant and substantial loss of integrity the lawn is no longer considered a character-defining feature. [5] Information panels and additional benches have been added to the plaza area, replacing benches originally located in the vicinity. A drinking fountain and benches once located in the lawn east of the visitor center were removed at an unknown date. Sidewalks were installed between the parking lot and the building. Nonetheless, the exterior spaces still function as intended during the Mission 66 era.

Despite enclosure of the open porch, expansion of the concrete entry plaza and the addition of east and west wings, the changes to the appearance of the visitor center overall are modest. The essence of the

[4] National Park Service, Craters of the Moon National Monument, "Superintendent's Annual Report," 1990.
[5] Idaho State Historic Preservation Office (SHPO) Email from Matt Halitsky to Wade Vagias, Superintendent Craters of the Moon National Monument and Preserve, September 13, 2017.

building remains true to its original design intent, and it conveys a modern look and retains the following Mission 66 character-defining features: low, horizontal profile; size, color and patterning of the split-faced pumice block on the exterior walls; flat roof, prominent, oversized windows; open lobby and interior circulation patterns, doors with windows; segregation of public and administrative areas; information desk and interpretive displays; and the grid pattern and tinted elements of the outdoor plaza.[6]

The building remains in its original location, and the setting is largely unchanged. The visitor center conveys its original design intent and possesses integrity of workmanship, design and materials. The wings are compatible with the original design intent, and do not obscure the qualities for which the building is significant.[7] Viewed from the exterior, they present an appearance similar to the original building. The building retains integrity of feeling and association, since it conveys its distinctive character and is used for its original purpose.[8] The visitor center meets the registration requirements outlined in the NPS Mission 66 Era Resources Multiple Property Documentation form (MPD).[9] The building is centrally located very close to the main entrance and combines visitor center and administrative functions in one building, with a circulation system that segregates visitor and employee entrances and invites the visitor to experience the outdoors through large windows and wide corridor walkways with uninterrupted views of the park landscape.

Utility Building

Map Identifier: #2; UTM: 12T 292795.01 m E 4815367.61 m N

Constructed in 1957, the utility building (Building #24) at Craters of the Moon covers 2,559 square feet and exemplifies the characteristics of Mission 66 utility buildings. It is a simple rectangular building constructed from concrete block with warehouse doors along its front facade. The building is elongate with a metal shed roof and has 13 garage bays. It was designed to provide a workshop and storage space for maintenance equipment and materials and it continues to serve that purpose, retaining supply rooms, shops and staff work areas. It functions as a centralized location from which staff can oversee the park's maintenance needs, and it provides storage areas for equipment, vehicles and materials. The building is the only example of a Mission 66 utility building in Idaho.

The utility building is situated behind and to the east of the visitor center and by its placement defines a yard behind the visitor center. Across the yard are staff parking and staging areas. These employee areas are hidden from public view by a brick wall that extends to the east from the visitor center. The residential area extends out from the utility building on the southeast.

Exterior

This building sits on a foundation of 4-inch slab concrete and 3-foot footings. As in other headquarters area buildings, 16-inch, split-faced pumice bricks are used for external and some internal walls, spaced with colored mortar. Ten rather substantial (11' x 16") columns support a 1' x 6" fir glue-laminated beam extending in a 4-foot eave, at a slope of 2.5 percent that falls toward the back of the

[6] Christy Avery, "Craters of the Moon Historic Structures Overview," 2009, Craters of the Moon National Monument files., 25.
[7] National Park Service, "Property Types, National Park Service Mission 66 Resources National Register Nomination" NPS Pacific West Regional Office file, 114-116. The Idaho SHPO concurred with a determination of No Adverse Effect in 2004 (106-CRMO-2003-09).
[8] Avery, 25.
[9] Carr et al., 65-71.

building. Thirteen bays face the south. Between the first and third garage bays, the second bay is an equally sized recessed bay with a split-faced pumice block front and hinged door that leads to the single restroom. Doors on either side lead to offices. The eaves and interior ceiling are of 2" x 4" fir, placed on edge, and the ceiling is 12-feet in height.

Nine of the bays have upward acting sectional doors. Seven of these measure 9-feet and each has 2-foot view panes set at 4-feet in height. Three bays have hinged person-doors built into the garage door and two bay fronts are not accessible by door but have one slider window each (the office bays) and have doors on each side of the recessed area. The two higher bays on the west lack the upper windows and view panes and also extend farther to the north than the others. Concrete masonry columns (11' x 16") with split-faced pumice block on the exterior support the roof on the north and south facades; the columns slant down toward the rear at a 2.5 percent angle and create wide roof eaves front and rear.[10] Fixed glass panels top eight bays for passive light between the beams. These are topped by 1-foot boards of pressed wood with a vertical pattern, painted beige. Overhead garage doors with 2-foot glass panels at a height of 4-feet also offer passive light and visual access to storage. Clerestory windows top eight of the bays on the south façade, however both the east and west ends are windowless and accentuate the beam-face. The northern façade of the building has columns similar to the front, with brick-work and casement transom windows filling the ends of each bay.

Interior

The inside of the utility building has 12-foot ceilings of varnished 2" x 4" fir on edge. The walls are of smooth-faced colored pumice brick. The eaves and interior 12-foot ceiling are of 2" x 4" fir, placed on edge.

Integrity

The one-story building originally contained eight full bays and one recessed bay for a total of nine bays encompassed in 2,350 square feet. In 1978-9, the monument added four bays to the west end of the building. This addition retains the same pattern and rhythm of the original façade. The changes to the building retained the characteristics that distinguish the building, both on the interior and on the exterior. While two of the added bays match the existing roofline, the other two are slightly higher and the garage depth slightly longer (10-inches). There is a slight difference in the color and patterning of the split-faced pumice stone between the original building and the addition. Although garage doors are still evident on most of the bays, one has been converted to a wall to protect the interior from rodent intrusion (this is a bay used for storage of partner-sold foodstuffs) and another two have walls built behind the door to improve winter and shoulder season use of the interiors. Although a shed was also added to the back of the building on the tenth and eleventh bays that matches the extension of the final two bays, it did not displace the back wall of the building nor the windows that are part of it. The building was originally topped with a tar and cinder roof, but that has been replaced by a polyvinyl roof. The shed addition has a metal roof.

Despite the extension of the building by four bays on the west to accommodate larger equipment and small interior changes to accommodate offices, the utility building maintains integrity of location, design, setting, feeling, workmanship, materials, and association.[11] The utility building retains its character-

[10] Avery, 35.
[11] ibid, pg. 35.

defining features, including its low, horizontal profile; the size, color and patterning of the split-faced pumice block on the exterior walls; its fenestration patterns; overhanging roof form with exposed structure; overhead doors; and interior spaces containing a shop, storage area, and restroom.[12]

The utility building remains in its original location, and the setting, behind the visitor center in the administrative area, is essentially unchanged. The building conveys the original design intent and possesses integrity of workmanship, design and materials both on the exterior and on most of the interior. The building also retains integrity of feeling and association, since it conveys its historic character and is used for its original purpose.[13] It meets the registration requirements for a Mission 66 utility building as stipulated in the MPD.

Employee Residential Area

The five residential buildings were constructed between March 1957 and August 1958. They consist of a one 4-unit apartment building, one duplex and three single-family homes.

Employee Apartment Building

Map Identifier: #3; UTM: 12T 292843.22 m E 4815355.59 m N

The employee apartment building (Building #23A/B/C/D), completed in 1958, is one of the most intact components of the Mission 66 complex at Craters of the Moon. The building is the only example of a Mission 66 apartment building in Idaho. Designed for seasonal employees, the apartments continue to be used to house seasonal employees and have outstanding integrity to the historic period, both inside and out.

The employee apartment building is located to the east of the utility building, and is therefore the westernmost building in the residential portion of the complex. It lies at a southeast angle to face the semicircular drive along the edge of the residential area. A small parking area for the seasonal employees edges the residential drive. A common sidewalk divides into four walkways leading to the apartment doors.

Exterior

The apartments consist of four studio units and a laundry room. The single-story building measures 93’ x 20’ and sits on a concrete slab with footings that extends 3-feet below grade. It is constructed of the same split-faced pumice brick used in all of the buildings in the complex. The southeast (front) façade is faced with four regularly spaced doors (one for each apartment). The two units on each side of the central laundry room (11-feet wide) have mirrored layouts. Within this configuration, each apartment front is 21-feet 6-inches wide, with the outside decorated with six porcelain enamel panels (three lower and three upper separated by windows), colored goldenrod to blend with the seasonally dry grasses of the terrain. The front of each apartment has an entry door, a shallow fixed sash window, a large, steel-framed double casement window and a small slider window. The steel-cased windows consist of five fixed glass panels and two casement pieces that rotate outward from the building. Each apartment front is divided from the next by a pumice brick-faced column. A porch constructed with pavers runs the entire length of the building front and is covered by an 8-foot eave. Ten evenly spaced 4” x 4” wooden beams support the eave at the edge of the porch. The ceiling of

[12] Avery, 36.
[13] Avery, 35.

the porch is fir 1" x 5" with exposed 5" x 8" joists. This ceiling, along with all exterior wood trim, is dark brown. Both the northeast and southwest elevations (sides) of the building are split-faced pumice brick with no ornamentation on the outside or inside. The roofline has a 13 percent slope with a peak of 12-feet and is covered with a standing-seam red metal roof.

The northwest (rear) elevation is entirely of split-faced pumice brick with door spacing similar to the front. The rear of each apartment has two casement windows, one is 4' x 4' and one is 1' x 3'. A kitchen exhaust fan vent is beside each back door. The laundry facility holds one casement window of 3' x 3'. All doors and windows are hung at 6-feet 8-inches in height and open outward. This elevation is lined with a slab porch centered on the building and is 84-feet long and extends 3-feet from the foundation. The roof extends in a 3-foot eave, with exposed joists, over the entire length of the building.

Interior

Each living unit is 325 square feet; the laundry space is 150 square feet. The functional symmetry of the interiors is mirrored between each set of two apartments. The combined living/sleeping space is 20' x 9'. An attached dining ell measuring 8' x 12' has an electric wall heater. A storage area of 3' x 12' fronts the bathroom that measures 7' x 5'. The walls are covered in a combination of gypsum wallboard and exposed concrete block with ceramic wainscot in the bathrooms. The ceilings are wood plank and the floors were originally covered in asphalt tile. Each of the apartments also includes an open recessed closet-like area with built-in drawers and hanging rod with a bamboo slider. Because of their lack of insulation, the apartments continue to be used only during the summer. The laundry room walls are exposed concrete block with a poured concrete floor and wood plank ceiling.

Integrity

The employee apartment building retains all of its original Mission 66 characteristics both on the interior and on the exterior, and it meets the registration requirements for an apartment building as stipulated in the MPD. The building remains in its original location, and the setting is largely unchanged, with native landscaping replacing lawns, pavers replacing a concrete slab rear patio and a sand volleyball court replacing a children's play area. The apartment building possesses integrity of workmanship, design and materials. Small changes, such as the replacement of single-pane windows with double panes, and the addition of outdoor lights are compatible. Since there have been no structural changes to the building, it retains its original floor plan, and the exterior appearance except for the standing-seam metal roof. The original five-layer composition roof with felt insulation, was set two feet in from either end of the building and covered in red cinders. The red standing-seam metal roof added in 2002 retains the shallow pitch of the original pitched tar and cinder roof and has a similar color. Although it does not match the original character of the much simpler roof, it does not obscure the qualities for which the building is significant.[14] The interior characteristics of the structure are also generally unaltered, except for modest (reversible) changes to the laundry room to add insulation and fire protection. The apartments currently retain not only their original layout, but also their built-in appliances and fixtures. The building retains integrity of feeling and association, since it conveys its distinctive modern character and is used for its original purpose.[15]

[14] Avery, 46.
[15] Avery, 44.

Employee Duplex Building

Map Identifier: #4; UTM: 12T 292877.54 m E 4815382.96 m N

The employee duplex building (#22 A/B), completed in 1958, is characteristic of employee duplexes built during the NPS Mission 66 period. The employee duplex is the only example of a Mission 66 duplex in Idaho. Designed for seasonal employees, the west side of the duplex is currently used for office space and storage, but its setting and floor plan are unchanged. The east side of the duplex is currently used as a residence (its original intent). Built from the standardized Mission 66 two-bedroom duplex floor plan with a living area of 920 square feet on each side, the duplex retains integrity to the historic period.

This building is located east of the apartments and faces south. A double driveway approaches the center of the building where the adjacent garages (520 square feet) are flanked by the two residences, constructed in a mirror image of each other.

Exterior

This rectangular building measures 118' x 27' with each half symmetrically divided. A 3-foot poured concrete foundation holds the split-faced pumice brick façade. A walkway leads from the drive, edging the front of the house, to a 6-foot, 7-inch concrete porch. The south façade extends 2-feet, running 18-feet from the corner, to meet the porch. Each extension holds a 4' x 4' aluminum casement window. The porch has a 3-foot obscured fixed window and an entry door topped by a 2-foot porcelain enamel panel. Four more porcelain enamel panels extend from this point over the front wall of windows. These windows are a steel-clad, casement type, the middle two 6-foot panels being fixed while the outer two 4-foot panels open. Below the windows are 2-foot 6-inch porcelain panels. All doors and windows are hung at 6-feet 8-inches in height, including garage doors. The eaves extend 3-feet beyond the building, stepping back 2-feet at the end of the porch.

The north (rear) façade is also split-faced pumice brick. Doors exit from the house to the garage and to the backyard and from the garage to the backyard. The center kitchen door is sided by a fixed glass panel and a casement panel, which has the typical porcelain enamel panel below it. This is topped by two porcelain enamel panels extending to the roof line. Four other steel casement windows have 4-inch masonry sills. A 30-foot concrete walk lines the rear of the unit and extends to the north in a 15' x 18' concrete terrace. The west and east facades match with two 1' x 4' opening casement windows hung at 6-feet 8-inches. The peak of the roof showing on these facades is 12-feet off grade, falling at a rate of 16 percent for 16-feet 6-inches. The original composition roof with gravel has been replaced by standing seam metal roof. The north façade has 12 windows. A metal chimney stack is centered above each half of the duplex.

The other half of the duplex (#22B) is a mirror image of this unit and extends to the east.

Interior

The interior of the west duplex (#22A) closely approximates the NPS standard floor plan for duplexes associated with Mission 66. The entry way opens into an open living/dining room. The internal walls of the living room and dining area are covered in wallboard, while the south wall is glass and the west wall is exposed split-faced pumice brick. There is a door to the backyard on the north and another to the garage on the east. The kitchen is combined with a utility room, where a washer, dryer, and water heater are contained in a 9' x 15'6" open alcove. A small hallway proceeds west from the living area, passing two closets on the left and the furnace room, storage and bath on the right, terminating at the bedroom

doorways. The storage area also has a scuttle into the attic space. There are two bedrooms, one 14' x 9'6", and one 10' x 13', both with a 2-foot 6-inch wide closet. The garage is 12'6" x 25' and situated at the east end of the duplex. Its walk-in entrance is from the dining room. Its walls are exposed brick and it has a north exit into the backyard along with its south-facing garage door.

The interior of the other half of the duplex (#22B) is a mirror image of this unit, extending to the east.

Integrity

The doors and windows have been updated to improve energy standards, by adding glazing and double panes. The original porcelain enamel panels on the front of the duplex have been replaced with the same material in a slightly different color, which may be due to weathering of the original panels on the apartment building. The roof line has been retained; however, the roofing material is now the same as the apartments in color and design. The wood fence that originally divided the patio was replaced with a brick wall in 1990 and a shed added. The lawn was also replaced by drought tolerant native vegetation in the1990s. Unlike the other buildings, the duplex retains the original size and configuration of its outdoor patios, except for an accessible entry ramp.

Although the duplex is currently utilized as office space, its layout has not been altered. The duplex maintains integrity of location and setting. The building remains in its original location, and the setting is largely unchanged. It possesses integrity of workmanship, design and materials, since there have been no structural changes to the building, it retains its original floor plan, and the design intent is evident. The building retains integrity of feeling, since it conveys its distinctive modern character. Due to its use as park office space, but retention of its interior features, its sense of association is only slightly diminished.[16]

Employee Residences

Map Identifier: #5 (Building 21); UTM: 12T 292917.30 m E 4815384.74 m N
Map Identifier: #6 (Building 20); UTM: 12T 292947.13 m E 4815373.46 m N
Map Identifier: #7 (Building 19); UTM: 12T 292973.39 m E 4815354.22 m N

Three employee residences (Buildings #19, #20 and #21) are part of the Mission 66 complex at Craters of the Moon. These single-family houses were completed in 1958 in the Park Service Modern architectural style, based on the NPS standardized single-family residence plan. They are the only examples of this building type in Idaho. Designed for permanent employees, the houses continue to be used for employee housing. At 1,460 square feet these three-bedroom, free-standing structures are slightly larger than the typical 1,415 square feet for this plan. These three residences are located to the east and south of the duplex, completing a semi-circle of housing along a residential crescent drive. Each of these buildings is identical.

Exterior

Situated on a poured concrete foundation, the buildings measure 23'4" x 65'4". Like the visitor center, utility building and other residences, they are constructed with split-faced, pumice brick. The south facing western end has a garage door and is edged with a poured concrete sidewalk approaching the front entrance 25-feet to the east. The exterior wall beyond the door is bumped out 3 feet 6 inches. Twenty-one feet of this expanse is glass, made up of two 6-foot fixed panels centered between two 4-foot steel clad

[16] Avery, 52.

casement pieces. The window glass is edged, top and bottom, with goldenrod-colored porcelain enamel panels, the same as those on the duplex. Beyond the door and a narrow, fixed, obscured glass panel are two evenly spaced 4' x 4' casement windows.

The east facade holds two casement windows of 18" x 4', while the west façade is barren of adornment. The peak of the roof is set at 12-feet with a roof slope of 17 percent. The standing-seam metal roof covering has eaves that overhang the face of the building by 3-feet on the north façade and 4-feet on all others.

The north façade has three exterior doors punctuated by casement windows all hung at 8 feet 6 inches in elevation. The main rear entrance is faced on the west side by a combination of glass and porcelain enamel panels. A 342 square foot concrete terrace is divided into 3-foot squares with a 2' x 4' row of headers adjacent to the building.

Interior
The interior retains the 3-bedroom residence layout for living, kitchen, dining, and hallway space, including adjacent bathrooms.

Integrity
The employee residences retain most of their original characteristics, but have undergone changes to improve energy efficiency, accessibility, and fire protection. Energy upgrades include replacing single-pane windows with double-pane windows, replacing doors, adding insulation, and replacing chimneys with metal smokestacks. The porcelain enamel panels on two houses were originally russet-colored and on the other were turquoise-colored. These porcelain enamel panels located above and below the windows on the southwest façades were removed, replaced with wood shingles, and then replaced again with goldenrod-colored porcelain panels. In the 1990s, the standing-seam metal roofs replaced the original tar and cinder roofs; split-faced pumice walls replaced the original wooden fences; and the front lawns were landscaped with native vegetation. In 2009, the back lawns were landscaped with native vegetation and larger patios installed. Small sheds housing fire protection equipment have also been added to one side of each structure.

The structures remain true to the original floor plans. No alterations have been made to the size or composition of any of the rooms. The residences remain in their original location, and their setting is largely unchanged. In addition, the buildings maintain their character-defining features, including their low-profile, horizontal form, and the size, color and profile of the pumice block units on the exterior and interior walls. The buildings have oversized windows, an open living and dining area and attached garage and are situated along a curvilinear road. Their entrances are set back off a walkway accessed from the driveway and they have back patios and privacy fencing. Although the original shallow pitched roofs have been replaced with a colored-metal roof of a similar profile and shallow-pitched form, similar to the apartment and duplex, they do not disqualify the building from the National Register, since this does not obscure the qualities for which the buildings are significant. Similarly, the change in windows and coloring of the porcelain panels is compatible with these character-defining features. The central portion of the buildings mimics its original design and the coloring does not detract from the overall integrity of its original construction and design. As determined in National Park Service Mission 66 Resources National Register nomination, Mission 66 structures must maintain integrity of location, setting, feeling and association to remain eligible for the National Register of Historic Places, and the single-family

homes continue to meet these criteria and therefore meet the registration requirements identified in the MPD. To a high degree, the structures also maintain integrity of design, workmanship and materials. The buildings retain integrity of feeling and association, since they convey their distinctive modern character, retain their original floor plans, and are used for their original purpose.[17]

Lava Flow Campground

Map Identifier: #18; UTM: 12T 293167.07m E, 4815177.39m N

Lava Flow Campground, with one large and three small loops, was designed and built in 1958 to replace a 1934 campground with a smaller configuration (consisting of two small loops adjacent to the 1934 log comfort station).[18] The campground is located across the entrance road from the visitor center and residential area and is visible from these areas. Mission 66 brought the campground an additional comfort station and 51 sites, as well as 0.45 mile of roadways. Later, in 1962, an amphitheater was added. Lava Flow Campground is the only example of a Mission 66 campground in Idaho.

The Mission 66 construction encompassed the existing small loops near the log comfort station, with additional roadways laid on the landscape in response to the terrain and its geological features (lava rock formations). One-way roads were designed to be 16 feet wide and two-way roads 18-20 feet wide, but both were constructed asymmetrically in response to the landscape. As a result, both the roadways and the campsites skirt the site's geological formations, with campsites tucked in adjacent to rock outcrops and the roadway avoiding the more prominent of these. Campsites were constructed to accommodate the vehicles of the time period, including small travel trailers and truck campers along with tent campsites, and the roadways were paved. Due to the tight configuration of the terrain, the area did not support the typical Mission 66 pattern of campground parking pads. Instead, the parking pads were designed and developed over time on flat areas adjacent to the campsites in variable sizes and configurations and were unpaved.

Integrity

The campground originally consisted of 51 sites and has been reduced to 42 sites to improve accessibility and to accommodate larger vehicles. Other modifications to the campground have included remodeling of the amphitheater, first as a group campsite, then as an improved amphitheater (in 1976 and 1986, respectively); replacing the concrete fire pits at each site with charcoal grills and adding a vault toilet near the entrance station (2003); construction of an accessible walkway between the campground and visitor center (2009); and overall rehabilitation of the campground (2016). [19] Because of changes, the amphitheater no longer contributes to the significance of the campground.

The remaining modifications, including paving of parking pads and loss of some campsites to increase accessibility and accommodation of larger recreational vehicles, are compatible with its original design and allow the campground, still nestled in a lava flow, to retain its integrity, including its location and setting. Its design, workmanship, feeling and association are also evident in the comfort station and the compact design of the roadways and campsites, despite decades of use. Most campsites and the one- and

[17] Avery, 60.
[18] This log structure is eligible for the National Register as part of the rustic period of architecture in the park. ISHPO, Memo to Superintendent Craters of the Moon, concurrence with Determination of Eligibility, (ISHPO, Boise, 2009)..
[19] The vault toilet facilitates use when the other restrooms are closed in winter. This vault toilet replaced a much earlier pit toilet constructed to facilitate early campground use.

two-way roadways are unchanged from their original configuration and alignment wherein NPS landscape architects took advantage of the lava flow terrain, locally adapting the traditional herringbone arrangement of campsites to the rocky area. In addition, fulfilling the original design intent, instead of using planting to distinguish sites, the campsites continue to be tucked in amongst lava rock formations, thereby affording privacy to some sites. Other sites remain, as originally constructed, in open areas. The campground also continues to be visible from other administrative and visitor facilities in the area.

In 2012, the park identified the campground as ineligible for the National Register because of its departure from standard Mission 66 designs; however an assessment by the Idaho SHPO noted that these departures from the standard were instead among those characteristics that contribute to making it eligible.[20]

Comfort Station, Lava Flow Campground

Map Identifier: #9; UTM: 12T 292984.36 m E 4815142.15 m N

The Mission 66 campground comfort station, constructed in 1959, is the only example of a Mission 66 comfort station in Idaho. Designed for use in the Mission 66 campground, it remains in its original location and continues to be used as a campground comfort station. It retains integrity to the historic period, both in its exterior appearance and in its floor plan.

Exterior

Built of the same split-faced pumice brick façade as other structures in the district, the simple rectangular building is similar to the other structures built during the Mission 66 period in design and materials. The building measures 24’ x 16’ and rests on 8-inch concrete footings. Concrete masonry blocks are stacked to 5-feet 4 inches. Windows are steel sashed with obscured glass and have an in-swing bottom hinge. These 2’ x 4’ glass panels ring the building. Each façade holds one external door for independent access to each of the four rooms. The roof has a shallow pitch and eaves that extend 2’6” beyond the walls. The orignal composition roof covered with tar and red cinders has been replaced by a standing seam metal roof laid on the original 2 x 6 tongue and groove planking.

Interior

The center of the building is divided in two by a utility room and service room, each measuring 4-feet wide and laid back to back. The building consists of a women’s restroom on one side and a men’s restroom on the other, each measuring 10’ x 16’. Interior walls were composed of gypsum board with 4”

[20] Suzi Pengilly, Idaho State Historic Preservation Officer to Superintendent, Craters of the Moon, August 16, 2012. In 2012, the Idaho SHPO in disagreeing with a determination of non-eligibility proposed finding for the campground by the park regarding the campground’s contribution to Mission 66 in the park stated: “In terms of integrity, the campground meets virtually all of the National Register defined aspects of location, design, setting, materials, workmanship, feeling and association. The few alterations that it has endured (restrooms, conversion of fire pits to charcoal stands) are relatively minor and do not detract from the overall physical attributes. If a visitor from the 1950s were to see the facility today, it would be difficult to discern any significant difference.” The Idaho SHPO further noted that the variation from the “more typical Mission 66 herringbone pattern and asymmetry” that was “needed because of the constraints imposed by the site's geological formations, makes the campground even more interesting in its local adaptation to the landscape that varies from the cookie-cutter designs of other Mission 66 sites.” The SHPO further noted that not just the campground, but other aspects of the park designed during the Mission 66 period were also eligible and important because they are the only examples of Mission 66 in Idaho.

x 4" glazed tile originally installed on the wall to a height of five feet and floors were ¾" tiles on a concrete slab floor.[21] These smaller tiles can still be seen in the wash sink between the restrooms.

Integrity

The comfort station includes the character-defining features of a Mission 66 comfort station as described in the MPD. It consists of two separate rooms, one for men and one for women, with entrances at opposite ends of the building. The two rooms also share a janitorial storage area, accessed separately on each side. Although the roof has been replaced with metal, it retains its shallow pitch. The building also includes the extended eaves and ribbon windows characteristic of the period. Only the fixtures have been replaced and one toilet removed to accommodate accessibility.

The comfort station maintains integrity of location, design, setting, feeling, workmanship, materials, and association. The building remains in its original location, and the setting is largely unchanged, except for additional concrete skirting adjacent to the building. It possesses integrity of workmanship, design and materials, since there have been no structural changes to the building, it retains its original floor plan, and the design intent is evident. The building retains integrity of feeling and association, since it conveys its distinctive modern character and is used for its original purpose.[22]

Circulation System

The circulation system includes two contributing resources – Headquarters Area Roads and Parking Areas, and the 7-Mile Loop Drive.

Headquarters Area Roads and Parking Areas

Map Identifier: #12; UTM: 12T 292678.86m E 4815281.97m N

In 1957, a sweeping curvilinear drive replaced the angular entrance 800 feet to the east, providing better sight distance at the entrance. The park entrance road intersects U.S. Highways 20/26/93 and heads southeast before curving to the northeast in front of the visitor center. Continuing east, the headquarters area roads join the Loop Road at the park entrance station.

There are two parking areas, located west and east of the visitor center. The western lot (7,000 square feet) contains parking spaces for 34 passenger cars and trucks, and is separated from the entrance road by a narrow landscaped area. There are sidewalks located adjacent to the parking areas, which lead to the visitor center. The easternmost lot (also 7,000 square feet) has two islands and provides parking for seven cars and seven recreational vehicles and is adjacent to a lawn, now used for a picnic area.

The 0.13 mile 22' wide loop drive that fronts the cluster of residences mimics the curve of a typical suburban street of the period and helps to give the residential complex the appearance of a suburban neighborhood. The interior of this curvilinear roadway is planted with pines and aspens to give privacy to the homes. Its median contains the wastewater treatment system for the headquarters area.

[21] McClanahan, Lester, "Completion Report, Comfort Station and Campground Improvements," 1959, Records of the National Park Service, Record Group 79, National Archives and Records Administration, College Park, Maryland.
[22] Avery, 68.

Integrity: Headquarters Area Roads and Parking Areas

The headquarters area roads and parking areas retain integrity to the historic period, including their original shape and location. There have been minor changes. An island originally separated the entrance road from the east parking area, but this was partially removed in 1995 to accommodate bus and recreational vehicle parking. Slight widening of the housing area loop has also occurred, to provide additional parking adjacent to the vegetated island separating the housing area from the entrance road. While the original lawns planted in the vicinity of the headquarters buildings have been replaced with native plantings, mature trees along the edges of the curved planter, like those in other parts of the headquarters area date to the historic period. In 2010 an accessible pathway was constructed on the far side of this island to allow visitors to walk from the campground to the visitor center.

Loop Road

Map Identifier #13; UTM (Entrance): 12T 292647.00 m E 4815298.00 m N
UTM: Wye One Way Begin: 12T 294191.13 m E 4813914.78 m N

The 7-mile Loop Road begins near the campground and provides access to the park's scenic attractions. The one-way portion of the Loop Road is 12 feet wide and is lined with concrete curbs, which direct rain and snowmelt into culverts. Curve widening at intersections allows for large vehicle turning. The initial portion of the drive is two-way, leading to a long one-way section. En route, there are opportunities to detour onto one or more of the short two-way spurs to area scenic attractions. The four spurs, to Devil's Orchard, the Spatter Cones (formerly called Big Craters), Tree Molds (formerly called Broken Top), and the Caves area, lead to natural features and trails. Developed turnouts along the main roadway were included on both the one- and two-way sections of the Loop Road and on the Tree Molds Road.

Before Mission 66, the roadway was narrow and unpaved and consisted of a series of informal parking areas. The Mission 66 design, constructed in 1958, refined the alignment of the roadway, adding paving, consistent roadway width, and smoothing curves while decreasing ascents and descents.[23] One and two-way sections were created and parking areas and spurs were constructed. A short time later (in 1968, still during the Mission 66 period), additional drainage features, including curbing and more culverts, were installed and a small degree of additional excavation and deposit of excavated material was used to further smooth out the roadway.

The well-designed road hugs the landscape, creating very little visual intrusion. Because the road lies on the terrain, taking advantage of the way it rises and falls, only a small amount of excavation and fill was needed, except for relocating the path down Inferno Cone as part of the Mission 66 construction. The one-way loop portion of the road allows visitors to concentrate on the scenery without being distracted by oncoming traffic, while the curbing keeps vehicles on the roadway but does not block views.[24]

The Mission 66 road was designed to provide access to the park and present views of and easy access to its key features. The road system maximizes access to the southern viewshed of the park but offers views in all directions as it circumnavigates this section of the original monument area.

[23] David Louter, Administrative History Craters of the Moon National Monument (Seattle: National Park Service, 1992), 258.
[24] National Park Service, "Reconstruct Monument Roads Environmental Assessment," 16, Craters of the Moon National Monument archives, Arco, Idaho.

The drive reveals a desolate, hot and dry, yet strangely beautiful landscape. Seemingly no life exists, yet closer inspection reveals a myriad of textures and other-worldly views and features. As the core of the park's circulation system, the Loop Road provides access to scenic vistas and trailheads to experience both the park's front and backcountry (including later designated wilderness).

Integrity: 7 Mile Loop Road

The 7-Mile Loop Drive, including its entry two-way section and one-way loop follow their original alignment. The roadway has been maintained and resurfaced when needed, and the road as a whole has a high degree of integrity. Roadway modifications have kept the road alignment to its original corridor. The original design by NPS engineers and landscape architects laid the road lightly on the landscape, taking advantage of roadway curves for the view and locating visitor use parking areas near the volcanic features that contribute to the significance of the park. Some parking areas and small scale features, such as drainage structures, the color and material of the curbing and sidewalks, and vegetated islands remain, but have been altered slightly to improve accessibility, sustainability, and to accommodate larger vehicles, while generally retaining their shape and vegetation.

The two-way portion of the Loop Road was developed with two 10-foot wide lanes, bordered by six-inch asphalt curbs where it passed through cuts, for a maximum width of 11 feet (22 feet). Rehabilitation projects have generally increased the lane width to12 feet and concrete curbs have replaced asphalt curbs. Widened intersections were also implemented to allow easier turning for vehicles with trailers, buses and motorhomes. On the whole, there has been very little cut and fill in most places over time, and the roadway centerline remains virtually unchanged.

The landscape associated with the roadway remains intact. In fact, a series of practices employed during construction of the roadway were intended to and did naturalize that landscape, and some of the cinder gardens that slope down to the roadway today are a result of "shoulder" and "slope dressing" with cinders employed during its construction. This practice of replacing the native substrate allowed native plants to recolonize these disturbed areas.

Loop Road: Two-Way Portion: (*Note*: The following parking areas and spur roads are described in order of location along the one- and two-way sections of the Loop Road. The park does not use mileposts.)

The first parking area, 0.27 miles from Lava Flow Campground, is the North Crater Flow Parking Area on the west side of the road. The parking area, including its location and configuration is unchanged from its original design, except for a slight alteration of the shape of the island that separates the parking area from the roadway.

Approximately 250 feet past the North Crater Flow parking area, also on the west side of the Loop Road, is the North Crater Trailhead Turnout. This parking area is unchanged since its 1968 improvements. Two turnouts constructed in 1958, are next. The first, 0.32 miles from North Crater, is informally named Pika Point because it provides good opportunities to observe pikas, a small member of the rabbit family. The next is the Old Man of the Crater Turnout on the north side of the Loop Road 0.38 miles beyond the Pika Point Turnout.[25] No changes have been made to either of these turnouts.

[25] NPS, Road System Evaluation (NPS, DSC, 1991), 48.

Approximately 0.21 miles from the Old Man of the Crater turnout on the northeast side of the Loop Road, is the Devil's Orchard Spur Road. This road is 0.25 miles long and 22-23 feet wide.[26] This area is unchanged except for curve widening to accommodate large vehicle turning added in the 1968 rehabilitation. The accompanying Devil's Orchard Parking Area retains much of its original teardrop shape, but was expanded in 2012 by 0.38 acres to accommodate recreational vehicle/bus parking. Two small concrete islands (one is raised and one is flush) to direct traffic flow were also added in the enlarged top of the teardrop. At this point, just past the Devil's Orchard spur road, the roadway becomes one-way.

The first of three new turnouts added in 1995 along the Loop Road, which are compatible with those designed during the historic period, is the Cinder Garden Turnout, located 0.69 miles after the road becomes one-way. These turnouts are approximately 150 feet long and 12 feet wide, with 50 foot tapers. They are similar to the Inferno Cone turnout designed during the historic period and do not affect the integrity of the Loop Road.

The Inferno Cone Parking Area is the first parking area encountered on the one-way portion of the Loop Road, 0.19 miles past the Cinder Garden turnout. In 1995, the south end of the parking area was extended slightly to accommodate another approximately three vehicles.

Approximately 0.10 miles past the Inferno Cone Parking Area on the opposite (southwest) side of the roadway are the Spatter Cones Spur Road and Parking Area (originally called Big Crater). The road is approximately 0.10 miles long and 22 feet wide.[27] Although modified twice, this short spur was eventually redesigned (in 2012) to its originally designed configuration, including retaining the west parking area entry and a triangular planter at the junction of the Loop Road and the Spatter Cones spur, which boasts a large limber pine. In the 1994/2012 rehabilitation, two planters within the parking area were reduced in size, while a large one was added between the new entrance lane and the parking area and where the entrance and exit road split (similar to the original design). A second triangular planter was also added where the spur road arcs to the west to enter the parking area from the north.

On the Loop Road after the Spatter Cones spur, are two turnouts, one small semicircular one at the top of the steep (18.5 percent) downgrade and one slightly below it along the grade of Inferno Cone. The second is the South Inferno Cone Turnout (1958) also called Big Sink View Parking Area (1966). This second turnout has a typical trapezoidal shape and has retained its original shape and location. At the base of the Inferno Cone downgrade is another compatible turnout added in 1995.

The Tree Molds (originally called Broken Top) Spur Road is 1.25 miles long and 22-23 feet wide. It is located just after the steep descent on Inferno Cone before the last turnout. A portion of this road was constructed in 1958, with the rest completed in1968. Except for curve widening to accommodate turning for larger vehicles, it retains its original alignment and two unchanged turnouts at 0.27 miles and 0.60 miles, respectively: Lava Cascades (constructed 1958) and Broken Top (also called Big Sink constructed in 1968). The Broken Top (Tree Molds) Parking Area (constructed in 1968) is at the end of the spur road of the same name. In 2012, two small island planters were removed and a large island constructed, along with new road adjacent to it to access the parking area from the opposite side. During this rehabilitation, a concrete sidewalk was added along the edge of the roadway to access the Broken Top Loop Trail.

[26] Road System Evaluation, 24-25.
[27] Road System Evaluation, 28-29.

The last compatible turnout added on the one-way portion of the road during the 1995 rehabilitation is 0.37 miles from the Tree Molds intersection and is located at an old borrow pit on the northwest side of the roadway.

The Caves Spur Road is the last turn off the Loop Road and is 0.18 miles long and 22-23 feet wide.[28] Except for curve widening at the intersection, there have been no changes to the alignment of the Caves area spur road.

The Caves Parking Area has an elongate teardrop shape, with parking along the outer edge of the lot. In 1968 it was rehabilitated within 25,000 square feet, and designed with 12 parallel and 28 angle spaces for autos. The parking area was modified in 1995 by adding 0.66 acre of parking to the narrow end of the teardrop (similar to the Devil's Orchard parking expansion), to accommodate 51 head-in spaces for autos and 9 pull-through spaces for RVs or buses.

Log Comfort Station

Map Identifier: #10; UTM 12T 293075.61 m E 4815185.92 m N

The log comfort station, built in 1934, is a 278 square foot, one-story building with walls made of 10-inch diameter logs. The building contains a men's restroom, a women's restroom, and a utility room. It is located in the eastern end of Lava Flow Campground, and was declared eligible for the National Register of Historic Places in 2009. The building was constructed under the Public Works Administration as part of the effort to develop national parks and provide employment during the New Deal. It is eligible for the National Register of Historic Places under Criterion A in the categories of government and recreation at the local level of significance for its association with New Deal relief programs and recreational development at Craters of the Moon National Monument. It was one of the first buildings constructed by the NPS at the monument. It is also eligible for the National Register of Historic Places under Criterion C in the category of architecture at the local level of significance for its representation of rustic architecture in Idaho's national parks. Along with the log equipment shed the building is one of only two extant rustic-style buildings built by the NPS in Idaho, and one of two extant buildings from this early period of development. The structure retains a high degree of integrity.

Log Equipment Shed

Map Identifier: #11; UTM: 12T 293264.00 m E 4815006.00 m N

Rustic architecture became the dominant style of construction in the national parks during the 1920s and 1930s. This style was an attempt by the National Park Service to build functional buildings that harmonized with their environments. The structure was built in 1932 and measures 24' x 36'containing 858 square feet. The structure has log walls and gable ends but no foundation. There is one small window in each gable end.

Significance

The building is one of only two extant rustic-style buildings built by the NPS left in Idaho, and it embodies many of the characteristics of rustic architecture developed under the National Park Service's

[28] Road System Evaluation, 30-31.

Branch of Plans and Design during the 1930s. The equipment shed has been little altered, although electricity was added to the building in 1976, and sometime after 2012 a new metal roof was installed to mitigate continued log deterioration and roof leaks. The structure is in its original location, and the setting, on a service road southeast of the headquarters complex, remains largely unchanged. The log equipment shed is eligible for the National Register of Historic Places in the category of local significance under Criterion C for its representation of rustic architecture in Craters of the Moon National Monument.

Integrity

Though the structure suffers from deterioration, it still provides an example of rustic style and methods of construction, and thus possesses integrity of workmanship, design and materials. The building's original purpose was an equipment warehouse. Today the structure's function is much the same as it was when constructed; it is used to store a variety of tools, equipment and supplies.

Character Defining Features

• Simple shape and form • Gable roof • Cavernous door openings • Log walls

NON-CONTRIBUTING BUILDINGS AND STRUCTURES

Entrance station: Non-contributing Building

The entrance station is a small structure set in the center of the entrance road, adjacent to the campground. It was built in 1958 and moved to its present location in 1992. It serves as a fee collection point for vehicles traveling into the monument. Because it was moved outside the period of significance, it does not contribute to the district.

Vault Toilets (Lava Flow Campground, Devil's Orchard, Tree Molds, and Caves parking areas) Modern vault toilets are present in three parking areas (at Devil's Orchard, Tree Molds, and Caves area) along the Loop Road and in the campground. These were constructed after the Mission 66 period and do not contribute to this nomination.

Storage Sheds behind Duplex and Residences:

The duplex has one long storage shed and each of the three residences have a storage shed. All four sheds sit behind the housing units and are non-contributing.

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

8. Statement of Significance

Applicable National Register Criteria: (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Architecture
Landscape Architecture
Entertainment/Recreation

Period of Significance
1932-1968

Craters of the Moon National Monument Mission 66 Historic District | Butte, Idaho

Name of Property | County and State

Significant Dates

1932 Construction of Log Equipment Shed
1934 Construction of Campground and Log Comfort Station
1957-1958 Construction of most buildings and roadway
1968 Completion of 7-Mile Loop Drive and associated features

Significant Person

(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation

N/A

Architect/Builder

Doty, Cecil J.
Malone & Hooper (San Francisco)
Hurt/Trudell/Capell (San Francisco)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Statement of Significance Summary

Craters of the Moon National Monument Mission 66 Historic District is eligible for the National Register of Historic Places under Criteria A and C at the state level of significance. The developed areas at Craters of the Moon are eligible under Criterion A for their association with NPS Mission 66 development in Idaho's national parks. Before Mission 66, Craters of the Moon had inadequate visitor and administrative facilities. Mission 66 provided a large influx of funding to Craters of the Moon and this allowed the park to provide modern facilities that meet the needs of staff and visitors. NPS administrators developed a master plan for Craters of the Moon that transformed the park's facilities from a small, haphazard collection of buildings and inadequate roadways to a fully implemented suite of facilities that define the visitor experience to this day. The Craters of the Moon Mission 66 Historic District was one of the earliest examples of a Mission 66 complex in the National Park System, and it is the only representation of a Mission 66 complex in Idaho.

Craters of the Moon Mission 66 Historic District is also eligible under Criterion C at the state level of significance because it embodies the distinctive characteristics of NPS park planning and Park Service Modern architecture and landscape architecture during the Mission 66 period. Craters of the Moon contains nearly all of the components of a Mission 66 developed area, including a visitor center, utility building, staff residential area, campground and road system. The park is an intact example of the overall approach to development extolled by NPS director Conrad Wirth during Mission 66, when the NPS sought to minimize construction costs and maximize visitor satisfaction while protecting and providing access to the natural features of the park. Wirth, a landscape architect by trade, was directly involved in the design of the headquarters area and 7-Mile Loop Road. The buildings and road system retain the character-defining features of Park Service Modern architecture and landscape architecture and meet the registration requirements stipulated in the NPS Mission 66 MPD.

The Mission 66 district at Craters of the Moon retains integrity to the historic period. The period of significance begins in 1932, with the construction of the log equipment shed and ends in 1968, with the construction improvements to the 7-mile Loop Road and associated visitor parking areas.

Narrative Statement of Significance

For more context on the National Park Service Mission 66 program, please see the National Park Service Mission 66 Multiple Property Documentation form.

Significance

Craters of the Moon National Monument was set aside by Calvin Coolidge in presidential proclamation 1694 on May 2, 1924. The monument was subsequently enlarged by Presidents Herbert Hoover and John F. Kennedy. In 2000, President William J. Clinton substantially expanded the monument to more than 750,000 acres before subsequent legislation (in 2002) designated the NPS portion of the expanded monument as Craters of the Moon National Preserve. Although the monument was established in 1924, early development plans were not implemented, and by 1955 the headquarters area contained a haphazard mixture of temporary buildings, frame tents, and rustic concession buildings. Mission 66 ushered in a new era of improved visitor, administrative and employee facilities, and the program transformed the monument from a site with few visitor or staff amenities into one with modern, comprehensively planned facilities.

Mission 66 Program

The Mission 66 program, implemented primarily between 1955 and 1966, marked the second major era of national park development and modernization. Congress had drastically cut national park budgets during World War II, and funding remained low throughout the rest of the 1940s and early 1950s due to Korean and Cold war defense spending. Furthermore, New Deal programs that had provided the National Park Service with labor for maintenance and construction projects (such as the Public Works Administration) were abolished in 1942. As soon as World War II and the associated rationing and travel restrictions ended, however, park visitation boomed. Ever-increasing numbers of Americans flocked to national parks in the 1950s due to a rise in population, high auto ownership, better roads and highways and an increased amount of leisure time. In the national parks, visitation rose from 17 million in 1940 to 56 million in 1955.[29]

During this same period, park budgets remained at pre-war levels, and visitors found poorly maintained and inadequate facilities. Parks offered too few campgrounds, accommodations, restrooms, and parking lots. Roads and facilities were often in poor condition. Employee housing was generally outdated and dilapidated, and NPS officials regarded this housing crisis as one of their most serious problems. Administrators sought to double park staff, so the need for more and better housing was especially acute.[30]

To accommodate the 80 million visitors that were expected to visit the parks in 1966, the NPS embarked on a campaign to upgrade and construct roads, trails, visitors centers, campgrounds and other park facilities, as well as to increase staffing and acquire new land. Mission 66, proposed in 1955 by National

[29] Ethan Carr, Mission 66: Modernism and the National Park Dilemma, (Amherst: University of Massachusetts, 2007), 3-7.
[30] Carr et al., 78.

Park Service director Conrad Wirth, was a development program that sought to modernize and enlarge park facilities by the NPS's fiftieth birthday in 1966. President Eisenhower was enthusiastic about the plan, partially due to his support of public works projects that could stimulate the economy, but also because of the negative press that the national parks' infrastructure was receiving. In spring 1956 Congress approved large budget increases for the NPS to begin the $700 million program. Congress would continue to allot additional budget increases over the next ten years.[31]

Through Mission 66, Wirth sought to reinvent the National Park System to meet the demands of post-war America. He put forth a set of new ideas about how visitors would experience national parks and how parks would function as public spaces, and these ideas manifested themselves in patterns of park development. Park planners intended Mission 66 developments to be designed and located so that they would accommodate large numbers of visitors, while minimizing impacts on park resources. "Enjoyment without impairment" characterized this ideal, and park planners were determined to concentrate new developments in areas where they would cause minimal impact, and to relocate development away from historic sites and important natural features. This policy included discouraging new overnight accommodations within the park and removing existing hotels and inns. Wirth hoped that tourists would stay outside the parks in nearby communities.[32]

Mission 66 Architecture and Landscape Architecture

Buildings constructed by the National Park Service during Mission 66 represented a departure from earlier architectural styles in the national parks. During the previous major era of development in the 1920s and 1930s, architects designed rustic structures modeled after older hotels in the parks or inspired by the Arts and Crafts movement. By the 1950s, modernist architecture, characterized by simple forms, a lack of ornamentation, the use of concrete and steel, and unusual fenestration, had emerged as the dominant style in the United States and Europe.[33] NPS architects were inspired by modernism, but they also sought to design structures that served park needs and were appropriate for their environments. Mission 66 buildings were utilitarian, functional, and without the "historical allusions" of the rustic style. NPS architects during Mission 66 designed buildings that were simple, low-cost, durable and attractive.[34] The buildings were constructed of modern materials, such as concrete masonry units, with earth-toned textured concrete, wood or stone veneers on the facade. This resulted in a distinctive building type that came to be known as Park Service Modern. Mission 66 landscape architects prepared general development plans for the parks in which the new buildings as well as roads, parking lots and landscaped areas would be sited.[35]

Visitor centers became the architectural and functional centerpieces of national parks during the Mission 66 era, representing the most "architecturally significant expression of the planning and design practices" developed by the National Park Service at this time.[36] Visitor centers were an entirely new building type, meant to replace park museum and administration buildings. The centers concentrated visitor services into one structure that served as the information center and included restrooms, exhibits, audiovisual

[31] Carr,Mission 66: Modernism and the National Park Dilemma , 3-10.
[32] Carr,Mission 66: Modernism and the National Park Dilemma , 14-15.
[33] Carr,Mission 66: Modernism and the National Park Dilemma , 137-139
[34] William Nelson, "Mission 66: The National Park Service Program for the Revitalization of America's National Parks," 1956-1966. M.A. hesis, Kansas State University, 1997, 131.
[35] Carr et al., 19.
[36] Carr et al., 68.

presentations, and administrative offices. The centers were intended to orient the public to the park, help them understand park resources, and how to make the best use of their time in the park. Architects sited most visitor centers at park entrances to intercept visitors, and the buildings became a familiar feature of the park landscape. The NPS built more than 100 centers during the Mission 66 era.[37]

Unlike other Mission 66 buildings, visitor centers were designed individually rather than based on standardized plans. Architects designed visitor center exteriors that would blend into the natural landscape, facilitate visitor circulation and provide a central gathering space. The horizontal shape, flat or shallow roof form, color and texture of materials and unornamented elevations that typified the centers helped the structures remain subordinate to their surroundings. Patios, arcades, porches, oversized windows and doors with windows blurred the boundary between interior and exterior spaces. In front of the visitor centers, courtyards or plazas with geometric planted areas and raised beds, served as a public gathering space. These plazas were often constructed with a grid pattern, and included tinted elements to blend with the natural landscape. Outdoor picnic and seating areas were common. With the postwar increase in visitation, circulation patterns were of primary importance to NPS architects, and they sought to avoid crowded interior spaces by including open or circular floor plans. Visitor centers typically had not just open floor plans, but high ceilings, wide doorways, and spacious lobbies. Restrooms were located away from the information area, accessed through a separate entrance or in an adjacent building. Administrative and public areas were segregated. Museum and exhibit space, which helped staff to interpret the park's natural and cultural resources to visitors, was an important part of each visitor center.[38]

NPS officials implemented the Mission 66 program in part to modernize park facilities, and to this end, the NPS built 584 comfort stations in parks across the country. These buildings typically followed a standardized design, and included men's and women's restrooms and at least one utility room in the middle of the building. The buildings were usually small and single-story, with low, gabled roofs and extended eaves at the gabled end. A row of windows was often set below the top of the wall. Comfort station exterior finishes usually matched other park structures.[39]

Since upgrading and maintaining park facilities represented an important part of the Mission 66 program, new utility buildings were vital. These structures provided a central location for vehicles and equipment. Based on standardized designs, the NPS built 218 utility buildings during the Mission 66 era. Architects located the structures out of public view, often near employee housing areas. These buildings typically had a shop, storage area, restroom, and equipment bays with large, overhead doors. The structures were rectangular, constructed with concrete masonry and topped by a flat roof with overhangs. Exposed interior and exterior roof structures were common.[40]

In addition to facilities for visitors and workspace for employees, the NPS built new housing for personnel. The employee housing was constructed based on standardized plans, to keep costs low while raising the standard of living for park staff. The agency built 743 single-family and duplex units, as well as 496 apartment units, during the Mission 66 era. The NPS sought to make staff housing safe, clean, durable and modern, but within guidelines for size and budget as set by the Bureau of Budget Policies.

[37] Carr, et al., 20.
[38] Carr, et al., 15.
[39] Carr, et al., 22.
[40] Carr, et al., 71.

The NPS issued standardized housing plans in 1957, and these plans provided a layout for various types of housing. The buildings presented a sharp departure from earlier types of staff housing. NPS architects designed residences that were low-profile, horizontal structures, similar to suburban style ranch houses, made of modern materials such as concrete masonry units. The staff housing complexes as a whole were meant to resemble suburban housing developments, with curvilinear streets. Each single-family home, and many multi-family dwellings, had attached garages or carports, depending on the climate of the park. The dwellings had a combined living and dining area, one or one-and-a-half baths, and a kitchen and bedrooms on opposite sides of the house. They were equipped with conveniences such as modern appliances, linoleum floors, and central heating. An aluminum-framed picture window was usually set in the living room, with oversized aluminum-framed windows in the bedroom. Residents accessed the backyard through a door from the living, dining or kitchen areas. The front door was characterized by a stoop or recess. A walkway led from the drive to the front door. Parks often modified the plans to suit their particular needs, and building materials depended on what was locally available.[41]

The Mission 66 program also "created significant changes in the landscapes of the parks, modified the planning and design process…and responded to the evolution in the landscape architecture profession of the period."[42] The concept of a master planned developed area with a variety of visitor and support services was entirely new, and developed areas became a hallmark of the national park landscape during the Mission 66 era. Landscape architects typically supervised the planning, design and construction of these new developed areas, and the ways that they sited building complexes, campgrounds, roads and pullouts into the park's natural environment reflects the distinct style of NPS Mission 66 landscape architecture. During the Mission 66 period, NPS landscape architects utilized some of the principles of naturalism that had originated in the 1930s. This meant that buildings and structures were supposed to blend into the natural landscape; roads were designed to blend into the existing topography; existing trees were preserved and native plants utilized to cover construction scars. However, they also drew from the modernist landscape architecture that had emerged in the mid-twentieth century. For example, developed areas often resembled suburban shopping centers, with ample parking, paved walkways and terraces, and a variety of services. The new park residential areas, with their sweeping curvilinear roads and homes sited for maximum privacy, evoked the suburban subdivisions that were cropping up across the United States. NPS landscape architects designed developed areas and roads that could accommodate the massive increase in visitation by providing increased capacity and efficient flow, for example, through wider, one-way roads and loops.

Campgrounds were a particularly important part of Mission 66 development, and 17,782 campsites were added during this period. The principles of modernist landscape architecture are apparent in Mission 66 campgrounds. A typical Mission 66 campground included one-way loop roads, for efficient auto circulation. Older campgrounds were frequently modified to accommodate trailers and recreational vehicles with longer parking spurs and wider roads. Additional sites were added to existing campgrounds. Campsites were often set on opposite sides of the road, with the maximum possible number of sites accommodated. Trees and shrubs were planted for shade and privacy. Modern comfort stations often replaced pit toilets, and water and electricity were often brought to the campground for the first time.

[41] Ethan Carr, National Park Service Mission 66 Resources, (Seattle: NPS, Pacific West Regional Office, 2002) 123-125, 166-170.
[42] Carr et al., 30.

Utility hookups for trailers and recreational vehicles were often provided. Picnic tables, grills or fireplaces, walkways, planting beds, signs and campfire centers were commonly constructed.[43]

Thousands of miles of park roads were constructed or improved during this time. Road projects were a high priority, and older, unpaved roads were reconstructed and paved in nearly every unit of the national park system. NPS landscape architects and engineers integrated roads into the natural setting using materials whose colors harmonized with the natural environment. [44] Park road design standards called for two-way park roads with a width of 22 feet, while one-way roads were 12-feet wide. The use of vegetation to blend ditches and shoulders to the adjacent landscape became a standard practice. Cut-and-fill slopes were rounded, warped at the end for a natural transition, and seeded, fertilized, and mulched to repair roadside construction scars. New turnouts, overlooks and parking areas along roadways, often with interpretive signage, allowed visitors to view or access park resources.

The Mission 66 era was the most recent period of significant national park expansion and improvement. It was also the last period in which new ideas were manifested in the built environment throughout the National Park System. Seventy new park units were added to the system under the Mission 66 program. The agency-built visitor centers, park residences, utility buildings, comfort stations, roads, picnic areas and other buildings and structures for public use and park administration. Mission 66 accomplished much of what Conrad Wirth intended: the reinvention of the National Park System, the National Park Service, and even the national park idea, to meet the needs of postwar America.[45] The program significantly shaped park landscapes in ways that are still clearly visible to twenty-first century visitors.

Mission 66 at Craters of the Moon

Craters of the Moon National Monument protects the features associated with volcanic activity along the Great Rift, which extends for sixty miles in southern Idaho and is the source for the more than sixty lava flows and twenty-five cones at the monument. Volcanic eruptions from the Great Rift began about fifteen million years ago, though most of the monument's volcanic features are between fifteen thousand and two thousand years old. The rift is still active, and could erupt again.

While nineteenth century visitors had described the volcanic, sparsely vegetated area as a wasteland, local boosters began to publicize the geologic wonders of Craters of the Moon (called Valley of the Moon before 1924) in the early twentieth century. Tourists started to visit the area as a result of better roads, the rise of auto tourism, and the publicity campaign. After 1919, visitors began to detour off the new highway between Yellowstone National Park and the Sawtooth Mountains to see the site's volcanic features. Craters of the Moon became increasingly well-known after National Geographic, Sunset and other magazines published articles about the geologic wonders of the Great Rift. Local efforts to establish a national park began in the early 1920s. Due to an organized attempt by local civic groups, politicians, the NPS and the U.S. Geological Survey, President Calvin Coolidge used the Antiquities Act to proclaim Craters of the Moon a National Monument in 1924.

When the National Park Service assumed management of Craters of the Moon, the monument lacked buildings and visitor facilities. NPS officials expected to draw increasing numbers of tourists on their way to and from Yellowstone, and initial plans called for a permanent water supply, a campground, an

[43] Carr, Mission 66 Resources, 292.
[44] Carr et al., 93.
[45] Carr et al., 3-4.

entrance area in the monument's northern section, and improved roads and trails. However, Congress appropriated little money for development at national monuments, which even the NPS considered second-class sites.[46] In the 1930s during the New Deal, the NPS built an equipment shed, comfort station and custodian superintendent's residence, all of rustic log construction. The equipment shed and the comfort station are still extant and were declared eligible for the National Register of Historic Places in 2009 for their association with recreational development and New Deal relief programs at the monument. A rustic campground, without individual sites, and a concession facility called Craters Inn, with a lodge and three cabins, served overnight guests.

Visitation at Craters of the Moon grew from less than 1,000 per year in the 1930s to over 120,000 in 1956. Staff attributed the increase not only to postwar travel trends, but to the publicity nearby that Atomic Energy Commission developments garnered. Yet, the monument continued to contain an inadequate and obsolete collection of rustic log cabins, outbuildings, and tent cabins from the late 1920s and early 1930s that did not serve visitor or employee needs. Some of these structures had been assembled by staff and they were in poor condition. Staff considered the rustic log equipment building to be "poorly constructed" and badly located, and they believed that the administration building, a 14' x 16' frame tent cabin, was "unsightly and inadequate."[47] In addition, the rustic log architecture seemed out of place in the stark volcanic landscape.

Roads, employee housing and visitor facilities at the monument were, according to staff, "inadequate and poor."[48] This collection of administrative and residential buildings was primarily located near the current junction of the campground and the 7-mile Loop Road. The circulation pattern consisted of two entrances identified as the Arco and Hailey entrances that joined near the present loop drive. Roads were unpaved. A system of poorly marked paths left the visitor wandering through the maze of lava in search of cairn-marked features. Employee housing, which consisted of the rustic log superintendent's residence and two small tent cabins, was also substandard. There was no museum to help the public understand the geologic story of the site. Equally limiting to tourist comfort was the lack of a consistent water source, sanitary facilities for camping, and basic utilities such as lighting and communications.

Craters of the Moon National Monument was profoundly shaped by the Mission 66 program. Under the Mission 66 program, Craters of the Moon finally received the funding to substantially improve park facilities. The NPS had generally not invested in smaller parks, monuments and historic sites with lower visitation numbers, and Mission 66 finally provided funding for these units.[49] At the conclusion of Mission 66, according to landscape historian Ethan Carr, even "most of the small parks enjoyed new and enhanced facilities, a visitor center, a maintenance yard, and housing for employees." This "suite of basic facilities" became the standard at national park service units.[50]

During Mission 66, the monument gained a water system, visitor center, utility building, 4-unit apartment building, duplex, three 3-bedroom homes, an improved campground, and comfort station, all concentrated near the new main entrance in a headquarters complex. The existing road was improved as well. Built between 1957 and 1968, the Mission 66 complex at Craters of the Moon represents an early example of

[46] Louter, 246, 267.
[47] Avery, 9.
[48] Avery, 9.
[49] Carr et al., 15.
[50] Carr et al., 15.

the Park Service Modern style in national parks. The design of the visitor center, utility building, residences, comfort station and circulation system at Craters of the Moon National Monument illustrates the move away from the NPS rustic period of construction and into the modern era of architecture. The facilities built at Craters of the Moon during Mission 66 were critical to the development of the park, and they remain nearly unchanged.

Craters of the Moon was one of the first parks in its region to receive Mission 66 funding, and the Mission 66 complex there is an early example of the comprehensive approach to NPS park planning during this era. [51] The complex was planned and built as a whole; it reflects Mission 66 ideals and represents a fully implemented Mission 66 plan. Although rehabilitation of the campground was not included in initial plans, it was soon added. The design for Craters of the Moon left the patchwork approach to park development behind, and instead followed a master plan that concentrated development in one area, thereby conserving the park's natural resources.

Cecil Doty was a leading architect at the NPS Western Office of Design and Construction (WODC); he designed many of the early NPS visitor centers and was instrumental in developing their style and purpose. Doty designed the monument's visitor center as well as the landscaped areas and circulation system. Although Cecil Doty produced the original designs for the complex, the final drawings for the visitor center were produced by M.K. Tash of Hurt, Trudell and Capell, while the utility building and residences were developed by Malone and Hooper, all of San Francisco.[52] This latter firm was employed to do an array of work by WODC.

Workers began constructing the new headquarters complex in 1957. By December, the utility building had been finished. The visitor center and five employee housing units were completed in March and August of 1958, respectively. That year, workers also built a fence to separate the visitor areas from the utility yard and an entrance booth (later moved), and installed a drinking fountain near the visitor center, secondary water and sewage systems, and an irrigation system.[53] Mission 66 master plans catered to the increasing number of automobile visitors during the post-war era, and at Craters of the Moon, circulation patterns were changed to reflect the increase. In 1957, workers constructed a new entrance 800 feet west of the existing entry, as well as two parking areas on either side of the new visitor center location to facilitate auto circulation.

The new Mission 66 buildings appeared radically different from the park's rustic log buildings. As was typical of Mission 66 structures, the buildings were constructed with concrete masonry units, with exterior finishes designed to blend into the surrounding landscape. At Craters of the Moon, architects also used split-faced pumice blocks in earth-toned colors on building exteriors. The buildings included many of the characteristic features of Mission 66 design, such as low-profile, horizontal forms, low-pitched or flat roofs, and oversized windows. Staff believed that the new Park Service Modern style buildings fit

[51] Avery, 9.
[52] Avery, 9: The firm of Malone and Hooper specialized in public projects including designs for the NPS through the WODC, such as design for the Colter Bay Visitor Center in Moose, Wyoming (Grand Teton National Park1956-1957/1959). Active in San Francisco, from 1949 to 1961 and then later firms involving Hooper, the firm was also involved in numerous projects around the San Francisco area.
[53] Avery, 10.

into the park's volcanic landscape much better than the log buildings had.[54] Except for the campground comfort station, the new buildings were clustered together, which was a hallmark of Mission 66 design.[55]

The visitor center was an essential part of the overall Mission 66 development plan for Craters of the Moon National Monument. The NPS located the new visitor center near the highway to provide a convenient location for visitors, and to allow for easy control of auto traffic.[56] Like other Mission 66 structures, the single-story Park Service Modern visitor center is characterized by its horizontal form, a flat roof, and an open lobby.[57] The visitor center included then and now, administrative offices, staff and public restrooms, a lobby and display space, a work room, a mechanical room, and a museum, and it functioned just as NPS planners had hoped. One reported, "With its calm and relaxed atmosphere, the visitor center presents a thorough, concise and clear introduction to Craters of the Moon." Staff knew that the exhibits "may be the visitor's first introduction to basaltic volcanism," therefore "well-executed display panels and cases pictorially describe the significant volcanic events in Craters of the Moon." [58]

Cecil Doty considered landscaping essential to making the location "livable," since plants would furnish shade and wind breaks, so he designed a landscape with trees, shrubs and other vegetation. Workers added 1,302 cubic yards of topsoil to the rocky, volcanic soil of the complex area, and by May of 1958, they had planted 469 shrubs, ten Douglas fir, 150 limber pine and 77 Colorado quaking aspen. Some of these trees were intended to screen the staff housing from the highway, visitor center and campground. However, many soon died in the monument's harsh climate.[59]

As noted, initially, the Mission 66 plan for Craters of the Moon did not include campground improvements. With removal of the Craters Inn lodge and its rustic cabins in 1957, however, the campground became the only place to stay within twenty miles of the park, and use of the campground increased by 39 percent.[60] Before Mission 66, the campground consisted of an unpaved road with two loops. There were no individual campsites, and campers parked at will. Between late 1957 and 1959, the NPS expanded and improved the campground to accommodate the increased use. All two-way roads in the campground were widened to at least 18-feet. The campground road was extended at its west end, and a one-way loop was formed. Three more one-way loops and campsites were added at the east entrance to the campground. Another one-way road adjacent to the new comfort station was also constructed. All the roadways were surfaced with two inches of asphalt and plant mix. Parking pads were cleared of rocks and graded but left with a cinder surface. The NPS also designated individual campsites, and many campsites received new site furnishings. Workers installed thirty cedar picnic tables with welded iron pipe legs, and twenty-five square fireplaces, with concrete bases and a welded-steel grill.[61] In July of 1959, workers completed a comfort station near the western end of the campground. The building

[54] Avery, 10-11.
[55] Avery, 10.
[56] National Park Service, Craters of the Moon Master Plan, 1952, (Seattle: National Archives and Records Administration), 1.
[57] Avery, 10.
[58] McClanahan, 3.
[59] National Park Service, Craters of the Moon Completion Reports, Records of the National Park Service, Record Group 79, Box 3, National Archives and Records Administration, Seattle WA.
[60] National Park Service, Superintendent's Monthly Narrative Report for August 1957, September 3, 1957, Craters of the Moon National Monument archives, Arco, Idaho.
[61] Christy Avery, National Register of Historic Places Registration Form: Craters of the Moon Campground/Lava Flow Campground, 2012,16. Craters of the Moon National Monument archives, Arco, Idaho.

was constructed with the same split-faced pumice block used to construct the park visitor center, utility building, and staff housing.

NPS landscape architects incorporated, but improved the original road system in the park's Mission 66 Master Plan. Into the mid-1950s, park roads remained primitive, unpaved, and surfaced with cinders. The cinders blew around in the near constant winds that pummeled the monument and required frequent replacement, requiring high annual maintenance costs. These "road hazards annoyed the motoring public."[62] Mission 66 paving and reconstruction solved these problems. During Mission 66, the road was regraded and surfaced with asphalt, thus eliminating the need for cinder replacement. Work also included installing curbs, gutters, sidewalks and parking areas. Nine new parking areas, four road spurs, and turnouts were constructed between 1958 and 1968. These new parking areas provided scenic vistas or trail access along the road.[63] A 1953 drawing of the proposed master plan for the headquarters area buildings and roadways illustrates Wirth's direct involvement in the design of park roadways. Bearing Wirth's signature as director, it is also annotated with handwritten comments about Wirth's preferences regarding proposed modifications.[64] Following later concerns about road conditions, the NPS completed spur roads, resurfaced parking areas, and improved drainage on the road in 1968.

Monument employees and other NPS staff were pleased at the improvements made during the Mission 66 era. In addition to the new park buildings and structures, a new state highway allowed visitors to more easily access the monument. The better access and improved facilities transformed the underfunded and poorly developed monument into a park service unit with modern infrastructure and amenities. One NPS employee summed up the changes. "Many circumstances have combined to improve the situation: The construction and paving of U.S. Highway 93A-20-26, which traverses the northern portion of the monument; the development of a loop road within the monument; trails leading to specific features; a new combined visitor center and headquarters; an integrated interpretive program including museum exhibits, roads and trail displays, conducted auto caravans, and a publications program; improved camping facilities; and the removal of unsightly, outmoded concessionaire facilities. Viewed as a whole, these improvements have enabled the more recent Monument visitors to appreciate and learn more about the geologic story of basaltic volcanism."[65]

The Mission 66 structures in the park are emblematic of the Mission 66 program as a whole, and their distinct architecture and massing make them immediately recognizable as part of this era of NPS development. While the individual buildings are not necessarily unique or outstanding examples of Mission 66 architecture on their own, the complex as a whole is significant. Built between 1957 and 1968, it is one of the earliest examples of a Mission 66 complex, and it is the only representation of a Mission 66 complex in Idaho. The complex retains integrity to the historic period.

[62] Louter, "Craters of the Moon National Monument Historic Context Statements," Chapter 9 (n.p.).
[63] Ibid.
[64] Road System, Craters of the Moon Master Plan (U.S. Department of the Interior, National Park Service, Landscape Division, Regional Office, Washington, D.C. 1953)
[65] McClanahan, 2.

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10. Geographical Data

Acreage of Property 43.1 acres

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____ previously determined eligible by the National Register
____ designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__X_ State Historic Preservation Office
____ Other State agency
__X_ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

Or
UTM References
Datum (indicated on USGS map): See Figure 1: Craters of the Moon Developed Area

[ ] NAD 1927 or [X] NAD 1983

The historic district is a linear district following the roadway and increasing in size to include the Headquarters Area Roads and Parking and the Lava Flow Campground. The District includes 13 contributing buildings. The linear district begins at the entrance to the park developed area at the UTM 12T 292647.00 m E 4815298.00 m N. UTMs for contributing buildings and structures are provided in the table below:

Title/Description	Map Reference Number	Zone	Easting	Northing
Start of CRMO Historic District	13	12T	292647.00	4815298.00
Visitor Center	1	12T	292758.93	4815313.98
Utility Building	2	12T	292795.01	4815367.6
Employee Apartments	3	12T	292843.22	4815355.59
Employee Duplex Building	4	12T	292877.54	4815382.96
Employee Residence Building #21	5	12	292917.30	4815384.74
Employee Residence Building #20	6	12T	292947.13	4815373.46
Employee Residence Building #19	7	12T	292973.39	4815354.22
Comfort Station; Lava Flow Campground	9	12T	292974.36	4815142.15
Log Comfort Station	10	12T	293075.61	4815185.92
Log Equipment Shed	11	12T	293264.14	4815006.36
Headquarters Area Roads and Parking	12	12T	292678.86	4815281.97
Lava Flow Campground	18	12T	293167.07	4815177.39

Verbal Boundary Description (Describe the boundaries of the property.)
See the enclosed map of the district. The Craters of the Moon Mission 66 District is a contiguous district that follows the park road system beginning at the intersection of Highway US 20/26/93 creating a corridor 60 feet wide (30 feet from the centerline of the road in either direction) and incorporating all historic structures associated with road construction including pullouts, turnouts, and parking areas. Where pavement or other road construction features extend beyond the 60 foot corridor, the district expands in such a way that the boundaries are 10 feet beyond any such construction. The boundary of the district widens at historic developed areas as described below.

At the Headquarters Area the district widens to include all parking areas, roadways, and buildings extending 25 feet beyond the north elevation (rear) of the buildings. The Headquarters Area includes the following contributing buildings: Visitor Center (#1 on map), Utility Building #24 (#2 on map), Employee Apartment Building #23 (#3 on map), Employee Duplex #22 (#4 on map), Employee Residences #21, #20, and #19 (#5, 6, and 7 respectively).

At the Lava Flow Campground, the district widens to include the campground loops and campsites extending 10 feet beyond the construction boundary of these features. The area includes the following contributing buildings: Mission 66 Comfort Station (#9 on map) and the Log Comfort Station (#10 on map).

The 7-mile Scenic Loop Road (#13 on map) follows the road alignment inclusive of spur roads creating a 60 feet wide corridor expanding at parking areas and turnouts.

The Log Equipment Shed (#11 on map) is a dis-contiguous contributing element to the historic district. It lies along a utility spur road branching southeast opposite the entrance to the Lava Flow Campground.

Boundary Justification (Explain why the boundaries were selected.)
The boundary for the Craters of the Moon National Monument Mission 66 Historic District was chosen to encompass the original built environment of the park within the original 1924 park boundary. This includes the following:

- The buildings in the entire headquarters area (visitor center, utility building, employee apartments, employee duplex, three single-family houses)
- Lava Flow Campground and its Mission 66 comfort station, and the 1934 log comfort station
- The headquarters area roadway system and the 7-mile Loop Drive, including nine turnouts, four of which were designed during the historic period. The remaining turnouts, although added later, are compatible with those designed during the historic period.
- The spur roads and trailhead parking lots along the 7-mile Loop Drive: Devil's Orchard, Spatter Cones, Tree Molds, the Caves area and respective parking areas, plus the North Crater Flow, North Crater, and Inferno Cone parking areas. It also includes several turnouts designed during the historic period (Pika Point, Old Man of the Crater, South Inferno Cone, Lava Cascades, and Big Sink).
- The 1932 log equipment shed.

11. **Form Prepared By**

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September 28, 2020

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Craters of the Moon National Monument Mission 66 Historic District

City or Vicinity: Craters of the Moon National Monument, west of Arco

County: Butte State: Idaho

Photographer: JoAnn Blalack

Date Photographed: May, June and August 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #1 Visitor Center front, south elevation, camera facing north northeast
Photo #2 Visitor Center front, west entrance, south elevation, camera facing northeast
Photo #3 Visitor Center front, center section of building, south elevation, camera facing north
Photo #4 Visitor Center front, east entrance, camera facing west northwest
Photo #5 Visitor Center back, north elevation (right), east elevation (left), camera facing southwest
Photo #6 Visitor Center picnic area, east side of Visitor Center, camera facing west northwest
Photo #7 Utility building (maintenance shop) south elevation (left) east elevation (right), camera facing west northwest
Photo #8 Utility building (maintenance shop) north elevation (right) east elevation (left), camera facing west southwest
Photo #9 Apartment front southeast elevation, camera facing northwest
Photo #10 Apartment back northwest elevation, camera facing south southeast
Photo #11 Duplex front south southwest elevation, camera facing north northeast
Photo #12 Duplex back northwest elevation, camera facing east southeast
Photo #13 Residence #21 front south elevation, camera facing north northeast
Photo #14 Residence #21 back north elevation, camera looking south southwest
Photo #15 Residence #20 front south elevation, camera looking north northwest
Photo #16 Residence #20 back north elevation, camera facing south southwest
Photo #17 Residence #19 front south elevation, camera facing north northeast
Photo #18 Residence #19 back north elevation, camera facing south southwest
Photo #19 Campground north east entrance road, camera facing west
Photo #20 Campground sites visitor center (left) residence (right) in background, camera facing northwest
Photo #21 Campground sites and road towards southeast entrance, camera facing east
Photo #22 Campground comfort station north elevation (left) west elevation (right), camera facing south
Photo #23 Campground comfort station south elevation (left) east elevation (right), camera facing north
Photo #24 Park entrance, visitor center (left), camera facing east
Photo #25 Visitor Center west parking lot, visitor center (left), camera facing east
Photo #26 Visitor Center east parking lot, camera facing west
Photo #27 Employee parking visitor center (left) back utility building (middle right) apartment building (right), camera facing west
Photo #28 Residence west entrance apartment (left) duplex right, camera facing north northeast
Photo #29 Residence east entrance residence #19 (left) residence # 21 (center), camera facing west northwest
Photo #30 Loop road typical road design of 2-way section, camera facing southwest
Photo #31 Loop road typical road design of 1-way section, camera facing northwest
Photo #32 North Crater Flow parking lot 2-way loop road left of vegetation, camera facing south southwest
Photo #33 North Crater Trail parking lot 2-way loop road (left), camera facing southwest
Photo #34 Loop road pullout north side along 2-way section, camera facing southeast
Photo #35 Spur road to Devil's Orchard off the 2-way section of loop road, camera facing north northeast
Photo #36 Devil's Orchard parking lot, camera facing east
Photo #37 Loop road pullout (Cinder Garden) north side along 1-way section, camera facing west
Photo #38 Inferno Cone parking lot off 1-way loop road (right), camera facing southeast
Photo #39 Entrance-exit into Spatter Cone parking lot (at parking lot) 1-way loop road back (left), camera facing north northeast
Photo #40 Spatter Cone parking lot, camera facing northeast
Photo #41 Pullout west side of Tree Molds spur road 1-way loop road back (left), camera facing north northwest
Photo #42 Pullout-picnic area south side Tree Molds spur road, camera facing west southwest
Photo #43 Tree Molds parking lot, camera facing north
Photo #44 Cave area parking lot, camera facing east
Photo #45 Looking back on spur road leading to Cave area parking, camera facing west
Photo #46 Log Comfort Station, side/back of building, camera facing north

Photo #47	Log Comfort Station, women's side, camera facing southeast
Photo #48	Craters of the Moon Developed Area from Sunset Cone, camera facing southwest, c. 1970
Photo #49	Slope Dressing 1968, unknown location
Photo #50	1953 Draft Master Plan Map with Annotations attributed to Conrad Wirth.
Photos #51, 52, 53	Log Equipment Shed, front, back, and north facing view. Taken by: Gina Pearson, 9/2020
Photo #54	Apartment A. Front Facade.
Photo #55	Apartment B. Front Facade.
Photo #56	Apartment C. Front Facade.
Photo #57	Apartment D. Front Facade.
Photo #58	Duplex Shed
Photo #59	Residence 19 Shed
Photo #60	Residence 20 Shed
Photo #61	Residence 21 Shed

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Visitor Center front, south elevation, camera facing north northeast



Visitor Center front, west entrance, south elevation, camera facing northeast



Visitor Center front, center section of building, south elevation, camera facing north



Visitor Center front, east entrance, camera facing west northwest



Visitor Center back, north elevation (right), east elevation (left), camera facing southwest



Visitor Center picnic area, east side of Visitor Center, camera facing west northwest



Utility building (maintenance shop) south elevation (left) east elevation (right), camera facing west northwest



Utility building (maintenance shop) north elevation (right) east elevation (left), camera facing west southwest



Apartment front southeast elevation, camera facing northwest



Apartment back northwest elevation, camera facing south southeast



Duplex front south southwest elevation, camera facing north northeast



Duplex back northwest elevation, camera facing east southeast



Residence #21 front south elevation, camera facing north northeast



Residence #21 back north elevation, camera looking south southwest



Residence #20 front south elevation, camera looking north northwest



Residence #20 back north elevation, camera facing south southwest



Residence #19 front south elevation, camera facing north northeast



Residence #19 back north elevation, camera facing south southwest



Campground north east entrance road, camera facing west



Campground sites visitor center (left) residence (right) in background, camera facing northwest



Campground sites and road towards southeast entrance, camera facing east



Campground comfort station north elevation (left) west elevation (right), camera facing south



Campground comfort station south elevation (left) east elevation (right), camera facing north



Park entrance, visitor center (left), camera facing east



Visitor Center west parking lot, visitor center (left), camera facing east



Visitor Center east parking lot, camera facing west



Employee parking visitor center (left) back utility building (middle right) apartment building (right), camera facing west



Residence west entrance apartment (left) duplex right, camera facing north northeast



Residence east entrance residence #19 (left) residence # 21 (center), camera facing west northwest



Loop road typical road design of 2-way section, camera facing southwest



Loop road typical road design of 1-way section, camera facing northwest



North Crater Flow parking lot 2-way loop road left of vegetation, camera facing south southwest



North Crater Trail parking lot 2-way loop road (left), camera facing southwest



Loop road pullout north side along 2-way section, camera facing southeast



Spur road to Devil's Orchard off the 2-way section of loop road, camera facing north northeast



Devil's Orchard parking lot, camera facing east



Loop road pullout (Cinder Garden) north side along 1-way section, camera facing west



Inferno Cone parking lot off 1-way loop road (right), camera facing southeast



Entrance-exit into Spatter Cone parking lot (at parking lot) 1-way loop road back (left), camera facing north northeast



Spatter Cone parking lot, camera facing northeast



Pullout west side of Tree Molds spur road 1-way loop road back (left), camera facing north northwest



Pullout-picnic area south side Tree Molds spur road, camera facing west southwest



Tree Molds parking lot, camera facing north



Cave area parking lot, camera facing east



Looking back on spur road leading to Cave area parking, camera facing west



Log Comfort Station, side/back of building, camera facing north



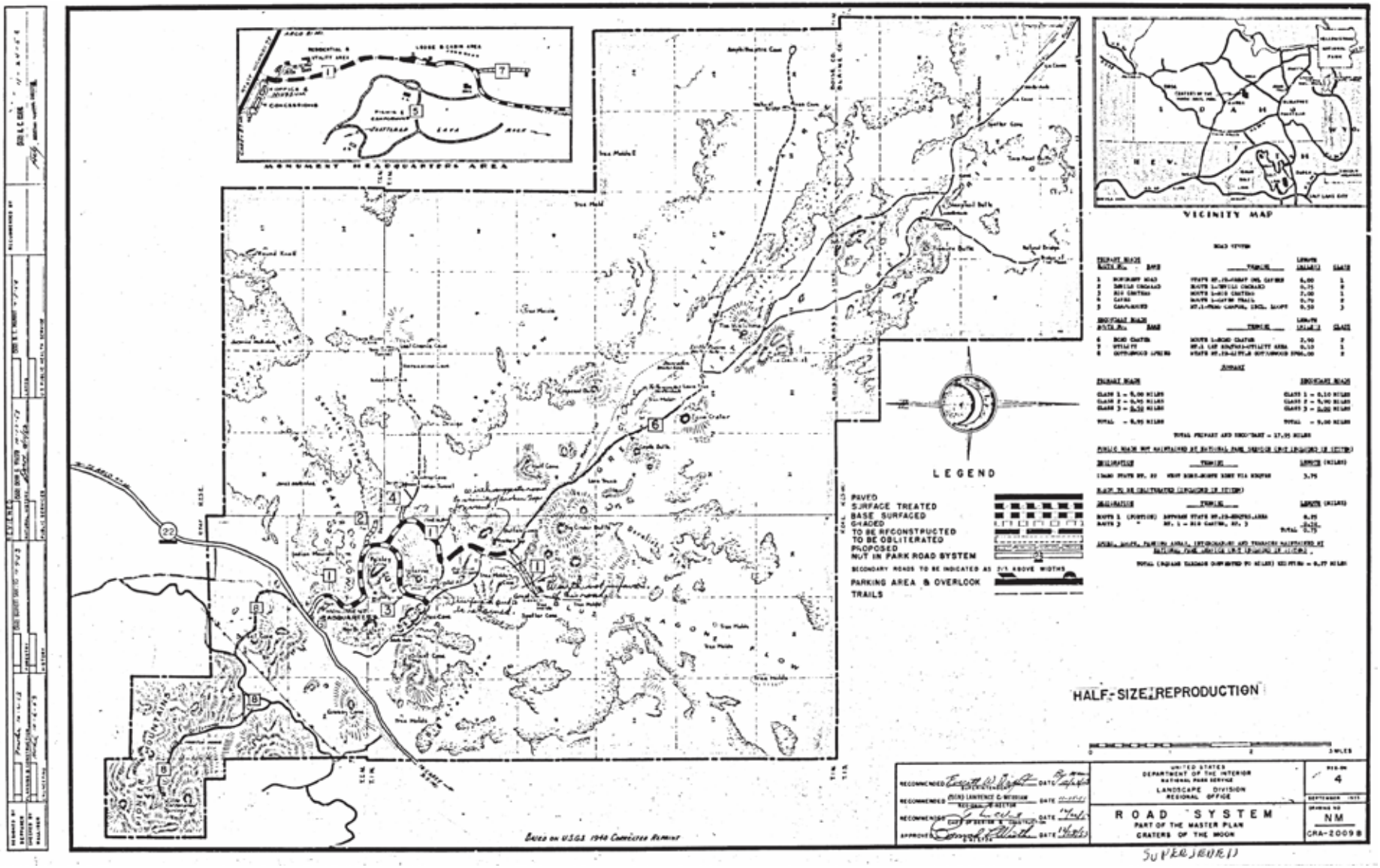
Log Comfort Station, women's side, camera facing southeast



Craters of the Moon Developed Area from Sunset Cone, camera facing southwest, c. 1970



Slope Dressing 1968, unknown location



1953 Draft Master Plan Map with Annotations attributed to Conrad Wirth.

1932 Log Equipment Shed

Along dirt access road to maintenance Annex building and boneyard



Photo #51: Front View of Log Equipment Shed



Photo #52: Back View of Log Equipment Shed



Photot #53: North Facing View of Log Equipment Shed



Apartment A. Front Facade.



Apartment B. Front Facade.



Apartment C. Front Facade.



Apartment D. Front Facade.



Duplex shed forward view



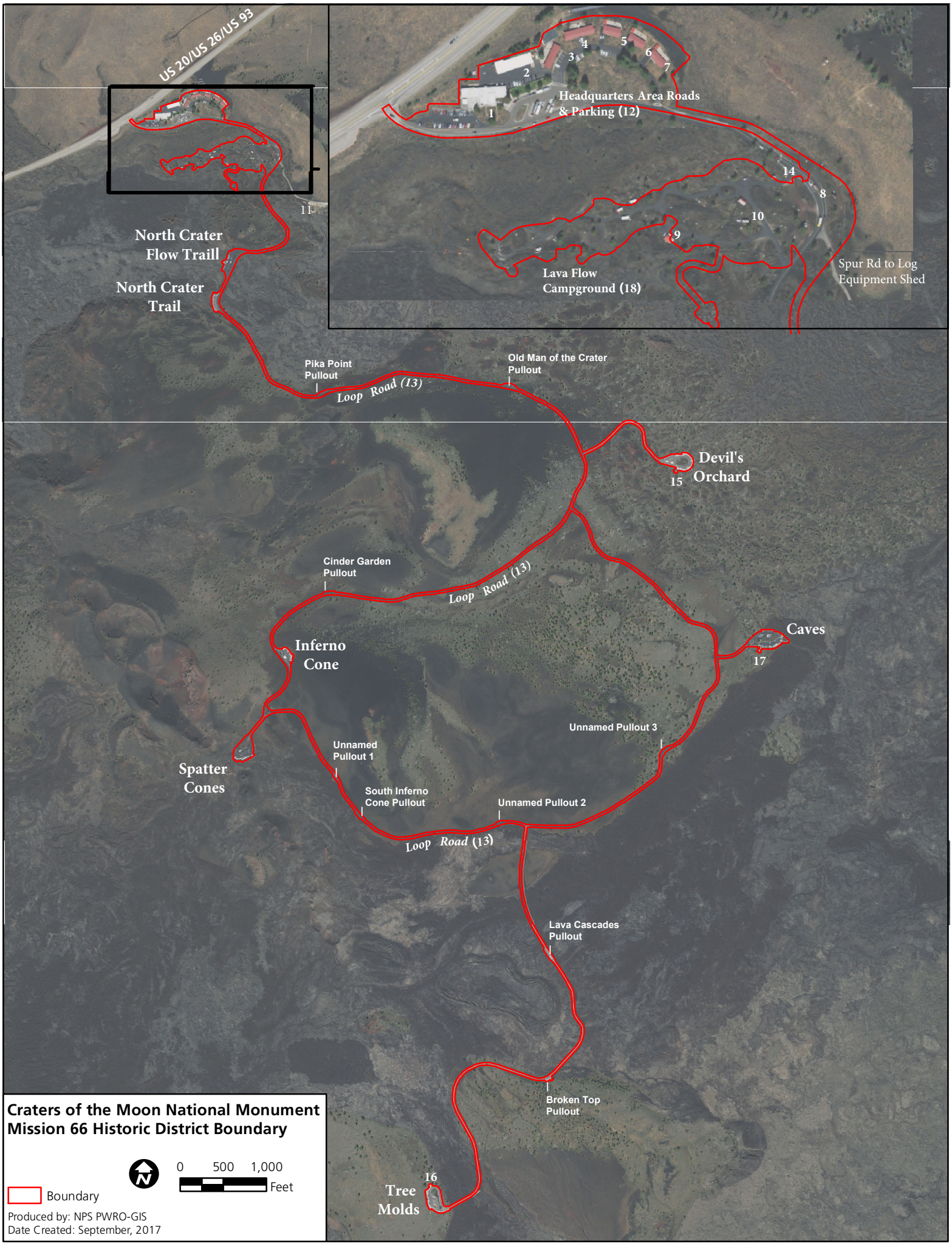
Residence 19 shed



Residence 20 shed



Residence 21 shed


US 20/US 26/US 93
Headquarters Area Roads & Parking (12)
Lava Flow Campground (18)
Spur Rd to Log Equipment Shed
North Crater Flow Traill
North Crater Trail
Pika Point Pullout
Old Man of the Crater Pullout
Loop Road (13)
Devil's Orchard
Cinder Garden Pullout
Inferno Cone
Caves
Unnamed Pullout 3
Unnamed Pullout 1
Spatter Cones
South Inferno Cone Pullout
Unnamed Pullout 2
Lava Cascades Pullout
Broken Top Pullout
Tree Molds
1
2
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17
Craters of the Moon National Monument
Mission 66 Historic District Boundary
0 500 1,000
Feet
Boundary
Produced by: NPS PWRO-GIS
Date Created: September, 2017