



Tuolumne Meadows Campground
Yosemite National Park

Cultural Landscape Report

January 31, 2021



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CHAPTER 1

INTRODUCTION

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CHAPTER 1: INTRODUCTION

Introduction

This document presents the Cultural Landscape Report (CLR) for Tuolumne Meadows Campground within Yosemite National Park (the park) in northern California.

This CLR is the primary treatment document for Tuolumne Meadows Campground. It provides baseline documentation, guidance for the management and stewardship of the cultural landscape, and is intended to be a tool for managers and subject matter experts in evaluation of future projects proposed for the campground.

This CLR presents detailed documentation of Tuolumne Meadows Campground's historical development, existing condition, analysis of integrity, and identification of contributing features. This document provides holistic

treatment guidance to ensure the long-term preservation and stewardship of the cultural landscape while addressing operational needs of the campground.

This work builds upon previously completed studies, investigations, and documentation for Tuolumne Meadows Campground. These include the park's Foundation Document; Tuolumne Wild and Scenic River Final Comprehensive Management Plan/EIS; 2007 Tuolumne Meadows Cultural Landscape Inventory (CLI); 1978 Tioga Road Historic District Determination of Eligibility; Master Plan for Yosemite National Park, Mission 66 Edition; Field Work Summary: 1987 Tuolumne Meadows Archeological Project; 2012 A Sense of Place: Design Guidelines for Yosemite National Park; and relevant plans and resource reports.



Figure 1-1. Lyell Fork of Tuolumne River, adjacent to Tuolumne Meadows Campground (source: Mundus Bishop, 2019).

Study Area and Context

Tuolumne Meadows Campground is within Yosemite National Park, northeast of Yosemite Valley. Tuolumne Meadows is one of the largest sub-alpine meadow complexes in California's Sierra Nevada mountain range. The campground encompasses approximately 140 acres and is located south of Tioga Road, adjacent to the Lyell Fork of Tuolumne River.

Tuolumne Meadows Campground was initially designed by the NPS and built between 1931 and 1934 to meet growing recreational needs in the Tuolumne Meadows area. The campground is an exceptional example of the principles of campground planning, park rustic design, and natural landscape protection developed in the early twentieth-century by the U.S. Forest Service and the NPS through the guidance of plant pathologist Dr. Emilio Meinecke and park landscape architect John Wosky, and construction by the Civilian Conservation Corps (CCC).^{1,1}

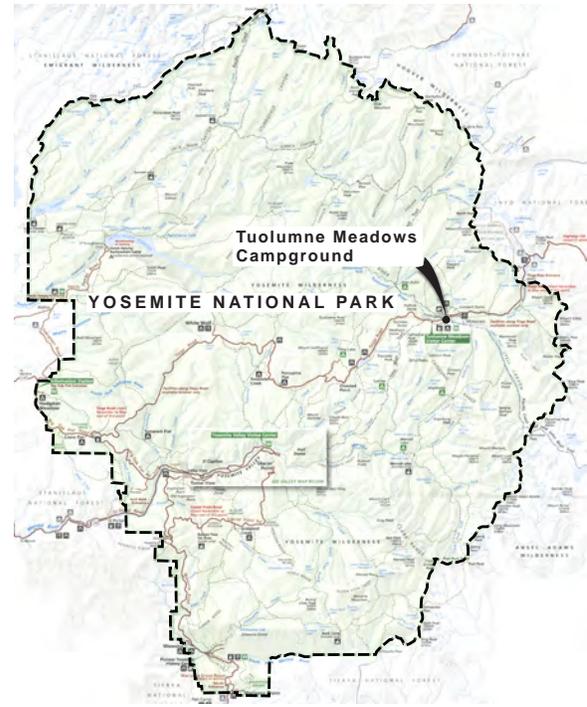


Figure 1-2. Tuolumne Meadows Campground is within Yosemite National Park, northeast of Yosemite Valley (source: Mundus Bishop, 2020).

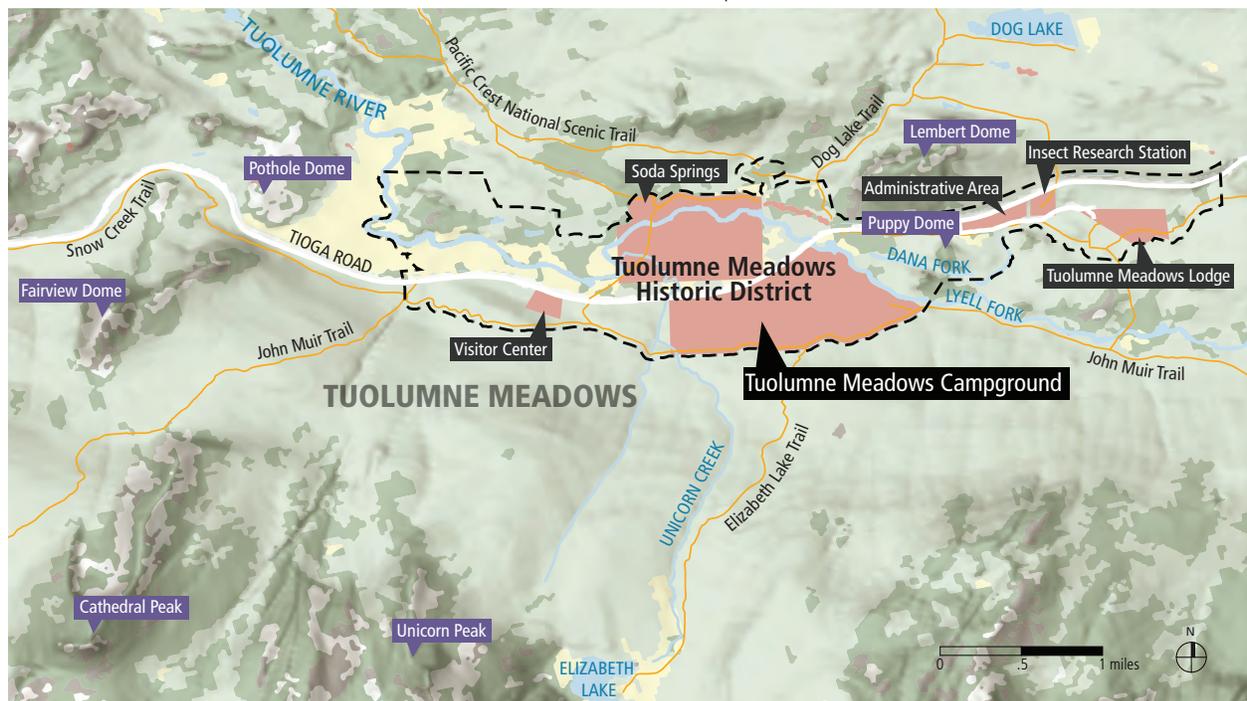


Figure 1-3. Tuolumne Meadows Campground is within Tuolumne Meadows Historic District in Tuolumne Meadows (source: Mundus Bishop, 2020).

Tuolumne Meadows Campground is one of eight developed areas within Tuolumne Meadows Historic District that recognizes the historical and architectural significance of Tuolumne Meadows. The historic district is approximately three-miles long by one-mile wide and includes historic resources and cultural landscapes dating from 1885 to 1961.^{1,2}

The campground is within Tuolumne Wild and Scenic River Corridor, one of the park's two wild and scenic rivers. This designation preserves Tuolumne River's free-flowing condition and exceptionally high-water quality along with its outstandingly remarkable values of geological, cultural, scenic, and recreational importance.

Yosemite National Park is a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site internationally recognized for its spectacular granite cliffs, waterfalls, clear streams, giant sequoia groves, and biological diversity.^{1,3}

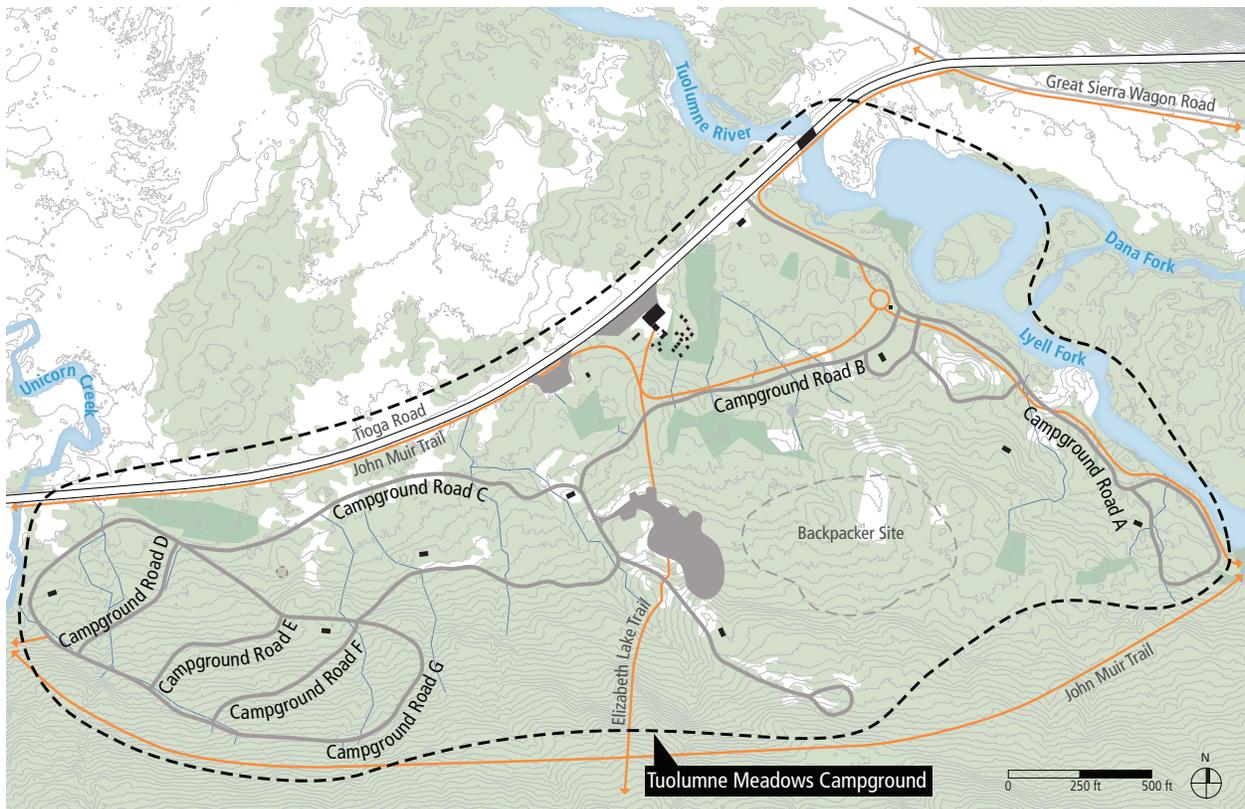


Figure 1-4. The study area includes the campground, the portion of Tioga Road between Unicorn Creek and Tuolumne River, and the borrow pit on Tuolumne River where material was excavated to build Tuolumne River Bridge (source: Mundus Bishop, 2020).

Project Objectives

This CLR addresses the following objectives:

- Clearly identify landscape characteristics and features that convey the historical significance and character of Tuolumne Meadows Campground;
- Provide a detailed analysis of the development of the site over time to identify the significance and integrity of the historic components;
- Provide guidance to address code deficiencies associated with ABAAS compliance, utility upgrades, and circulation issues;
- Develop treatment recommendations for the long-term stewardship of the cultural and natural resources comprising the historic property and guidelines for compatible new construction and modifications;
- Provide a holistic and integrated plan for long-term treatment and stewardship of the cultural landscape;
- Provide a basis upon which to assess and evaluate planning efforts and alternative courses of action for future treatment and use;
- No treatment recommendations or guidance would be included that would adversely affect the integrity of the campground as a contributing developed area within the broader historic district;
- All rehabilitation, preservation, restoration, and recommended design work shall conform to The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.

Report Methodology

This CLR was conducted at a thorough level of investigation and documentation for historic research, existing condition assessment, and landscape analysis. This research methodology, as defined by the NPS, focuses on the use of select documentation of known and presumed relevance including readily available primary and secondary sources. This work is in accordance with The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for the Treatment of Cultural Landscapes.^{1,4}

The review of select documentation included data from the park archives, park library, and the NPS' ETIC and IRMA databases. Planning documents, administrative reports, the Tuolumne River Plan, 2007 Tuolumne Meadows Cultural Landscape Inventory, technical reports, natural resource studies, and correspondence were reviewed. Review of historical documentation included drawings and photographs, superintendent reports, correspondence from primary and secondary sources, and archeological documentation. This CLR did not include archeological investigations.

Background data obtained during research of the park's and NPS' files and databases was used to prepare drawings and illustrations. This included original drawings supplemented by site reconnaissance in Fall 2019 to analyze integrity and understand existing condition. Existing condition assessment is provided by OTAK separately as part of the campground pre-design and schematic design services. This CLR includes a summary overview of the campground and campsites existing condition developed from information provided by OTAK. Anderson Hallas prepared existing condition and analysis and treatment for historic structures.

Park Purpose and Significance

President Abraham Lincoln signed the Yosemite Grant in 1864 to protect Yosemite Valley from development. This granted Yosemite Valley and the Mariposa Grove of Big Trees to the State of California to “be held for public use, resort, and recreation... inalienable for all time.” The larger national park—Yosemite National Park—was established by the U.S. Congress in 1890 and included the surrounding mountains and forests of Yosemite Valley but excluded the valley and Mariposa Grove leaving these under state jurisdiction. In 1905 the State of California receded Yosemite Valley and the Mariposa Grove of Big Trees to the United States. The U.S. Congress accepted the state grant in 1906 and added these lands to Yosemite National Park.^{1.5}

The Foundation Document describes the significance of the park and Tuolumne Meadows Campground, Tuolumne Meadows and Tuolumne River.^{1.6}

- The park is noted for its outstanding scenery—including peaks, canyons, cliffs, domes, rivers, lakes, immense waterfalls, lush green meadows, wildlife, and forests.
- Yosemite National Park contains a unique assemblage of massive granite domes and glacial features, which resulted from a rich geologic history. Several of the largest exposed granite monoliths on earth are in Yosemite Valley.
- In connection with its neighboring national parks and forests, Yosemite National Park is at the heart of the second largest contiguous area of designated wilderness in the lower forty-eight states, protecting nearly 2.5 million acres.

The purpose of Yosemite National Park is to preserve the park’s “dynamic natural setting” that includes “soaring granite domes, dramatic cliffs, towering waterfalls, ancient sequoia groves, expansive wilderness terrain, and free-flowing wild and scenic rivers; to celebrate the cultural and historic traditions of the Central Sierra Nevada, including thousands of years of human history; to perpetuate the American conservation ethic; and to provide opportunities for scientific exploration, recreation, education, and inspiration for generations to come.”^{1.7}

- Within the park boundary, Yosemite possesses extensive blocks of intact old growth forests including three groves of giant sequoia trees—the first to be protected by law—and some of the largest known specimens of several tree species.
- Yosemite National Park contains extensive reaches of two designated wild and scenic rivers—the Tuolumne and the Merced—which are preserved within the park. In addition to their free-flowing condition and exceptionally high-water quality, both rivers have a suite of outstandingly remarkable values that are of geological, cultural, scenic, and recreational importance.
- Yosemite National Park includes the headwaters of two of California’s major watersheds, which provide clean drinking water to millions of people in the San Francisco Bay Area, and a valuable source of water to the robust agricultural industry in California’s Central Valley. The forests and meadows of these watersheds enhance ecological resilience to help offset the impacts of climate change.

- Alpine and sub-alpine lakes and meadows abound in Yosemite National Park including Tuolumne Meadows—one of the most accessible and largest intact sub-alpine meadow complexes in the Sierra Nevada.
- Yosemite National Park is a vital living research laboratory, a sanctuary, and an example of a relatively pristine natural environment. This is of special significance in California, a state with a rapidly growing population of more than 35 million people.
- The vast landscape of Yosemite National Park provides refuge for the survival and recovery of many rare, endemic, and threatened or endangered species. The park is home to an exceptional diversity of living things, fostered by a broad elevation range and the sequence of climatic zones contained within its boundaries.
- Land preserved within Yosemite National Park is part of the ancestral homeland of several contemporary American Indian tribes and groups. Oral tradition and archeological evidence suggest humans have been living continuously in the Yosemite region for at least 8,000 years.
- Yosemite National Park has the distinction of being the first scenic natural area to be set aside by the United States for public benefit and appreciation of landscape beauty. Yosemite Valley and the Mariposa Grove were the 1864 birthplace of the national park idea, which has spread throughout the world.
- Yosemite National Park has international recognition for its past and present role as a leader in park preservation, management, and partnerships. Important elements include the role of the U.S. Army (including Buffalo Soldiers), the first female ranger (1917), the formal institution of interpretation (1920), participation in the evolution of 150 years of public-use management, the first wildlife management program in the National Park Service as inspired by George Wright (late 1920s), and the establishment of the first nonprofit stewardship partners in the National Park Service (1923).
- Yosemite National Park was the home of the first NPS landscape design office providing design services for all parks in the West. As such, the park represents the birthplace of the National Park Service Rustic Style of architecture and numerous important historic structures. Within the park, five structures are national historic landmarks, and more than 600 are considered eligible for listing or are listed in the National Register of Historic Places including seven historic and twelve prehistoric archeological districts.
- The decision-making and stewardship actions taken at Yosemite National Park inspire an international audience and influence stakeholders, policy makers, and communities worldwide. The park has a distinction as a UNESCO-designated World Heritage Site, which demonstrates its outstanding universal value.
- Within Yosemite National Park both the Yosemite Valley and Camp 4 have played a significant role in the history of big wall climbing and the development of climbing techniques and equipment, which have since gained worldwide acceptance.

Management

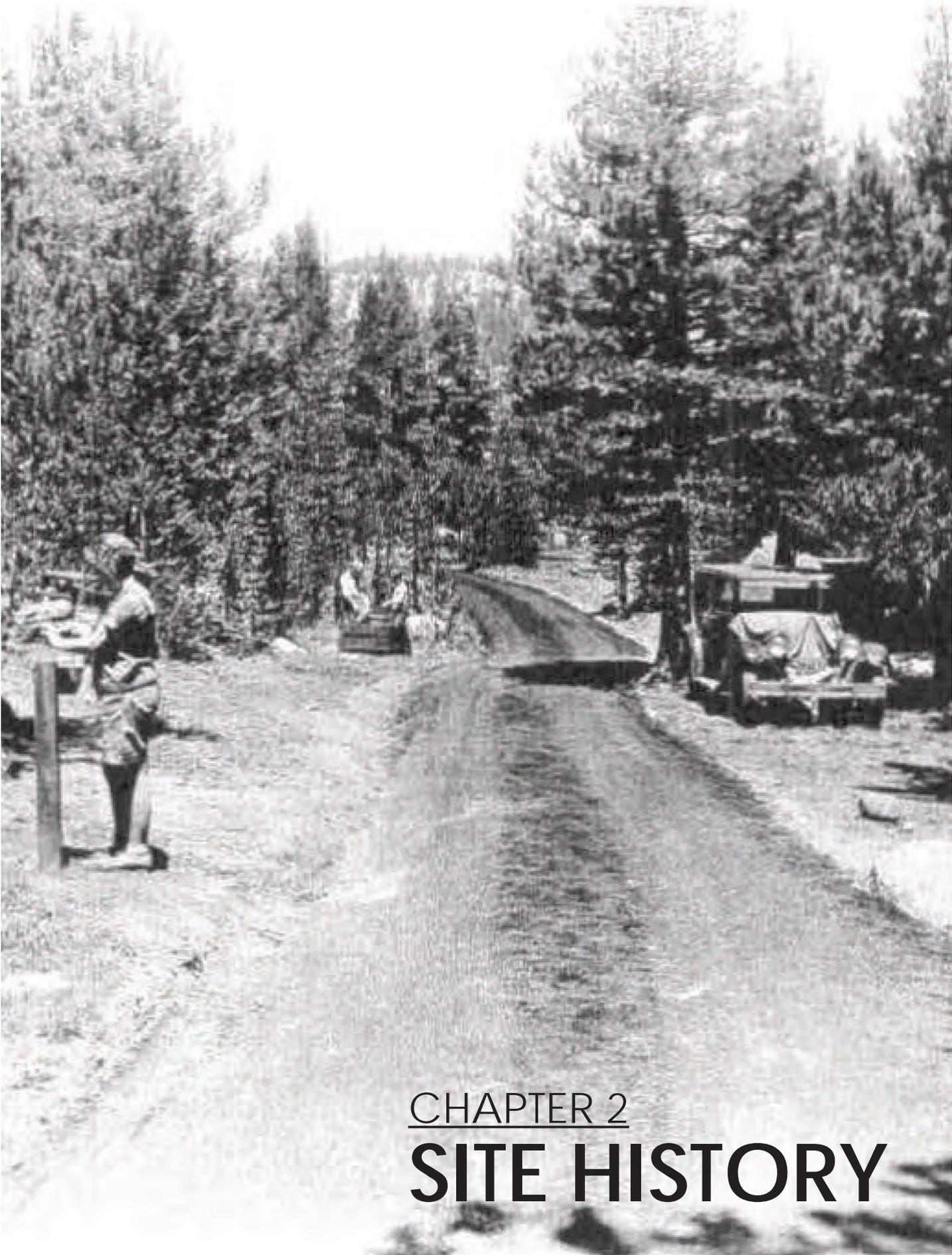
Tuolumne Meadows Campground is managed by the NPS as part of Yosemite National Park. The management of the campground is guided by the park's Foundation Document; its inclusion within Tuolumne Meadows Historic District and Yosemite Archeological District; and through the Tuolumne River Plan (TRP). Concessionaire services within the Tuolumne Meadows Historic District are provided by Aramark, who operates the Store and Grill adjacent to Tuolumne Meadows Campground within the study area.^{1,8}

Management issues identified by the CLR scope of work include those provided through discussions with park staff, and through findings during field reconnaissance conducted in Fall 2019. These issues assist in defining treatment guidance for Tuolumne Meadows Campground.

- Protecting the historic character of the campground and campground facilities including historic structures, campground roads and circulation, and contributing features is mandated by the NPS' policies and the inclusion of Tuolumne Meadows Campground within the Tuolumne Meadows Historic District and Yosemite Archeological District;
- Compliance with the TRP is needed to eliminate social trails and facilities within the river corridor including modifications or repurposing of campsites and restoring natural conditions along the river as specified in the TRP. Restoring and maintaining the campground's original rustic setting and natural sounds and scenery and is a tenet of the TRP's draft design guidelines (Appendix M);
- A no net loss of campsites is required to ensure the same number of campsites as exists currently is provided to meet the needs of park visitors;
- Treatment strategies for accessible routes and experiences including modifications to the Dana Campfire Circle (historic) and Conness Campfire Circle (non-historic) are needed to meet ABAAS ORAR standards;
- Treatment strategies and guidance is needed to provide appropriate road surfacing throughout the campground; address the improvement of vehicular circulation including the campground entrance; and to address the need for trail improvements including compatible surfacing and strategies for the reduction of social trailing;
- Treatment strategies and guidance is needed for the general treatment of campsites, circulation roads, and natural vegetation;
- Treatment guidance is needed for the rehabilitation of the historic comfort stations for code compliance, to repair character-defining features, provide ease of maintenance, and to repair the structure of the Mission 66 comfort stations to meet climatic conditions of the site (snow load, etc.);
- Current code compliance deficiencies need to be addressed. These include Architectural Barriers Act Accessibility Standards (ABAAS) accessibility within the campground and updates to the utility system and distribution including those needed to provide functioning restrooms.

Endnotes

- 1.1 United States Department of Interior, National Park Service, *TASK ORDER (TO) NUMBER 140P2020F0035, YOSE 229677, Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience; Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 7.
- 1.2 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 2, 12, 14. Tuolumne Meadows Historic District in California's Sierra Nevada mountain range. The district includes most of the meadow and those portions of the surrounding lodgepole pine forest where much of the physical development directly associated with the meadow has occurred. . . Tioga Road passes from east to west through the entire length of the meadow along its southern margin. It includes all of the historic development located within Tuolumne Meadows and its immediate borders between the years 1885 and 1961. "In addition to Tuolumne Meadows Campground, the historic district includes Soda Springs, the government Administrative Area (Ranger Camp), Ranger Crew Camp, Tuolumne Meadows Lodge and High Sierra Camp, and Insect Research Station (Bug Camp). "The district is delineated by the official wilderness boundary as established in 1985 and comprises all of the area not included in the wilderness. The district lies along the Tuolumne River between Budd Creek on the west and Gaylor Creek on the east. The wilderness boundary was drawn around the pattern of existing development rather than following a land form or natural feature, though it closely parallels the meadow-forest ecotone because development also did so. The guidelines used by the wilderness planners specified that the boundary should lie 100 feet beyond the outer edge of development, 100 feet from the centerline of any secondary road, and 200 feet from the centerline of the Tioga Road, as these features existed at the time of the designation in 1985. This boundary encompasses the full extent of resources and land area associated with the district's historic significance."
- 1.3 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 2.
- 1.4 Page, Robert R., Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Processes and Techniques*, (Washington D.C.: National Park Service, 1998), 3.
- 1.5 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 2.
- 1.6 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 4.
- 1.7 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 4.
- 1.8 United States Department of Interior, National Park Service, *TASK ORDER (TO) NUMBER 140P2020F0035, YOSE 229677, Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience; Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 22.



CHAPTER 2

SITE HISTORY

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CHAPTER 2: SITE HISTORY

Introduction

This chapter presents an overview of the physical evolution of Tuolumne Meadows Campground (study area) from its origins as lands inhabited by indigenous peoples to its development as a campground. This includes its original development in the early twentieth-century as part of the early recreational development of Tuolumne Meadows and its modification by the Mission 66 program.

The campground was one of several well-defined clusters developed by the NPS in the 1930s as part of the park's master development plan. The campground design by resident Landscape Architect John Wosky incorporated the NPS' park rustic style and Dr. Emilio Meinecke's principles of campground planning and landscape protection in an exemplary layout. Tuolumne Meadows Campground was built between 1931 and 1934 in response to increasing recreational demand in the Tuolumne Meadows area.

Wosky's series of four clusters defined by one-way roads delineated the vehicular and camping use, reduced soil compaction and trampling of vegetation, and organized previously disparate uses. Improvements and additions during Mission 66 followed similar naturalistic principles in a 'modern aesthetic.' Contributing features include the campground's circulation system and cluster arrangement, park rustic style comfort stations designed by the NPS of which three are CCC-built, and Mission 66 modifications that include four comfort stations and Dana Campfire Circle.

This chapter begins with a historical context and overview of the development of Tuolumne Meadows and the study area. This is followed by the statement of significance for Tuolumne Meadows Campground with a recommended period of significance of 1929 to 1961. It concludes with a summary and chronology organized into nine periods of physical development and change.



Figure 2-1. Tuolumne Meadows from Lember's Dome, 1931. Tuolumne Meadows Campground is in the lower left within the forest (source: YOSE Archives RL-02454).

Historical Context and Overview

Indigenous peoples accessed Tuolumne Meadows and inhabited its high meadows and sub-alpine forests on a seasonal basis for thousands of years. The meadow lies along a natural travel route across the Sierra Nevada. One primary prehistoric route—the Mono Trail—crossed into Tuolumne Meadows, a natural landscape and habitat conducive to seasonal camps and trade activities. The native landscape provided a diverse array of foods and materials that could be seasonally hunted and gathered.

Discoveries of rich ore within the eastern Sierra spurred geological exploration and mining of Tuolumne Meadows from the mid to the late-1880s. California experienced severe drought during the period and cattle production was virtually destroyed. The demand for mutton increased and drought in lower valleys brought the sheep industry to Tuolumne Meadows' grasslands. The Great Sierra Road built along the Mono Trail in the 1880s facilitated travel for prospectors, sheepherders, and travelers.

By the 1860s Tuolumne Meadows and the Yosemite Valley were recognized for their scenic and natural qualities. Yosemite Valley and Mariposa Grove were designated as scenic natural areas through the 1864 Yosemite Grant and set aside for public benefit and enjoyment. John Muir, who would become instrumental in the establishment of Yosemite National Park, spent his first summer in the High Sierra in 1869 as a sheepherder. He explored the region and concluded sheep grazing adversely impacted the sub-alpine meadow ecosystem. State engineer William Hammond Hall echoed Muir's conclusion and identified unmanaged grazing and timber harvesting as major threats to the Tuolumne and Merced River watersheds. Hall recommended expanding the 1864 Yosemite Grant to include the Tuolumne and Merced River watersheds.

The U.S. Congress established Yosemite National Park in 1890. The national park, which included Tuolumne Meadows, was placed under the administration of the U.S. Army in 1891. Their primary responsibility between 1891 and 1913 was the protection of natural resources. The U.S. Army established trails within Tuolumne Meadows to patrol the park's backcountry. John Muir founded The Sierra Club in 1892 to assist in the protection of the natural environment and to promote wilderness recreation.

The Sierra Club purchased the Great Sierra Wagon Road in 1915 and transferred it to the federal government. Government crews repaired the road for automobile use and opened it as a public highway, renamed Tioga Road, the following year. Tioga Road made the High Sierra more accessible to tourists and expanded recreation in Tuolumne Meadows. Trails inventoried in Tuolumne Meadows at the time included Elizabeth Lake Trail along Unicorn Creek, Mono Pass Trail, and Lyell Fork Trail.

Development and increased visitation within Tuolumne Meadows sparked water quality concerns. The 1913 Raker Act required regulation of campgrounds and within Tuolumne Meadows sewage disposal systems.

By the late 1920s the NPS was developing policies and guidelines that served as the basis for future development within national parks. Led by Thomas Vint's Landscape Division of the Western Field Office, parks developed master plans that recommended road and building locations that limited disturbance to the landscape.

The Landscape Division was centrally located in San Francisco and served as a training facility for Vint's staff to balance fieldwork with drafting and design expertise. John Wosky was the first staff hired at the office and provided support to Yosemite National Park beginning in 1927.

John Wosky, Yosemite National Park's resident Landscape Architect, initiated the first coordinated planning effort for Tuolumne Meadows in 1929. Wosky's vision was to reduce human impact on the natural environment while accommodating visitor use and government services. Wosky's development plan concentrated human activities into small well-defined clusters organized by use and function and surrounded by undeveloped open space and wilderness.

Wosky proposed a public campground, Tuolumne Meadows Campground, to restrict camping to designated campsites and to address associated impacts—soil compaction, vehicle use in sensitive areas, and sanitation/water quality. Wosky's plan included infrastructure improvements to support his vision—Tioga Road realignment, water supply, sewage, and garbage. Design of the public campground reflected recommendations by Dr. Emilio Meinecke, a plant pathologist with the U.S. Forest Service, to confine camping to designated campsites and to limit and organize vehicular access.

Work on Tuolumne Meadows Campground began in 1931 by the NPS. Road and water system alignments were surveyed and staked and a comfort station (CS3024) and western campground entrance were built. Federal funds from President Hoover's destitute relief program funded initial improvements. President Roosevelt's National Industrial Recovery Act and Federal Unemployment Relief Act of 1933 established Civilian Conservation Corps (CCC) camps within Yosemite National Park. By 1934 CCC laborers completed development of campground roads, campsites, three comfort stations (CS3023, CS3022, and CS3021), Conness Campfire Circle, and campground utilities. Tioga Road realignment was completed in 1934. Subsequent development completed by 1940 included a Campground Store (The Store), Contact Station (3005), a trail hub, and John Muir Trail.

The United States entered World War II at the end of 1941 with the federal budget primarily devoted to military expenditures. The last CCC camp within Yosemite National Park was abandoned in 1941 and the program was formally ended in 1945. World War II created a long hiatus for all national parks and visitation declined until after the war.

By the early 1950s high visitation to national parks and limited funds for deferred maintenance and new facilities resulted in degradation of resources. NPS Director Conrad Wirth presented Mission 66, a plan to modernize and expand the national park system, in 1956. Mission 66 additions to Tuolumne Meadows Campground introduced a modern aesthetic and followed the earlier principles of naturalistic design that emphasized minimizing impacts to the natural landscape. Modifications included Dana Campfire Circle, Campground Service Station, four comfort stations (CS3076, CS3077, CS3078, and CS3079), Entrance Kiosk, and repaving and widening of Tioga Road. Campsites (250) were improved, and 100 new campsites were added.

Campground improvements initiated after completion of Mission 66 primarily addressed aging utility systems and resource degradation. From 1962 to 1987 scenic resources, water quality, soil compaction, landscape integrity, and the visitor experience served as the impetus for the establishment of subsequent campground plans.

These concerns remain relevant and the NPS continues to actively address them through current initiatives such as the 2014 Tuolumne Wild and Scenic River Comprehensive Management Plan (TRP).

Statement of Significance

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

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

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

Tuolumne Meadows Campground is part of Tuolumne Meadows Historic District, which was determined eligible for listing in the National Register of Historic Places (NRHP) in 2007. The district's period of significance is 1885 to 1961. Tuolumne Meadows Historic District is locally significant under NRHP Criterion A associated with events significant to broad patterns of our history—specifically the emergence of recreation and tourism in California's high mountains. The district is significant under Criterion C as it embodies distinctive construction, work of a master or high artistic values related to its association with early NPS master planning and with the CCC and the 1930s: Era of Public Works (Depression-era relief programs). Tuolumne Meadows Historic District is an outstanding example of park rustic style architecture for its CCC buildings and of naturalistic landscape architecture for its CCC built roads and campground.^{2.1 2.2}

Four original CCC designed and built structures within Tuolumne Meadows Campground are listed in the NRHP as a single nomination. These include the Ranger Station (Contact Station CS3005) at the campground's entrance, and three rustic style comfort stations (CS3021, CS3022, and CS3023) within the campground.^{2.3}

The campground contains four documented prehistoric archeological sites that are potentially eligible for listing in the National Register of Historic Places as contributing sites the Tuolumne Meadows Archeological District.^{2.4}

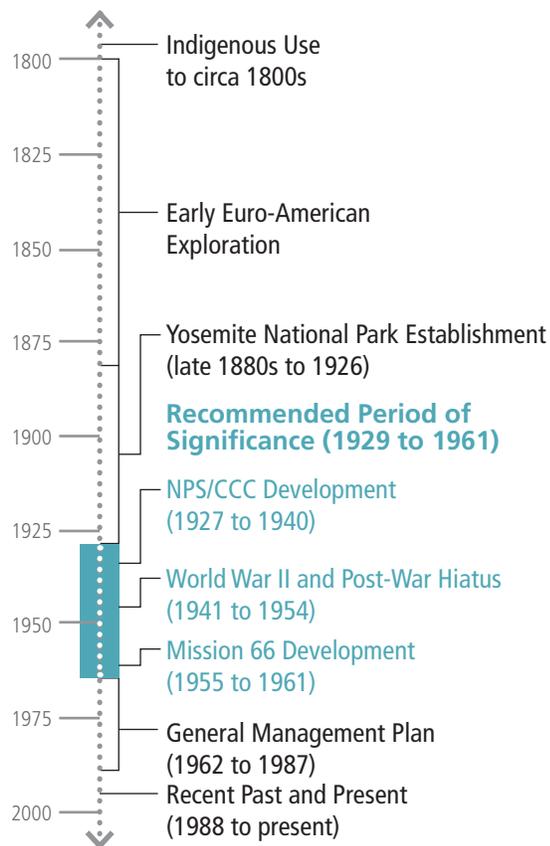
Yosemite National Park, including Tuolumne Meadows Campground, was designated as a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site under the natural category. The park is internationally recognized for its spectacular granite cliffs, waterfalls, clear streams, giant sequoia groves, and biological diversity.^{2.5 2.6}

Periods of Landscape Development

Eight periods of landscape development describe the physical evolution of Tuolumne Meadows Campground from the earliest use of the area by the Eastern Miwok and Western Paiute people through present-day.

The beginning and the end of each period corresponds to, and documents, points of major physical change within the cultural landscape.

Tuolumne Meadows Campground Periods of Development and Recommended Period of Significance



Narrative text, photographs, drawings, and illustrations describe each period of landscape development. Introductory paragraphs provide an overview of how the cultural landscape appeared during each period.

Indigenous Use to circa 1800s

Indigenous people used Tuolumne Meadows for thousands of years prior to development of recreation and the campground. The meadow lied along a natural travel route across the Sierra Nevada north of Yosemite Valley. One of the primary prehistoric lanes of travel along this route was Mono Trail—generally the route of present-day Tioga Road except for the reconstructed 1930s segment adjacent to the campground. Mono Trail extended west from Mono Lake through present-day Bloody Canyon, over Mono Pass, down the Dana Fork of the Tuolumne River, through Tuolumne Meadows to Cathedral Pass, and past Tenaya Lake.^{2.7}

Eastern Paiute and Western Miwok people accessed Tuolumne Meadows and were known to have inhabited its high meadows and sub-alpine forests on a seasonal basis. Indigenous people likely followed Mono Trail and established seasonal camps within the natural landscape and along the trail that also offered trade opportunities. These uses began to change in the 1800s as prospectors and explorers discovered the sub-alpine setting and the Mariposa War reached the area.

7000 BCE

Evidence of people who crossed the Sierras.^{2.8}

2000 BCE to CE 1900

Miwok and Paiute began utilizing Mono Trail through Tuolumne Meadows as a trade route between eastern and western slopes of the Sierra mountains.^{2.9}

1833

The Anglo-American men of the Joseph Walker expedition were the first documented white men to visit the Tuolumne region.^{2.10}

1850 to 1851

Mariposa War (December 1850 to June 1851). The discovery of gold in California brought thousands of gold seekers into northern California and into Native American territory where indigenous peoples were forced off gold-rich lands, and to work in mines. Some tribes fought back prompting retaliation by Mariposa County. A treaty with six tribes was reached in March 1851, but it did not include two tribes resulting in three campaigns led by the Mariposa Battalion.^{2,11}

1852

Miners prospecting in Yosemite Valley were attacked by members of the Yosemite Miwok, who fled over Mono Pass to take refuge among Paiute allies to the east. A detachment of U.S. Army

troops, under the command of Lieutenant Tredwell Moore, were sent to Yosemite in June 1852 and pursued the Miwok to Mono Basin but were unable to capture them.

Lt. Moore and his troop explored the eastern slopes of the Sierra on their return through Tuolumne Meadows, collecting samples of gold ore. This attracted the interest of miners working the gold fields on the west side of the Sierra, prompting explorations into Tuolumne Valley.^{2,12 2,13}

1987

Dense archeological deposits confirmed Eastern Paiute and Western Miwok use.^{2,14}

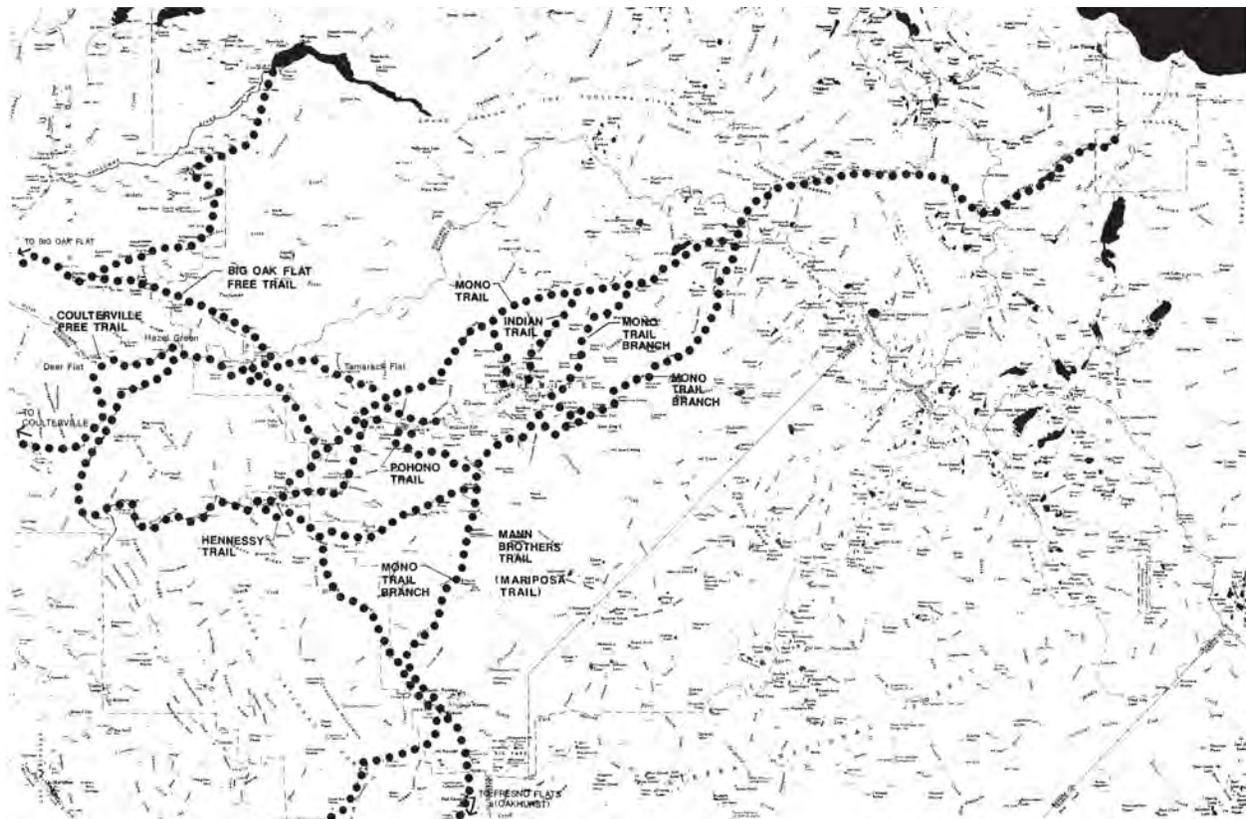


Figure 2-2. Mono Trail was first used by Indigenous people throughout the Tuolumne Meadows Area. This map indicates Miwok and Paiute people utilizing Mono Trail from 2000 BCE to CE 1900 (source: Early Trails in Yosemite National Park. NPS, Historic Resource Study, Yosemite: The Park and its Resources, 1987).

Early Euro-American Exploration

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

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

1850s

Early miners, including Leroy Vining, followed Lt. Moore's route shortly after the U.S. Army troops returned. Vining ultimately homesteaded in Mono Basin where the Town of Lee Vining was later named for him.^{2.15}

1857

Tom McGee cleared and blazed Mono Trail through Mono Pass to move pack supplies to his stores in towns on both sides of the Sierra—the first documented improvements to the route that is present-day Tioga Road.^{2.16}

1860

George W. Chase discovered a "rich silver ledge" on Tioga Hill, a small rocky peak six-miles north of Mono Pass where he erected a claim monument but never returned. It was later rediscovered by sheepherder William Brusky.^{2.17}

1860 to 1867

Knowledge of California's geology and mineral resources greatly increased with the establishment of the California State Geological Survey in 1860, headed by geologist Josiah Dwight Whitney. The Survey's four-year expedition (1863 to 1867), led by Whitney, inventoried the state's natural and mineral resources including Tuolumne Meadows, which they named in 1863. Prior to this, knowledge had largely been hearsay.^{2.18}

California State Geological Survey began work in the Yosemite area in 1863 and continued through 1867 under direction of Capt. George M. Wheeler who led the geographical surveys west of the 100th Meridian. The survey produced a large-scale map topographic map of Yosemite Valley and vicinity in 1883.^{2.19}

1864

Yosemite Valley and Mariposa Grove were designated as scenic natural areas by the Yosemite Grant signed by President Abraham Lincoln and set aside for public benefit and enjoyment. This was the first evidence of public land being set aside in the United States to "*be held for public use, resort, and recreation...inalienable for all time*" and was critical in the concept of the development of a national park system.^{2.20}



Figure 2-3. Aerial view of Tuolumne River, circa 1860s (source: YOSE Archive, RL-02473).



Figure 2-4. Visitors enjoying Tuolumne Meadows, 1867 (source: YOSE Archive, RL-02471).



Figure 2-5. Tuolumne Meadows in 1896 (source: YOSE Archive, RL-02758).

1869

Tuolumne Meadows and the Sierra high country were used by sheepherders by the mid-1850s. This use grew as demand for mutton increased when California's cattle production was virtually destroyed by severe drought in the state's lower valleys. The market demand for mutton increased as did the number of sheep within Yosemite's high country. Sheep were easily moved around these pastures where grasses remained green throughout the summer.^{2.21}

1869

John Muir, who would become instrumental in the establishment of Yosemite National Park, Tuolumne Meadows' conservation, and The Sierra Club's creation, spent his first summer in the High Sierra as a seasonal shepherd in a camp at Soda Springs. Through his explorations, Muir concluded sheep grazing impacted the sub-alpine meadows ecosystems, particularly in trampling, denuding riparian habitat, and by fires set to open forests up to more grassland.^{2.22}

1875 to 1878

William Brusky discovered Chase's old claim monument on Tioga Hill while tending sheep. He located four more claims that became known as the Sheepherder Lode.^{2.23}

1878

The Great Sierra Lode was discovered approximately 800-feet south of, and extending parallel to, Brusky's Sheepherder Lode.

Tioga Mining District was organized. More than 350 independent claims were made over time. The district extended eight-miles north to south from Tioga Hill to the base of Bloody Canyon and west to Soda Springs. Little mining was ever done in Tuolumne Meadows.^{2.24}

1881

State engineer William Hammond Hall conducted an official survey of Tuolumne and Merced River watersheds in Yosemite region. He recommended that they be formally reserved.^{2.25}

1881 to 1883

The Great Sierra Mining Company bought most of the independent claims on Tioga Hill and reorganized them as the Great Sierra Consolidated Silver Company by 1881. Company activities were concentrated to the main lode at Tioga Hill where a company town, Dana Village, was established. By 1882, the town was abandoned as mining operations were moved to the east side of Tioga Hill to intersect both the Sheepherder and Great Sierra lodes, and where they established a new company town, Bennettville, and bored a tunnel through the hill to the mine.^{2.26}

By late summer 1882, the company began surveying the Great Sierra Wagon Road to reach the tunnel and selected Mono Trail as the most practical route. Although nearly sixty-miles long, the route's gently sloping terrain and sheltered forests were more manageable than the rocky escarpments and extreme vertical elevations the company had crossed initially, where they sledged the sled drilling equipment to bore the earlier portions of the tunnel.^{2.27}

Company directors incorporated the California and Yosemite Short Line the same year construction on the road began. The expectation was that it would later become railroad grades. The railroad was never built.^{2.28}

Road construction began in fall 1882 and was completed in September 1883.^{2.29}

1884

The Great Sierra Consolidated Mining Company went bankrupt and all work on the Great Sierra Tunnel ceased. The tunnel had reached 1784-feet under Tioga Hill. Estimates at the time valued the rich ore at more than twelve million dollars with ore located less than 200-feet from the end of the bore.^{2,30} The Great Sierra Wagon Road, the company's other major asset was abandoned by the company but continued to be used for travel through the Sierra.^{2,31}

1880s

Cabin on Elizabeth Lake Trail at Tuolumne Meadows, attributed to shepherders by William Cody in 1890, was in place as recently as 1956 and is now non-extant.^{2,32}

1885

John Baptiste Lambert filed a homestead claim for 160 acres on the southwest quarter of Section 5, T15, R24E, the first documentation of a permanent settlement in Tuolumne Meadows. Lambert received a patent on the land in 1895.^{2,33}

Lambert's knowledge of botany and entomology brought him into contact with scientists exploring Tuolumne Meadows who regularly visited his home. Lambert was murdered in his cabin in the winter of 1896. In the 1950s a new species of butterfly was found and named Lambert's Green Hairstreak (*Callophrys sheridanii lemberti*) in honor of his contributions to the field of lepidoptery.^{2,34}

Lambert's land included a corner of Soda Springs, which he enclosed with a small wooden structure that remains today.^{2,35}

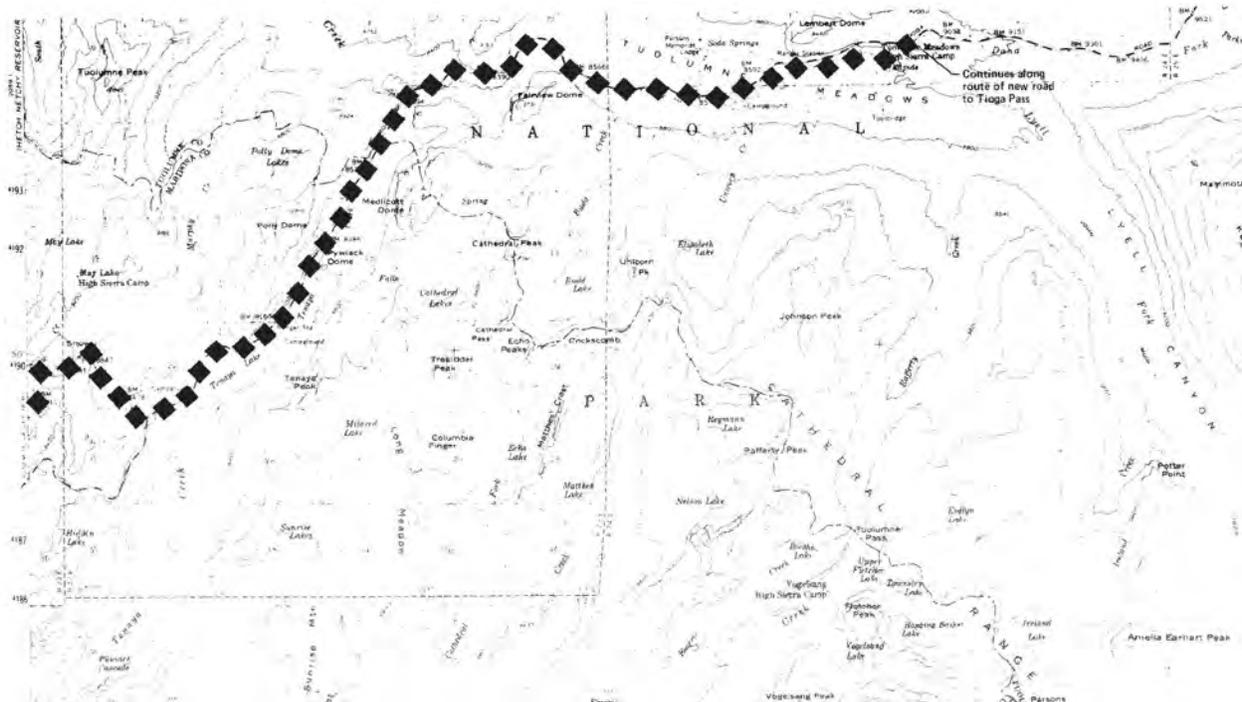


Figure 2-6. Previous alignment of Old Tioga Road (Great Sierra Wagon Road) (source: Early Roads in Yosemite National Park. NPS, Historic Resource Study, Yosemite: The Park and its Resources, 1987).

Yosemite National Park Establishment: late 1880s to 1926

By the late 1880s, scientific explorations and an increase in travelers to Tuolumne Meadows and the High Sierra for pleasure and recreation incited calls for including the alpine regions surrounding Yosemite Valley within an enlarged land grant. The state commissioners pursued reserves to protect the High Sierra watersheds including Tuolumne River, and evaluated proposals to build reservoirs including one that would flood Tuolumne Meadows. Support for land conservation was strong, but expansion of the state commission's oversight was opposed.

The U.S. Congress established Yosemite National Park in 1890 and placed the national park under the administration of the U.S. Army. John Muir established The Sierra Club to assist in the protection of the natural environment and to promote wilderness recreation. The Sierra Club purchased and transferred the Great Sierra Wagon Road to the federal government. The road was repaired for automobile use and renamed Tioga Road. The road made the High Sierra more accessible to tourists and expanded recreation in Tuolumne Meadows. Increased visitation contributed to concerns about impacts to the meadow ecosystem and water quality.

The Tuolumne Meadows administrative area, Ranger Camp, was built west of Tuolumne Meadows Lodge on Dana Fork. The cluster of buildings and structures were a rustic naturalistic design aesthetic expressed in the architecture, the site's spatial organization, and selection of materials.

1885 to 1886

State engineer William Hammond Hall included recommendations to reserve the Tuolumne watershed in his annual report to the state commissioners. The state owned and managed Yosemite Valley and Mariposa Grove through the 1864 Yosemite Grant.

Hall identified unmanaged grazing and timber harvesting as major threats to the Tuolumne and Merced River watersheds including denudation of forests and meadows, premature runoff, soil erosion, and resultant unnaturally dry summer conditions downstream. Hall recommended enlarging the grant by 200,000 acres to include these watersheds. State commissioners began lobbying to enlarge the Yosemite Grant.

1889

Hall surveyed and prepared detailed drawings for the upper reaches of the Tuolumne, Merced, and Stanislaus River watersheds for a proposed system of seven High Sierra reservoirs, one of which would flood Tuolumne Meadows.^{2.36}

Opponents of the state commissioners proposed retracting the Yosemite Grant and replacing it, plus the enlarged area, under a federal military administration. They preferred it be managed by a body of civilian experts to represent local private interests and provide an equitable distribution of resources and reduce corruption.^{2.37}

1889

Robert Underwood Johnson, assistant editor of the literary magazine *The Century*, traveled to Tuolumne Meadows with John Muir. Their shock at the degradation of the meadows and stream banks from intensive grazing led to *The Century* publishing Muir's articles describing the incredible lands to be protected by a future national park. Muir promoted the intrinsic values of nature and natural beauty and the value of preserving lands for these values.^{2.38}

John Muir campaigned for an enlarged Yosemite Park to protect Tuolumne Meadows and the surrounding mountains promoting preservation would be best served under federal management.^{2.39}

1890

The U.S. Congress established Yosemite National Park on October 1, 1890. The new national park included Tuolumne Meadows except for an inholding for Lembert's quarter section.

The state grant remained in place and Yosemite Valley remained under California's authority with the federal reservation surrounding it on all sides.^{2.40}

1891

Yosemite National Park was placed under the administration of the U.S. Army Troop I of the Fourth Cavalry under the command of Captain A.E. Wood. The cavalry arrived in the spring and established a camp near Wawona. The U.S. Army's primary responsibility between 1891 and 1913 was protection of the park's natural resources,

which they accomplished through fire suppression and exclusion of illegal users including shepherds and poachers. As World War I began, the U.S. Army withdrew all staff from the park, leaving the park to be managed by fifteen civilian rangers and an acting superintendent.^{2.41}

Cessation of intensive grazing and seasonal burning allowed portions of Tuolumne Meadows to regenerate and may have allowed encroachment of the lodgepole forest.^{2.42}

The U.S. Army established trails and a hub within Tuolumne Meadows between 1891 and 1913 to patrol the park's backcountry. Trails were marked with a T-shaped blaze on trees along the Army's regular routes.^{2.43}

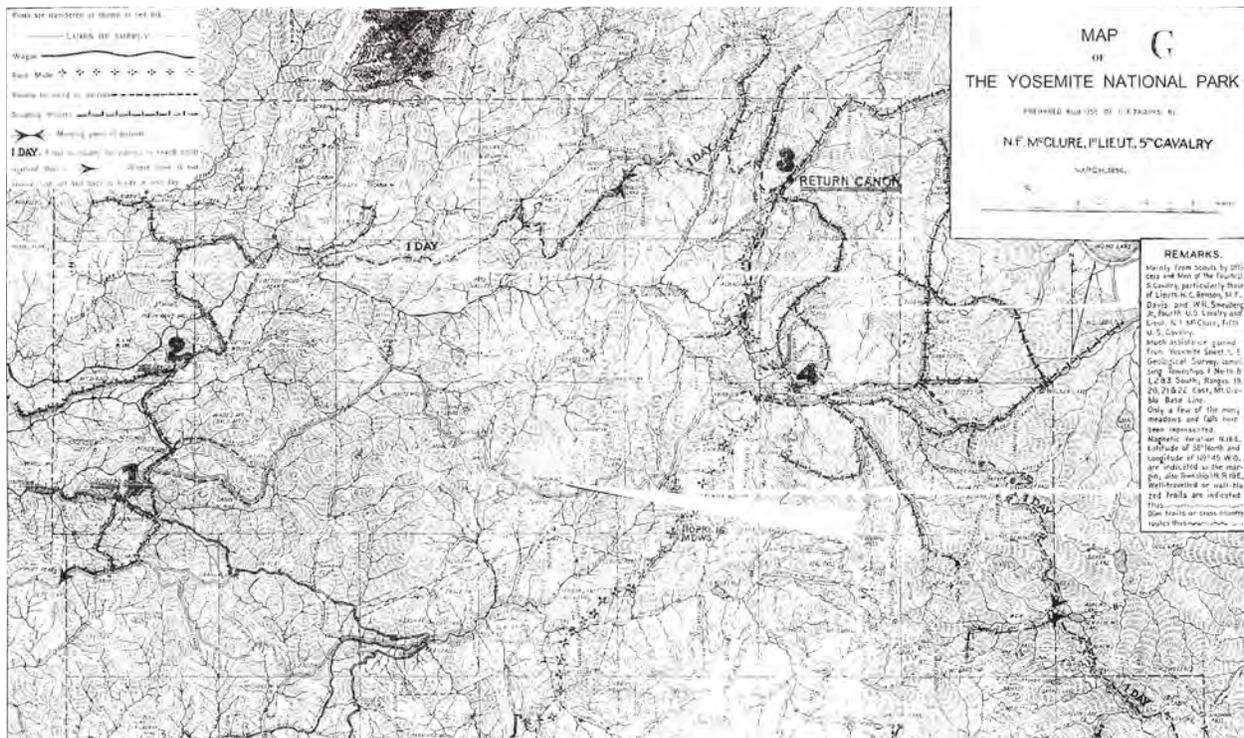


Figure 2-7. Tuolumne Meadows Area patrol routes by US Cavalry, 1896 (source: Historic Resource Study, Yosemite: The Park and its Resources. NPS, 1987).

1892

The Sierra Club was established by John Muir and like-minded conservationists to protect Yosemite National Park's natural environment and to promote wilderness recreation. Founding members had been instrumental in the campaign to establish the park and would lobby for the passage of the Organic Act of 1915.^{2.44}

1899

Tioga Road was inspected by a U.S. Congressional commission who noted the *"grades vary from 0 to 10 percent and the width from 10 to 20 feet. The road, however, was skillfully laid out and it may safely be said that most of it has a grade of only about 3 percent... [the road was] exceedingly well built, the bridges having fine stone abutments, and there was a particularly well-built section of sea wall along the shore of Lake Tenaya."*^{2.45}

1901

The Sierra Club hosted its first Sierra Club Outing, an outdoor excursion organized by club member William Colby, chairman of the Outings Committee and Edward Parsons, an accomplished mountaineer. The rugged day-long expedition into the Sierra's alpine backcountry from a Tuolumne Meadows' base camp became a popular annual trip and led to the club's programs to instill an appreciation of, and a commitment to, natural preservation.^{2.46}

1912 to 1915

The Sierra Club purchased the McCauley property at Soda Springs to prevent inappropriate development and to build a base camp for the club's excursions. Bernard Maybeck, a Berkeley architect known for the rustic bungalow style, prepared the design for the club's lodge, and the stone building was completed in 1915. The building was named Parsons Lodge in honor of Edward Parsons who had died in 1914 the year before.^{2.47}

1914

Members of the 1914 Sierra Club Outing lobbied the state of California to appropriate money for trail development in the High Sierra.^{2.48}

1915

California's state senate passed an appropriations bill to establish a trail to follow the crest of the Sierra Nevada. The bill provided \$10,000 in funding for the route that was surveyed and documented by Joseph N. LeConte in 1909. It was along the route originally explored between 1891 and 1895 by Theodore Solomons.^{2.49}

The route was named the John Muir Trail in honor of The Sierra Club's president and founder who passed away in January 1915. The route followed already established trails within Yosemite National Park. The initial segment from Yosemite Valley to Tuolumne Meadows followed Sunrise Trail to connect to Soda Springs, then along the Great Sierra Wagon Road to the Lyell Fork Trail and continued along this segment to the edge of the park at Donahue Pass.^{2.50} John Muir Trail within Tuolumne Meadows crossed through Tuolumne Campground from Lyell Fork to its intersection with Great Sierra Wagon Road and paralleled the routes to the east and west.

1915

Stephen J. Mather was appointed assistant to the Secretary of the Interior in January.^{2.51}

The Great Sierra Wagon Road was purchased by donations of \$15,000 to The Sierra Club through the efforts of Stephen J. Mather. It was transferred to the U.S. federal government as a gift. Government crews repaired the road for automobile use and the road opened later in the year as a public highway (no longer a toll road). The Great Sierra Wagon Road was renamed Tioga Road. Approximately 350 automobiles passed through the road in the first year.^{2.52}



Figure 2-8. One of the first vehicles to travel Tioga Road, 1915 (source: Trexler, *The Tioga Road*).



Figure 2-9. Stephen Mather on Lember Dome in 1921 (source: YOSE Archives RL-07374).

The improvement of Tioga Road made the High Sierra more accessible to tourists. The ease of travel and The Sierra Club's Soda Springs camp expanded outdoor recreation within Tuolumne Meadows. The camp documented 2,236 visitors in the 1915 season.^{2.53}

1916

The U.S. Congress passed the Organic Act on August 25, 1916, creating the National Park Service (NPS). Stephen Mather was appointed director. Washington B. Lewis was appointed as the first superintendent of Yosemite National Park.^{2.54}

The newly-created NPS inventoried existing trails within the park. Most were built or improved by the U.S. Army with some being routes of indigenous peoples.

Trails within Tuolumne Meadows included Mono Pass Trail from Soda Springs to Mono Pass and through Bloody Canyon to Mono Basin—the route of the ancient path; and Lyell Fork Trail from Soda Springs to Lyell Canyon to Donahue Pass (a present-day segment of the John Muir Trail).^{2.55}

1916 to 1923

Tuolumne Soda Springs Lodge was built in 1916 by the D.J. Desmond Company, who became the park's (sole) concessionaire the same year. The lodge was one of several backcountry lodges built to attract visitors to the park's remote backcountry. Tuolumne Lodge included a separate tent cabin that housed a general store and auto service station.^{2.56}

The D.J. Desmond Company was bankrupt by 1918 and all lodges were closed by 1918. The company was reorganized as the Yosemite National Park Company in 1920. Tuolumne Meadows Lodge reopened in 1923 and served as a base for hikers and tourists. A separate hiker's

camp was built next to Tuolumne River near the lodge and included canvas tents for dining and separate dormitories for men and women.^{2.57}

1918

Park entrance stations were established on Tioga Road at Tuolumne Meadows and Aspen Valley.^{2.58}

1921 to 1924

The Tuolumne Meadows administrative area (Ranger Camp) was built on the Dana Fork just west of Tuolumne Meadows Lodge. The cluster of buildings and structures were a rustic naturalistic design aesthetic, instituted by the NPS through an imperative to harmonize built features within their natural environments. This was expressed in the architecture, the site's spatial organization including careful siting of groups of buildings, and in selection of materials. Design was appropriate to the forest setting with wood either oiled or painted neutral colors, and local materials used where possible. A small water supply and sewer system was built to service the administrative area. Water was drawn from the Tuolumne River and sewage drained to nearby leach fields (cesspools).^{2.59}

Concerns about controlling impacts to Tuolumne Meadows' ecosystem increased as the City of San Francisco neared completion of the Hetch Hetchy water supply system downstream of Tuolumne Meadows (set to deliver water by 1933). The area's increased visitation and resultant potential for sewage contamination of the water supply prompted concerns about the ability of the park to comply with the 1913 Raker Act. The act required regulation of campgrounds within Tuolumne Meadows and the construction of adequate sewage disposal systems. As camping became more popular, the need for these measures became proportionately greater.^{2.60}

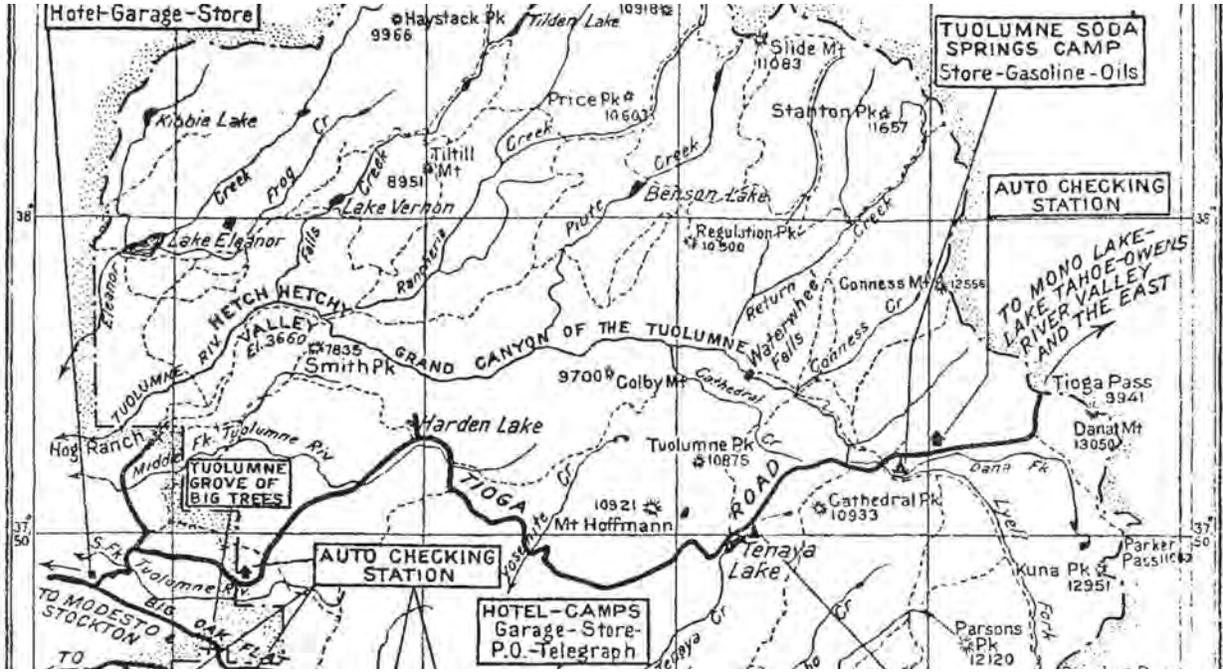


Figure 2-10. Yosemite Automobile Map, 1917. Improvement of Tioga Road made the High Sierra more accessible to tourists and expanded outdoor recreation within Tuolumne Meadows (source: Historic Resource Study, Yosemite: The Park and its Resources. NPS, 1987).

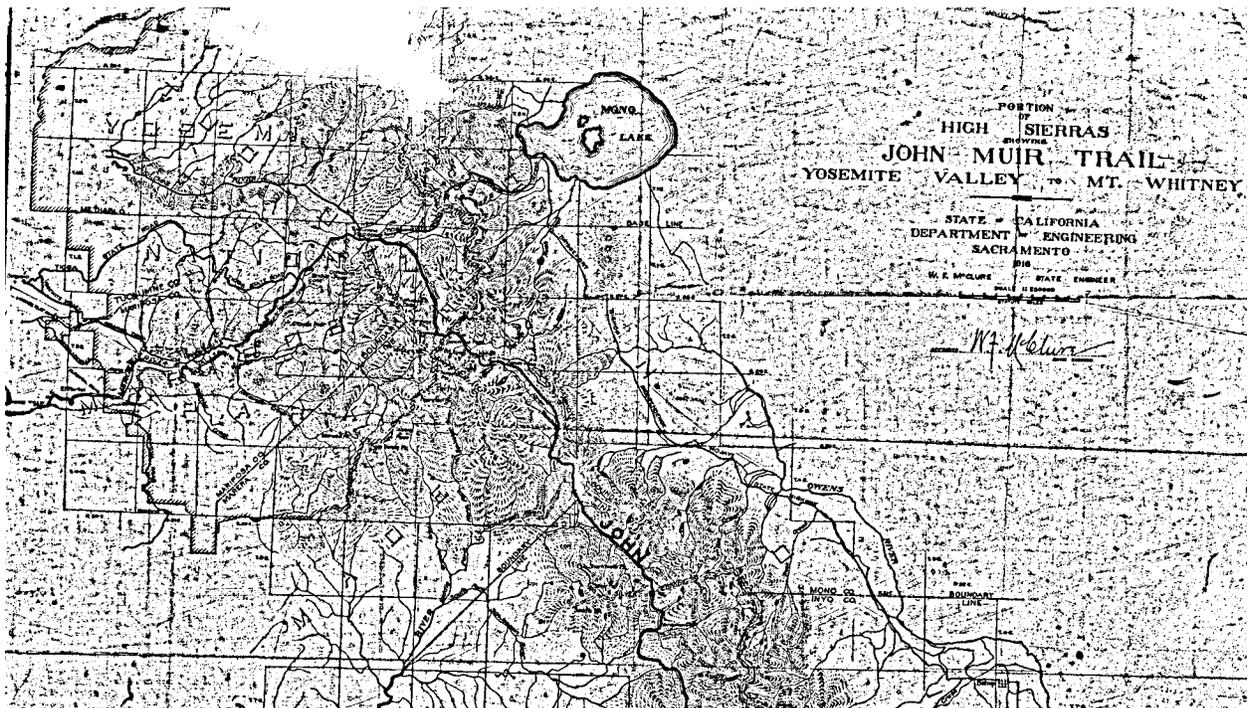


Figure 2-11. Map outlining the John Muir Trail in 1916. The trail within Tuolumne Meadows crossed through Tuolumne Campground from Lyell Fork to its intersection with Great Sierra Wagon Road and parallels the routes to the east and west (source: YOSE Archives 104-60436, 1916).

NPS/CCC Development: 1927 to 1940

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

John Wosky's 1929 master development plan for Yosemite Park was part of a system-wide effort of planning led by the newly established Landscape Division of the National Park Service Western Field Office. The division was established in October 1927 by Director Stephen Mather, who appointed Thomas Vint as Chief Landscape Architect and established field headquarters in San Francisco. Between 1927 and 1933, the Western Field Office advised regional directors and park superintendents on park development and management.^{2.61}

The Landscape Division's responsibilities were primarily in three areas—design services (landscape and architecture), preliminary planning and final approval of roads, trails, and pertinent structures, and final review and recommended approval of building plans by authorized concessioners or park operators.^{2.62}

In 1927, Vint's staff included John Wosky who had been hired the previous year. He was the only other staff of the Western Field Office, providing design support plus taking care of landscape issues at Yosemite National Park.^{2.63}

By 1928, with increased funding, Vint expanded his staff with candidates trained in landscape architecture, planning, architecture, engineering, and drafting. In addition to having diverse

backgrounds, Vint's staff brought a balance of theoretical study and practical experience. Staff supervised construction of general park development projects that they designed.^{2.64}

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

These early road development projects became the impetus for the Tioga Road realignment in Yosemite National Park. Vint and Wosky assisted in the planning of the road realignment through Tuolumne Meadows to address the need for widening, realigning, and reducing areas of steep grade. This section of Tioga Road was the route Wosky proposed in his 1929 master development plan.^{2.65}

Communication was key to the division's work with staff providing monthly construction reports and splitting time between their assigned parks and the field office in San Francisco. By 1929, the division included six assistant landscape architects and two junior landscape architects including John Wosky who was assigned to Lassen, Crater Lake, and Yosemite national parks.^{2.66 2.67}

"Designers were to divide their time between the parks and headquarters. Fieldwork included supervising construction of general park development projects. . .Fieldwork also involved the general protection of the native landscape, tree removal, and screen plantings. Office work included the preparation of working plans, sketches, and perspectives for architectural work..."^{2.68}

Linda McClelland

The Western Field Office continued to increase its role throughout the NPS through the training and leadership of Vint in the 1930s. The Public Works Administration (PWA) was created in 1933 and the Western Field Office Landscape Division was renamed the Branch of Plans and Designs. As a staff of fifteen, the Branch of Plans and Designs began to implement the master plans they designed in the late 1920s with engineering, building plans, and specifications for each park.^{2.69}

The Western Field Office maintained its structure by organizing resident Landscape Architects by region. Ernest Davidson, Merel Sager, Harry Langley, John Wosky, Howard Baker, Herbert Kreinkamp, and Kenneth McCarter were each assigned to several parks, most of which they had been working in previously.^{2.70}

Wosky continued as resident Landscape Architect at Yosemite National Park until 1933. He became assistant superintendent for the park in 1934 and remained in this role until 1952. Wosky left Yosemite National Park and became park superintendent at Crater Lake National Park in 1952. After a year at Crater Lake, Wosky became park superintendent at Hawaii Volcanoes National Park. In 1959 Wosky became Chief of Operations of the NPS Western Regional Office.^{2.71}

“Under Thomas Chalmers Vint in the late 1920s, the landscape program expanded into a single, fully orchestrated process of park planning and development based on the principles of landscape preservation and harmonious design.”^{2.72}

Linda McClelland

Wosky's design of Tuolumne Meadows Campground was clustered on the meadow's forested edge. The campground confined previously unrestricted camping into a defined area to concentrate use, protect the natural landscape and provide exemplary visitor experiences.

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

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

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

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

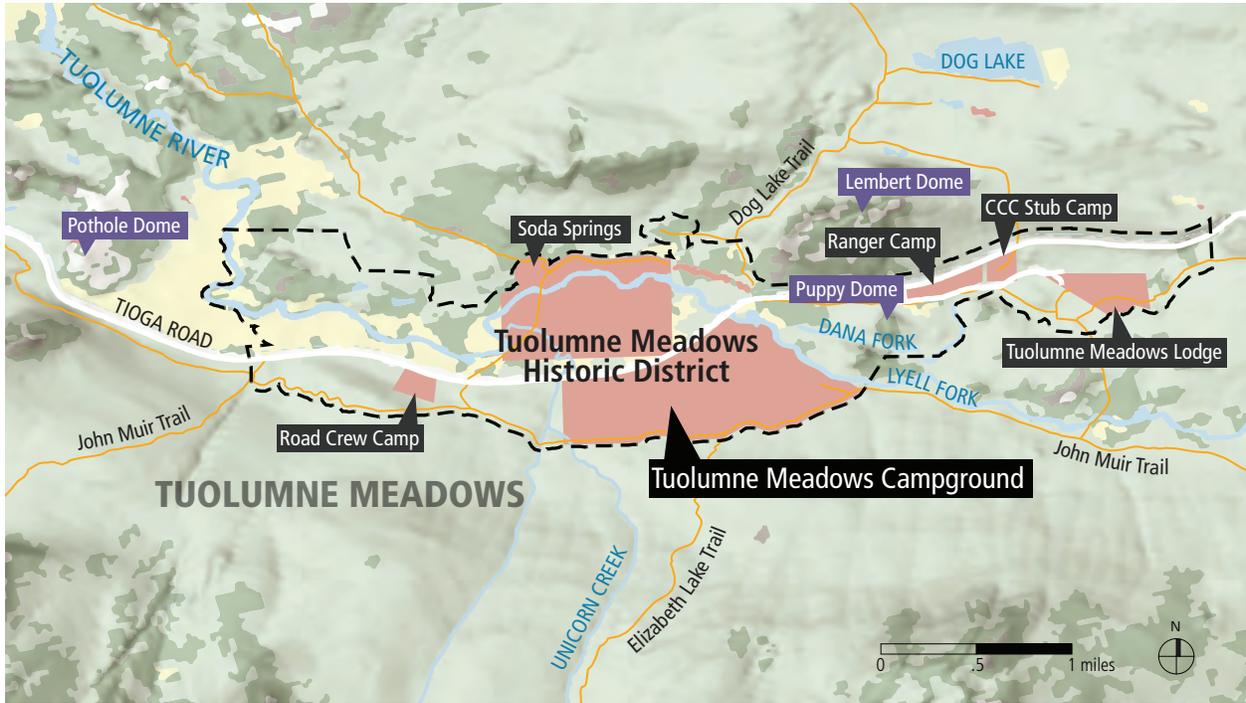


Figure 2-12. The NPS and CCC established several camp areas for workers in Tuolumne Meadows during the 1920s and 1930s. (source: Mundus Bishop, 2020).

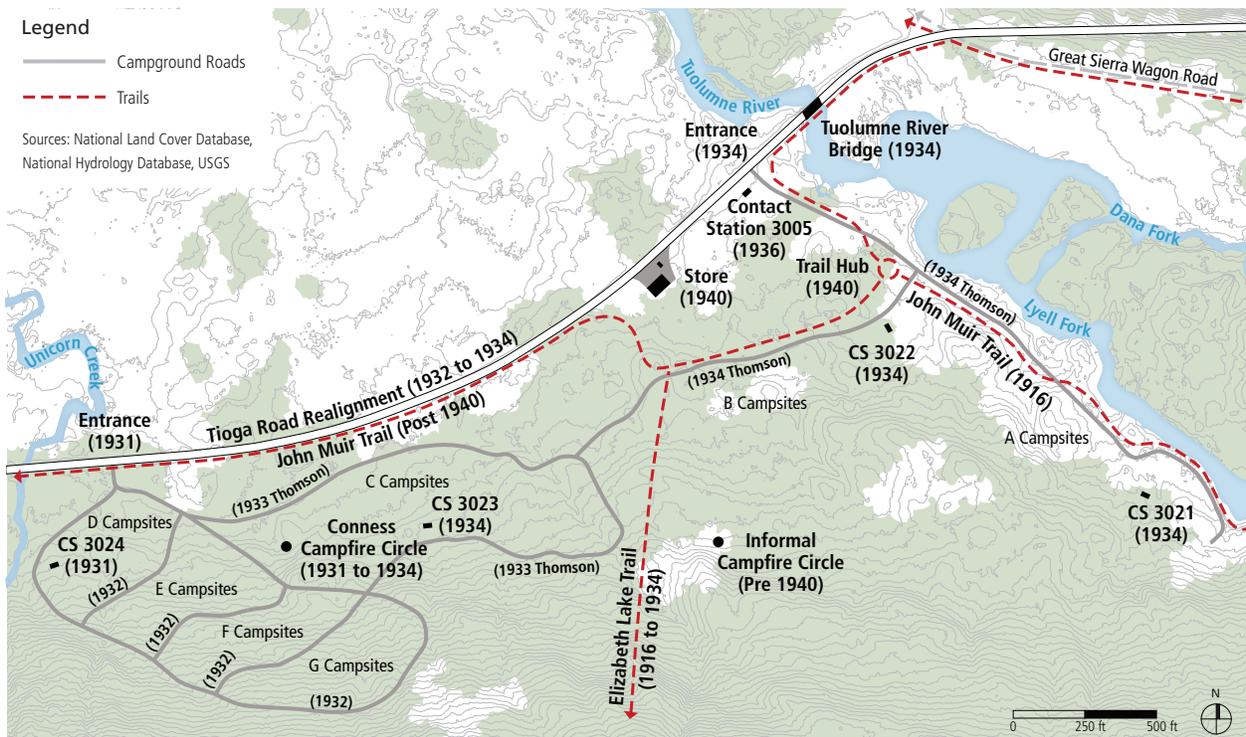


Figure 2-13. NPS/CCC Development: 1927 to 1941 Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

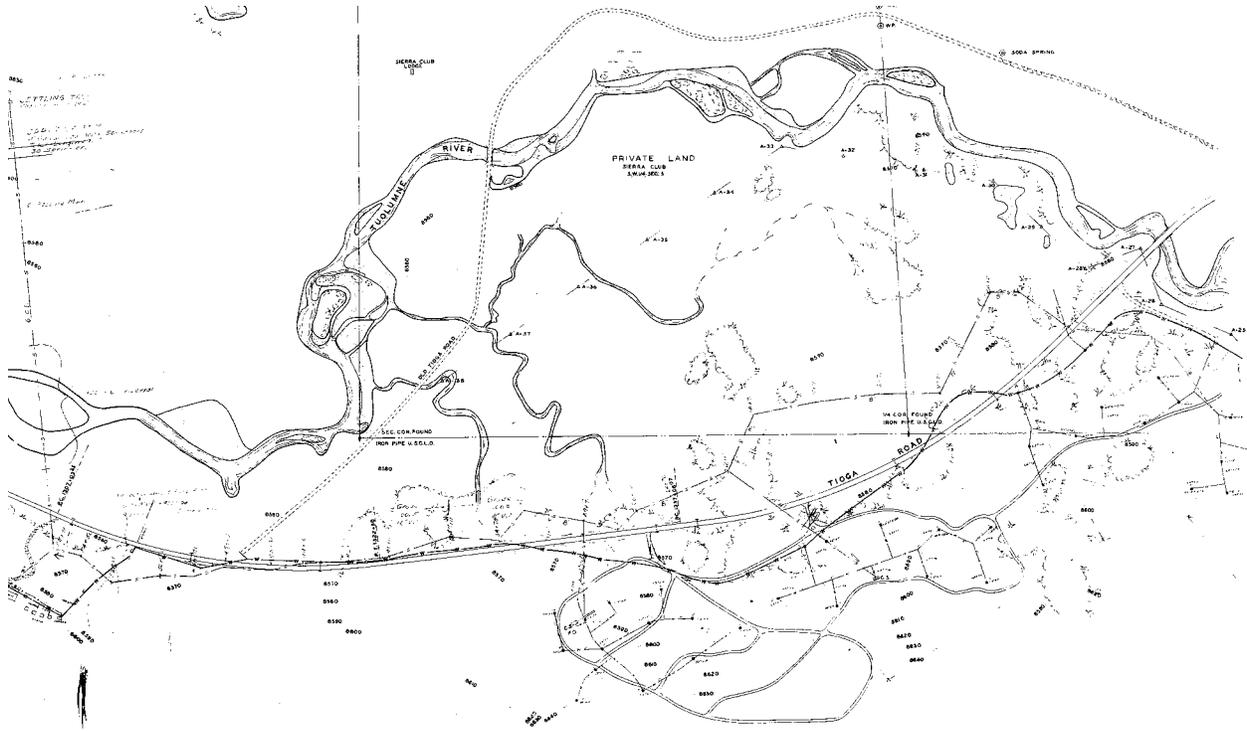


Figure 2-14. 1934 Utility Plan for Yosemite National Park (source: YOSE Archive, 104-8077).



Figure 2-15. Superintendent Thomson (far right) and John Wosky (second on right) with others, circa 1932 (source: YOSE Archive, RL-07949).

1927 to 1934

Dr. Emilio Meinecke, a plant pathologist with the U.S. Forest Service, visited Yosemite National Park and assessed damage to the Grizzly Giant in the Mariposa Grove. This visit followed his assessment of damage to Sequoia National Park's giant sequoia trees in 1926, contracted by Stephen Mather.^{2.73}

Meinecke's study of Yosemite and Sequoia national parks, along with related studies in state parks, found soil compaction by humans was a root cause in the destruction of ecosystems. He recommended confining camping to designated campsites and to limiting and organizing vehicular access within natural areas. Meinecke developed a series of principles for campground design to achieve these goals.

Meinecke's recommendations first appeared in the U.S. Forest Service's publication, *A Camp Ground Policy* in 1932. The expanded version of the report, *Camp Planning and Camp Reconstruction*, was published by the U.S. Forest Service in 1934.

1929 to 1934

Landscape Architect John Wosky began preparing a development plan in 1929 for Yosemite National Park with specific recommendations for Tuolumne Meadows. This plan was part of a system-wide effort mandated by Director Mather the same year to create similar plans for all park units. The work was overseen by Thomas Vint, chief Landscape Architect in the Branch of Plans and Design. The work was in consultation with the park superintendent, park officials and the Yosemite Park and Curry Company.^{2.74}

Wosky outlined initial recommendations in the 1929 plan; completed the "Park Development Outline" in November 1931; and provided a completed master development plan in 1934. His vision was to concentrate human activities within distinct areas arranged into small well-defined clusters organized by use and function

and surrounded by undeveloped open space and wilderness. His long-term goal was to reduce human impact on Tuolumne Meadows' natural environment while accommodating visitor use and government services.^{2.75}

Wosky proposed realigning Tioga Road within Tuolumne Meadows and confining development to the forest line along the meadow's southern edge from Parsons Lodge on the east and to where the proposed road realignment connected to the Great Sierra Wagon Road on the west. Another key proposal set a minimum frontage of 1,000-feet from Tuolumne River to any development (which was initially adhered to but modified as early as 1933).

Four units for development were identified including a government administrative area with all facilities—administration, residence, and utilities—in one cluster to be located at the future Road Crew Camp; a government utility camp; a public campground; and a concessionaire's lodge and associated uses. Sewage, water supply, and garbage were within a single utility plan.^{2.76}

The water supply system was surveyed and an intake was located on the Dana Fork. A small work crew arrived and established a work camp, and construction began. Approximately 6,000-feet of pipe was laid by the time of the seasonal shutdown in October 1930. The following season a larger and more substantial work camp was established within the administrative area (Ranger Camp).^{2.77}

The utility system was completed by September 1931. It included a water line from the Ranger Camp to the proposed location of the public campground and extended the entire length of the Tuolumne Meadows development area. Individual lines for the proposed public campground were not included in this construction. The water line passed beneath the Lyell and Dana Forks of the Tuolumne River,

continuing west along the proposed realignment of the Tioga Road where it was planned to connect to the public campground. It terminated beyond the intersection where the new alignment diverged from the original road.^{2.78}

An adequate sewage system was unresolved. Sanitary engineer E.B. Hommon's 1930 recommendation for a gravity-fed system to transport sewage out of the watershed required a pumping station. Connecting each comfort station to individual leach fields (cesspools) connected by sewer lines was the short-term solution. Pit toilets continued to be used.^{2.79}

1931 to 1934

Superintendent C.G. Thomson was determined to reconstruct Tioga Road. This was in consultation with the engineers of the Bureau of Public Roads (BPR), a division of the U.S. Department of Agriculture responsible for major road projects in national parks. Issues with the road condition and proposals for its realignment through Tuolumne Meadows near the future site of the public campground had been proposed by Acting Superintendent E.P. Leavitt in 1928, and in Wosky's 1929 plan. The reconstruction was planned for three phases. The first phase was to cover the section extending in an easterly direction from Cathedral Creek through Tuolumne Meadows to Tioga Pass.^{2.80}

The proposed road alignment was surveyed in 1931. Engineering plans were prepared in the winter of 1932 in accordance with the 1932 U.S. Federal Highway standards including a width of twenty-six-feet. The project was financed by the City of San Francisco with much of the labor provided through the U.S. federal reemployment programs.^{2.81}

Road construction began in July 1933, and was completed by October 1, 1934 with the road open but unpaved for the last portion of the season. The realigned road diverged from The Great Sierra

Wagon Road east of Budd Creek and followed the edge of the meadow to the confluence of Lyell and Dana Forks where the new public campground was being constructed.^{2.82}

Road construction included the bridge over Tuolumne River. It was built as a reinforced concrete deck with large granite rubble blocks as its piers and abutments. Aggregate for the concrete mix was taken from the sand bar where the Dana and Lyell Forks converge. The 35,000-cubic yards of borrow excavated from the river turned the sand bar into a 'lake,' noted to be four- to twenty-feet in depth of an area of approximately 300-square feet.^{2.83}

Abandoned sections of The Great Sierra Wagon Road became trails. These included a portion of the John Muir Trail.^{2.84}

The Yosemite Park and Curry Company considered relocating their lodge, store, and service station. They fronted the Great Sierra Wagon Road and were passed by all travelers to Tuolumne Meadows. The Tioga Road realignment required a detour to find the services and many visitors passed them altogether.^{2.85}

1931

A new entrance station at Tioga Pass was built.^{2.86}

A new visitor contact station was planned in anticipation of visitor use shifting to the west once the public campground was completed. The building was to be sited on the new Tioga Road alignment at the campground's entrance and was completed in 1936.^{2.87}

"Into every plan for camp ground regulation there enter two important elements which are fundamental for success or failure...the road system and the subdivision of the whole camp ground into individual sites or lots." 2.88

Dr. Emilio Meinecke



Figure 2-16. A crew building Tuolumne Meadows Bridge in 1932 (source: YOSE 1932 Superintendent's Report).



Figure 2-17. Comfort Station (CS3024) under construction in 1932. The building was one of several designed in the park rustic style by the NPS Western Field Office (source: YOSE 1932 Superintendent's Report).

1931

Work on the Tuolumne Meadows public campground commenced with surveying and staking of campground roads. Construction began on one comfort station, the associated water and septic lines, and a cesspool. Wosky's original campground design was a loop campground road set east of Unicorn Creek and elevated above the adjacent meadow.

Initial work in 1931 included surveying and staking the proposed road and water system alignments along with installing twenty wood garbage receptacles and building Comfort Station (CS3024).^{2.89}

This wood frame comfort station was built at the west end of the public campground near the re-aligned Tioga Road. It was built entirely during July and early August, completed by August 14, 1931. Comfort Station (CS3024) was connected by a sewer line that extended to its own cesspool.^{2.90}

The entrance to the campground was located at present-day Campground Cluster D campsites and set at the closest point from the campground road to Tioga Road.

A proposed entrance to connect to Tioga Road from the northern section of present-day Campground Cluster B campsites was never built.

1932

A portion of President Hoover's destitute relief funds to Yosemite National Park were used to fund campground construction, which employed thirty-five full-time laborers for the duration of the season.

Following the 1930 survey, crews built campground roads and sites. The main campground was approximately 16.9 acres. The campground road was 3,658-feet in length and

fifteen-feet wide, paved with aggregate. Three small unpaved campground roads, each nine-feet wide and 600-feet long, divided the campground into four nearly equal sections. This configuration is the present-day Campground Cluster D, E, F, and G.^{2.91}

In October 1933 while the campground was under construction, Superintendent Thomson requested the campground be expanded to the east (present-day Campground Road C and Campground Cluster C). This campground road was 3,126-feet long and eight-feet wide, 'appending the main' campground road. The campground cluster was within this additional 100-foot strip comprising an additional 18.7 acres.^{2.92}

Surfacing of the primary campground road included laying coarse gravel dredged from Tuolumne River to a depth of less than four-inches. Ditches, headwalls and culverts were installed by hand where campground roads crossed natural drainages. The campground layout and features were in the rustic naturalistic style. Dry-lain stone head walls were built to an average four-foot height.^{2.93}

Tuolumne Meadows Campground comprised a *"total developed area of 35.6 acres by the end of 1932."*^{2.94}

Construction of campground roads, campground clusters, comfort stations and utilities resulted in removal of approximately 300 trees, *"of which all but 70 are dead lodgepole snags killed by earlier infestation of the needleminer larvae."* Felled trees were limbed, cut into three-foot sections and stacked, and stumps removed with dynamite. Boulders were blasted and rock fragments were used to fill depressions. Developed areas were graded, and woody debris was burned on site.^{2.95}

1933

Franklin Delano Roosevelt took office as the thirty-second president of the United States.

The U.S. Congress approved President Roosevelt's National Industrial Recovery Act creating the Public Works Administration (PWA) providing fiscal allotments to federal agencies to purchase supplies and employ skilled labor; and the Federal Unemployment Relief Act that created a corps of young men to work on federal and state administered forestry conservation projects. Officially named the Emergency Conservation Work, it was commonly known as the Civilian Conservation Corps (CCC). The two acts were intended to rejuvenate the United States' ailing economy, provide relief to the unemployed and the financially destitute (particularly youths), and to provide needed conservation on forest, park and farm lands. The NPS administered the program through its Branch of Planning.^{2.96}

Five CCC camps were established within Yosemite National Park within 1933 including the Crane Flat Camp. The Tuolumne Meadows Campground was mostly built with a detail from Crane Flat working out of a "stub camp," an outlying seasonal bivouac on Tuolumne Meadows' east side that was established in 1934 or 1935.^{2.97}

A small number of enrollees acted as technical advisors—historians, landscape architects, biological scientists—assisting park service staff in designing and managing projects.^{2.98}

Park Superintendent Thomson obtained funding from the PWA to build three comfort stations and provide additional improvements to complete Tuolumne Meadows Campground. Architectural plans were prepared for the campground's comfort stations and preliminary construction began on foundations and utilities.^{2.99}

Camping was restricted in Tuolumne Meadows to protect the water quality of the Hetch Hetchy watershed, which would supply water to San Francisco in 1934 via the Hetch Hetchy Reservoir.^{2.100}

1934

The CCC Crane Flat (YNP-3) detail continued work in the public campground. They built roads, campsites and comfort stations, felled hazardous trees and cleared slash and brush within proposed campsites and along campground road alignments. The crew of approximately twenty men cleared one hundred and fifty-five new campsites, built over a mile of new roads, and removed hundreds of thousands of small Lodgepole Pine trees encroaching on the meadows.^{2.101}

A utility crew installed a water supply and sewage collection system that was distributed throughout the campground. They laid main and lateral lines totaling 4,607-lineal feet of two-inch pipe, 2,722-lineal feet of one-inch pipe, and 124-lineal feet of ½-inch pipe; and installed thirty hydrants (hose bibs).^{2.102}

An additional campground road and cluster was built along Lyell Fork (present-day Campground Road A) that included a second entrance that connected to Tioga Road. Construction of campground roads, campsites and three comfort stations and utilities continued through 1934.^{2.103}

The 1934 additions brought the entire developed campground to approximately ninety-acres divided into four numbered clusters. The 1931 / 1932 cluster (present-day Campground Cluster D, E, F, G) was number one and the last cluster built was number four (portions of present-day Campground Cluster A) set along Lyell Fork opposite the old administrative area (Ranger Camp) to the east.



Figure 2-18. Rock removal from campground roads in 1932 (source: YOSE 1932 Superintendent's Report).



Figure 2-19. Campground Road D at Tuolumne Meadows Campground in 1932 (source: YOSE 1932 Superintendent's Report).



Figure 2-20. Electric blasting was used in rocky sections as in construction of Campground Road D in 1932 (source: YOSE 1932 Superintendent's Report).



Figure 2-21. Windrowing oil mix along Campground Road B in 1934 (source: YOSE 1934 Superintendent's Report).



Figure 2-22. A typical campground road in Tuolumne Meadows Campground before oiling in 1934 (source: YOSE 1934 Superintendent's Report).



Figure 2-23. At an intersection of campground roads in Campground area #1 within Tuolumne Meadows (present-day Campground Cluster D, E, F, G) (source: YOSE 1934 Superintendent's Report).

Figure 2-24. Excavation and grading campground roads in 1932 (source: YOSE 1932 Superintendent's Report).



Figure 2-25. Lyell Fork Road (present-day Campground Road A) shortly after completion in 1934 (source: YOSE 1934 Superintendent's Report).



Figure 2-26. Park staff staining wood tables at Tuolumne Meadows Campground in 1934 (source: YOSE 1934 Superintendent's Report).





Figure 2-27. CCC Comfort Station, 1934 (source: YOSE 1934 Superintendent's Report).



Figure 2-28. CCC Comfort Station, 1934 (source: YOSE 1934 Superintendent's Report).



Figure 2-29. Construction of Contact Station 3005 in 1936 (source: YOSE Archives R-1422).



Figure 2-30. Tuolumne Meadows Service Station, Store, and Garage in 1940 (source: YOSE Archives A-2495).

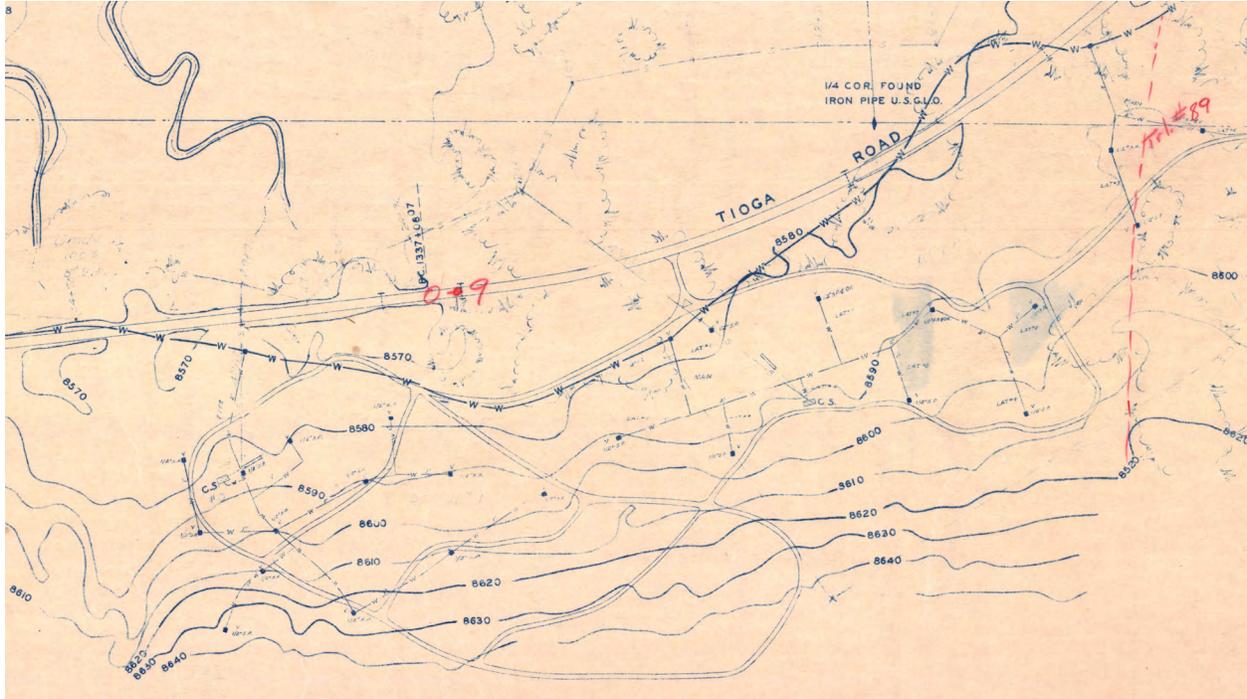


Figure 2-31. 1934 Existing Roads and Trail, Tuolumne Meadows Campground (source: Yosemite National Park, Existing and Proposed Developments, Tuolumne Meadows. YOSE Archives E3-07-01, 1934).

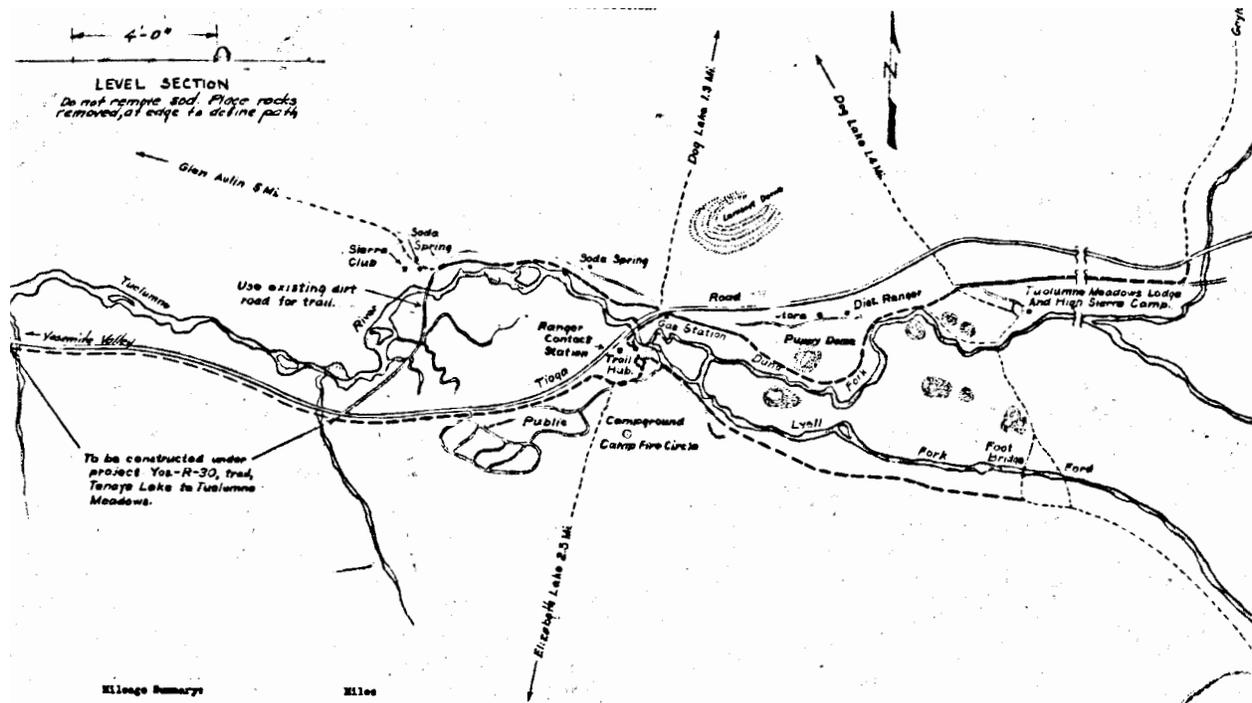


Figure 2-32. Trail map at Tuolumne Meadows Campground (source: Trail Hub Development, Tuolumne Meadows. YOSE Archives 104-5395, 1940).

Three comfort stations (CS3021, CS3022, and CS3023) were designed in the park rustic architectural style and built with CCC labor under the supervision of NPS designers. Construction began in May 1934 and continued through October 1934. All three were identical in design, modeled after a similar structure built in May 1934 at Hetch Hetchy. Separate sewer lines and redwood-lined cesspools were installed for each of the three comfort stations.^{2.104}

Wood campground tables, built and assembled during winter months, were installed along with construction of forty additional garbage receptacles.^{2.105}

Elizabeth Lake Trail along Unicorn Creek was modified sometime between 1916 and 1934.^{2.106}

A new visitor contact station was planned to be located near the public campground for convenience and use by most visitors, i.e. campers. Once this was built and the Road Crew Camp completed, the original administrative area (Ranger Camp) was to be abandoned and structures demolished.^{2.107}

1935

CCC crews removed hazard trees for fuel load reduction and insect control. This included falling lodgepole snags killed by the earlier infestation of the needleminer larvae (*Coleotechnites milleri*, known at the time as *Recurvaria milleri*).^{2.108}

Felled logs were placed along Tioga Road and within the public campground to serve as traffic barriers. Some were used to build benches for Conness Campfire Circle (none are extant today).^{2.109}

Approximately fifty pit toilets were removed from the public campground.^{2.110}

Paving of the 11.6-mile segment of the realigned Tioga Road began and continued for two seasons through September 1937. An additional 60,000-cubic yards of aggregate was quarried from the confluence of Dana and Lyell Forks (from the same borrow pit used in 1933). Tioga Road officially opened in July 1938.^{2.111}

Wosky's 1929 development plan was partially completed by the end of 1935.

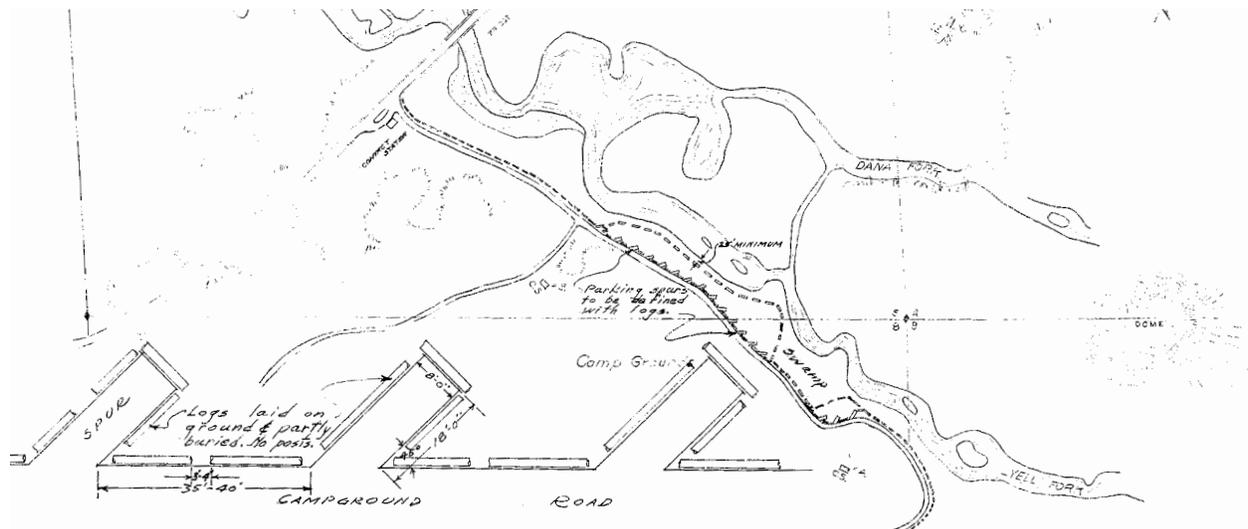


Figure 2-33. CCC Parking Spurs at Tuolumne Meadows (source: Campground Guardrails, Tuolumne Meadows. YOSE Archives 104-5394, 1940).

1936

Plans for the visitor contact station (CS3005) were completed and approved. Construction began in August with completion in October 1936. The building was sited near the entrance into the public campground. It was designed in park rustic architectural style to harmonize with the surrounding forest and with the earlier campground comfort stations that included a similar combination of native stone and rough wood.^{2.112}

The building was designed to be a relatively low profile and small footprint. It included a shallow-pitched side gable roof and was approximately thirty- by seventeen-feet. End and rear walls were battered native stone with an infill of rough horizontal boards that extended to the windowsills. A stone low chimney extended a few feet above the roof's ridge. The front porch was supported by two massive pillars of battered stone.

"The low profile, battered walls, and prolific use of native stone gave one a strong impression that the building rose naturally from the ground on which it stood."^{2.113}

Tuolumne Meadows CLI

1938

John Muir Trail was completed after more than twenty-years of work. The trail included the 1915 routes built along extant trails within Yosemite National Park and newly constructed segments within lands owned and managed by the U.S. Forest Service. Additional appropriations totaled approximately \$50,000 (over the initial \$10,000 in the 1915 appropriation).^{2.114}

1939 to 1940

Tuolumne Meadows' comprehensive sewer system was finished in September 1939 and activated on June 6, 1940. The system connected the administrative area (Ranger Camp), public campground, and Road Crew Camp on a single sewer line drained by gravity to a holding tank and pump house at the hill below the Road Crew Camp. Sewage was pumped uphill approximately 2,000-feet north to a settling tank and spray field on the far side of a low rise in Parsons Lodge's meadow.^{2.115}

1940

A store, garage, tent pads, and small service island with gas pumps were built by the Peninsula Paving Company on the south side of Tioga Road adjacent to the visitor contact station. These were set within a parking area east of the store, creating a cluster of visitor services as envisioned from as early as 1934. The store was similar in design and materials as the original—a canvas fabric over a wood frame and was extant.^{2.116}

The United States mobilized military forces in response to the war in Europe with many reserve U.S. Army officers from the CCC were reassigned to active duty positions elsewhere.

CCC laborers installed guardrails at the public campground, the last record of CCC work within Tuolumne Meadows. Guardrails were an attempt to regulate heavy use of riverside campsites.^{2.117}
^{2.118}

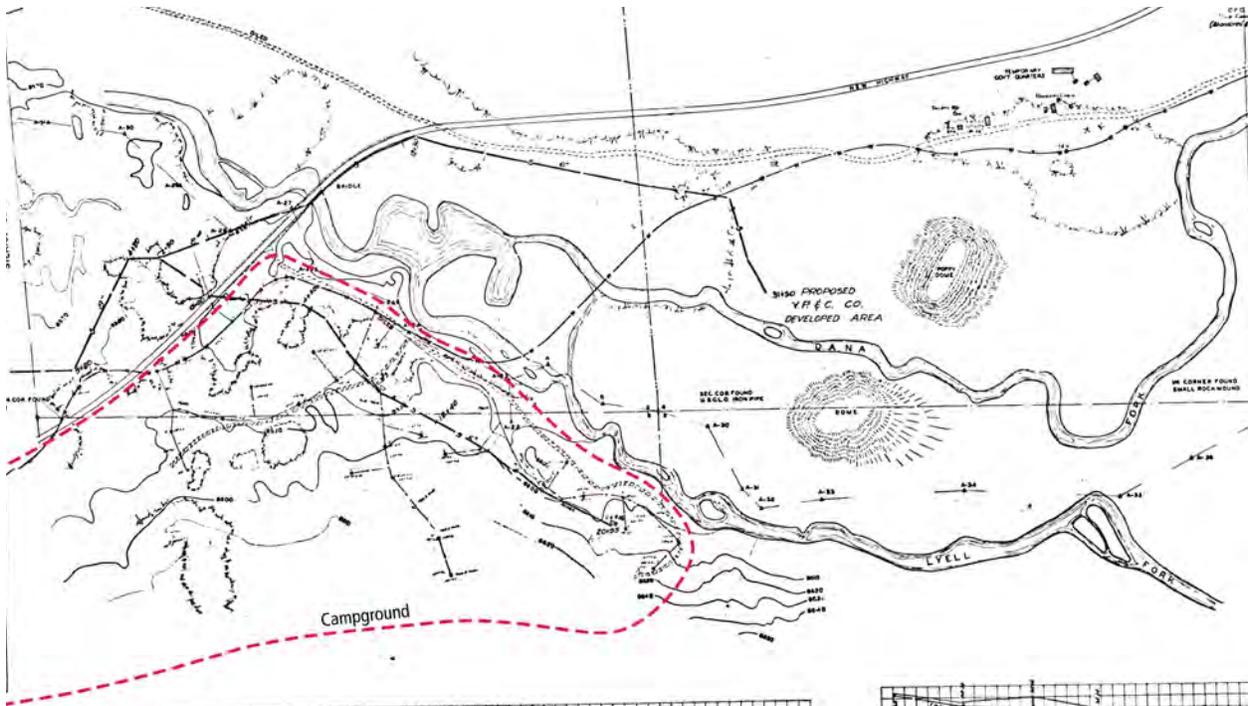


Figure 2-34. The sewer system for Tuolumne Meadows, including the campground, was finished in September 1938 and activated in June 1940 (source: 1938 Sewer System. YOSE Archives D5-22, 1938).

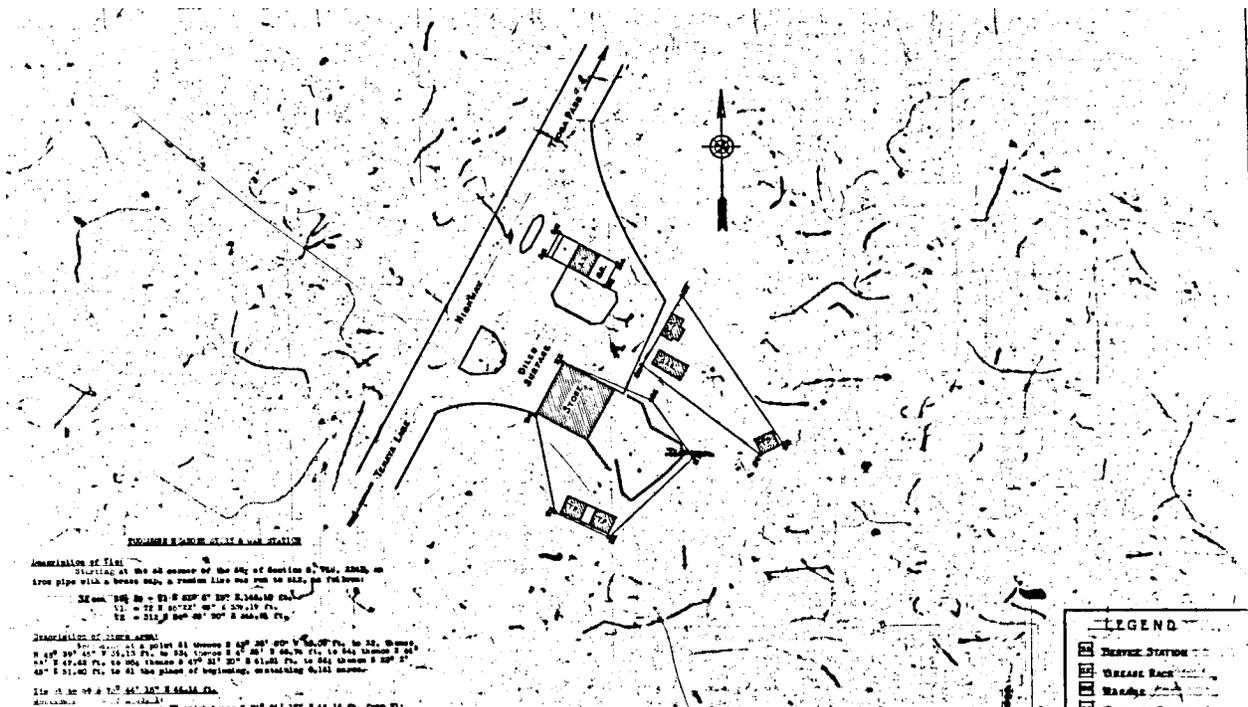


Figure 2-35. A store and gas station was built on Tioga Road adjacent to the visitor contact station (source: Yosemite National Park, Plat No. 13, Tuolumne Meadows Store Area. YOSE Archives 104-8254, 1941).

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

World War II created a long hiatus for Yosemite National Park as it did with all national parks. When the United States entered World War II at the end of 1941, the federal budget was primarily devoted to military expenditures. Nearly all construction ceased in national parks. Staffs dwindled as the NPS employees took active duty positions in the military. Some park facilities and resources were converted to war-related functions, i.e., the U.S. Navy's use of Ahwahnee Hotel as a recuperative hospital for returning servicemen. Within Tuolumne Meadows, livestock were allowed to be driven through the park for the first time since the 1890s, and prospecting was allowed for war-essential minerals, i.e., tungsten.

Yosemite National Park and Tuolumne Meadows remained open. Modifications to the public campground were minimal. The dramatic decline in visitation was problematic for the park's concessionaires, who closed most businesses. Within Tuolumne Meadows, the Yosemite Park and Curry Company opened Tuolumne Meadows Lodge on a limited basis. The Store and service station on Tioga Road remained open throughout the war.

1941

A ranger's residence was proposed behind the visitor contact station—designed in the same park rustic architectural style and was to be built by the CCC.^{2.119}

The United States entered World War II. Major construction was halted and park staffing and funding was diminished within Yosemite National Park and all national parks.^{2.120}

1942

The last CCC camp in Yosemite National Park was abandoned.^{2.121}

1945

The entire program was formally ended in 1945.^{2.122} World War II ends.

1947

An infestation of lodgepole needleminer moth approached epidemic stages in Tuolumne Meadows. The NPS eventually sprayed 11,000-acres with DDT in 1953 via airplanes to treat the infestation.^{2.123}

1950

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

1950 to 1952

Campground Road A was extended as a circle loop around Comfort Station (CS3021) at the end of the road adjacent to Lyell Fork. Campground Cluster A was modified.^{2.124}

1952 to 1960

John Muir Trail was relocated south of Tuolumne Meadows Campground, connecting with the original trail that followed the Great Sierra Wagon Road, east of Lyell Fork.^{2.125}

1953

President Dwight D. Eisenhower was inaugurated.

1954

The parking lot in front of Tuolumne Meadows Store was enlarged and repaved to accommodate increased demand for parking.^{2.126}

1955

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

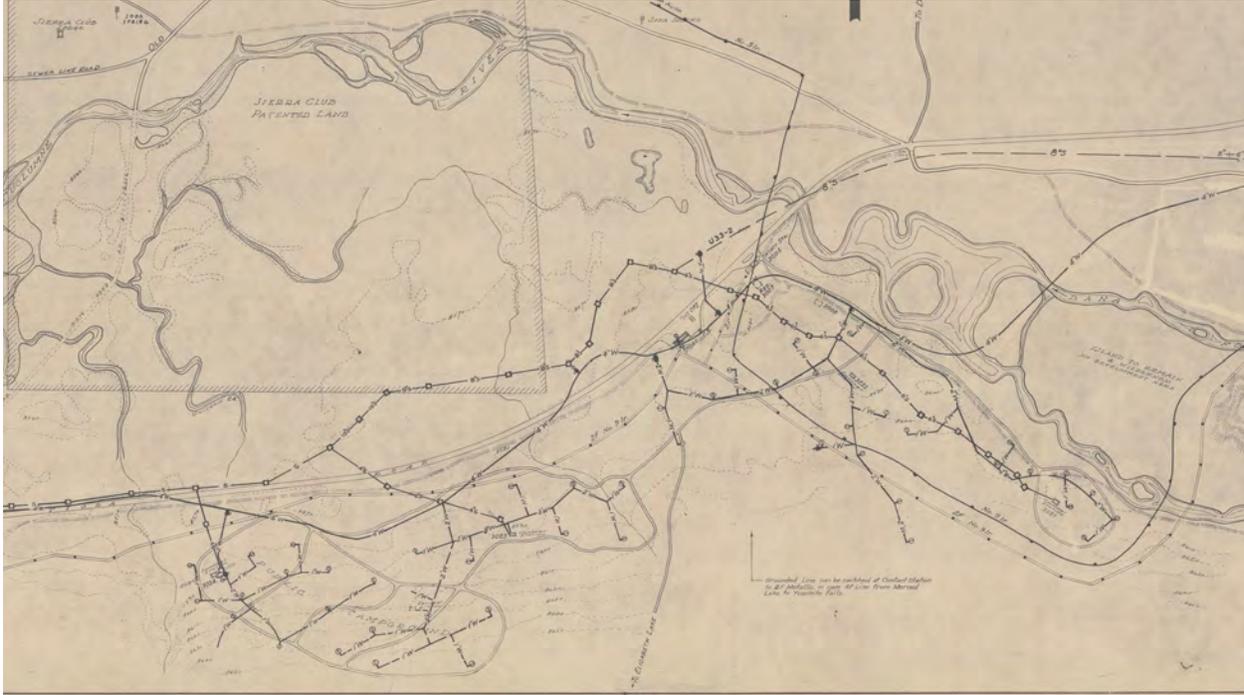


Figure 2-36. Utility Plan for Tuolumne Meadows Campground included upgrades to the existing systems and new infrastructure for four Mission 66 comfort stations and the extension of the loop to Campground Road A (source: 1951 Utilities Plan, Part of the Master Plan. YOSE Archives, 1951).



Figure 2-37. The parking area at Tuolumne Meadows Store was expanded in 1954 to accommodate an increased demand for parking (source: YOSE Archives X-129).

Mission 66 Development: 1956 to 1961

Visitation within the national parks rebounded dramatically after WWII ended. Relative prosperity, increased leisure time and dramatically increased automobile use and ownership within the post-war era put pressure on the national parks. This included Yosemite National Park and Tuolumne Meadows. Low budgets, as WWII had obliterated earlier funding, coupled with the overuse of parks and lack of repaired or new facilities resulted in deterioration of park facilities and degradation of resources and reached crises proportions.

NPS Director Conrad Wirth presented Mission 66—a plan to modernize and expand the national park system named for the target date of the plan's completion in 1966, the NPS' fiftieth anniversary. Conservation (clustered development) and preservation of wilderness was emphasized as a new identity for the NPS that focused on a modern design aesthetic for buildings, structures and features that retain the naturalistic principles of harmonizing with nature. Improving infrastructure to facilitate automobile access was prioritized.

Yosemite National Park's Mission 66 prospectus for Tuolumne Meadows and the campground focused on completion of the road and trail system, enlargement and upgrading of visitor facilities, expansion and modernization of concessionaire services, and acquisition of private inholdings.

Mission 66 additions to Tuolumne Meadows Campground in the 1950s—comfort stations and campground roads—and updates to campsites introduced a modern aesthetic and approach. Design and construction followed the NPS' principles of the 1910s to 1930s naturalistic design that emphasized minimizing impacts to the natural landscape. Modifications focused on better defining campsites and vehicular circulation, and providing updated amenities, i.e. fire pits and picnic tables.

1955 to 1963

The Insect Research Station (Bug Camp) operated within Tuolumne Meadows from 1955 to 1963. It was built in response to the outbreak of the needleminer larvae (*Coleotechnites milleri*) that had been observed within Tenaya Creek watershed just below Tuolumne Meadows since 1954. It was suspected that the larvae were active for at least eight-years prior to discovery in the area, and feared that the infestation would spread throughout the lodgepole forest surrounding Tuolumne Meadows.^{2.127}

1956

Unprecedented visitation to national parks by automobile reached 56 million in 1956 compared to 17 million visitors in 1944.

Conrad Wirth, NPS Director, presented Mission 66—a plan to modernize and expand the national park system named after the target date for the plan's completion in 1966, the NPS' fiftieth anniversary. Wirth presented the Mission 66 prospectus to President Eisenhower in January 1956, and received the president's personal endorsement.

The U.S. Congress approved an increase in the NPS budget that would ultimately total nearly \$1 billion, making this the most ambitious and comprehensive development project ever undertaken by the NPS.

The five goals of the prospectus are:

preservation of Yosemite Valley, completion of the park's road and trail system, enlargement and upgrading of visitor facilities, expansion and modernization of concessionaire services, and acquisition of private inholdings. The four last goals directly relate to Tuolumne Meadows and the public campground.^{2.128}

1959 National Park Service Campground Study Policy Statement

“Due to the growing interest and increase in camping, the National Park Service is faced with the problem of providing more and better campgrounds, more uniform in design and operation.”

“Comfort Stations should be located to serve approximately 30 sites.”^{2.129}

Yosemite National Park prepared a Mission 66 prospectus for park development. Annual visitation to the park increased from 500,000 to more than 1.1 million visitors over the previous decade. Visitation was expected to reach nearly 2 million by 1966, placing immense strains on the natural environment and park infrastructure.

Mission 66 institutionalized an NPS system-wide approach to planning and design. It emphasized the use of master plans and park-wide studies, instilled new planning procedures, and defined cohesive design concepts that embraced the Modern movement, e.g., use of cost-efficient materials and construction systems. The program focused on facilitating public enjoyment by providing amenities for the exponential growth in visitation.

Conservation (clustered development) and preservation of wilderness was emphasized as the new identity for the NPS that focused on a modern design aesthetic for buildings, structures and features but retained the naturalistic principle of harmonizing with nature. Special attention was focused on the automobile, specifically improving infrastructure to facilitate automobile access.

1957

Improvements to the public campground included construction of Dana Campfire Circle, one of three Mission 66 campfire circles built in Yosemite National Park at this time. The campfire circle was a semi-circular sloping amphitheater consisting of steel-pole and Port Orford cedar-plank benches. The 365 benches were spaced at regular intervals surrounding a central fire pit. The benches were set on the sloped gradient of the amphitheater to overlook the central area.^{2.130}

1959

A service (gas) station was built by the Yosemite and Curry Company on Tioga Road, located west of the store where the earlier gasoline pumps were located. The station was part of the modernization of automobile-related facilities and was completed prior to the pending reconstruction and repaving of Tioga Road. The original service station at the store was removed.^{2.131}

1959

Expansions to the campground were proposed in the *1959 Master Plan for Tuolumne Meadows Campground* but were never built. The proposal included an additional campground spur road and loop to extend Campground Road A southeast to parallel Lyell Fork. This expansion included a comfort station and campfire circle.^{2.132}

1960

An east oxidation pond was installed adjacent to the existing spray field sometime between 1953 and 1966.^{2.133}

1960 to 1961

Between May 1960 and October 1961, modifications were made to the public campground including improving 250 existing campsites in the extant 1930s campground, and building a new group campground with 100 campsites on a short spur off the southeast corner of the main campground loop (present-day Horse camp).



Figure 2-40. Tuolumne Meadows from Lembert's Dome, circa 1956 (source: YOSE Archives RL-02464).

Pre-fabricated steel-pole picnic benches, cast-iron cooking grills on concrete slabs, and corrugated steel garbage receptacles on concrete slabs were installed.^{2.134}

Four new comfort stations (CS3076, CS3077, CS3078, and CS3079) were built. Three were in the original 1930s campground and one was along the extension of present-day Campground Road B. Existing sewer and utility lines were extended to the new comfort stations in the 1930s campground. A new septic tank and leach field were built with the new comfort station in the group campground.^{2.135}

1961

The segment of Tioga Road within Tuolumne Meadows was repaved and some sections widened. Original 1930s culverts and headwalls remained in place. The work was in association with the larger regrading, realignment and paving of Tioga Road. Grading and surfacing the access road to the service station was included as part of repaving of Tioga Road.^{2.136}

After 1961

Entrance Kiosk was added near the visitor contact station. Service Station Tent Cabins were built.^{2.137}

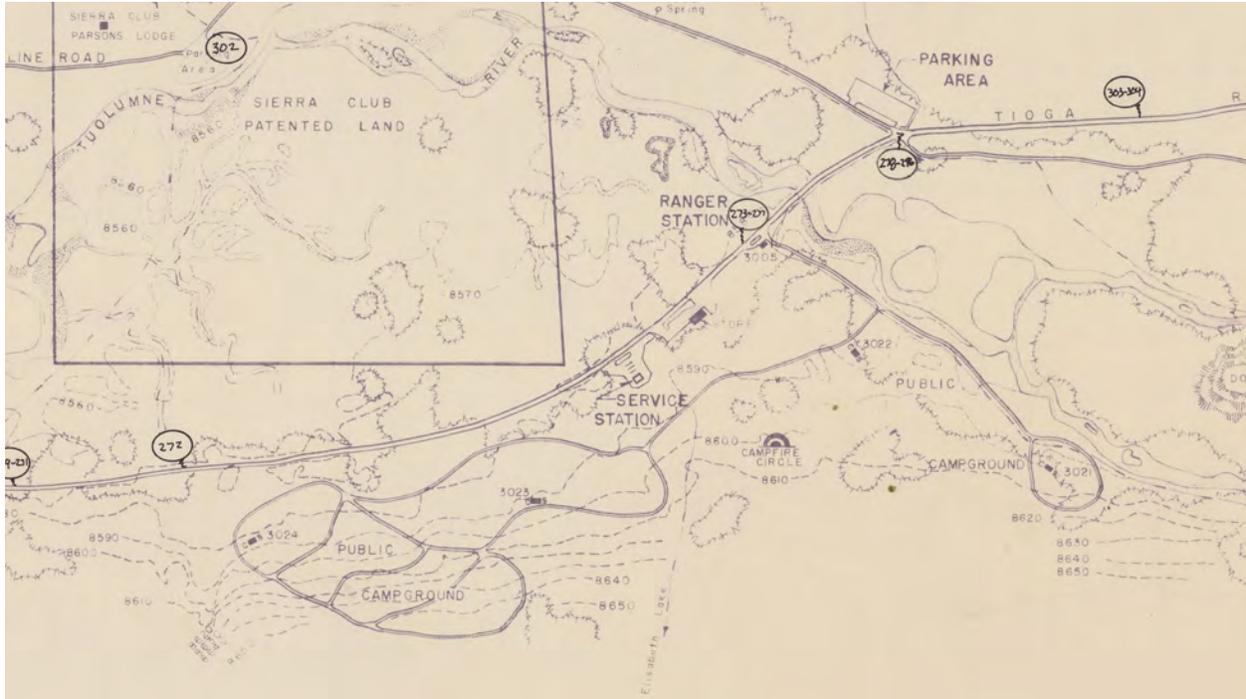


Figure 2-41. 1959 Tuolumne Meadows Vicinity, part of the Master Plan for Yosemite National Park (source: Tuolumne Meadows Vicinity, Part of the Master Plan. YOSE Archives E4-D3-F3-04, 1959).

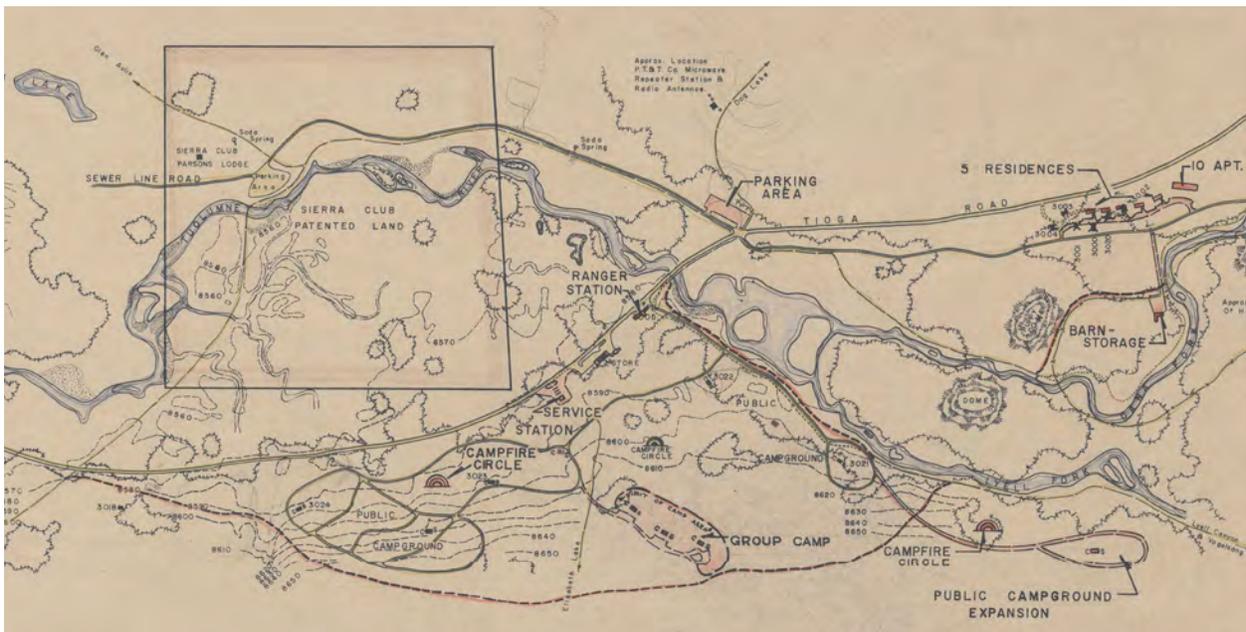


Figure 2-42. 1959 Master Plan for Tuolumne Meadows Campground expansion. The unrealized proposal included a campground spur road and loop extending from Campground Road A to parallel Lyell Fork with an additional comfort station and campfire circle. The campground road extension at present-day Campground Road B (area noted as 'Group Camp') was built. (source: Tuolumne Meadows Vicinity, Part of the Master Plan. YOSE Archives, 1959).

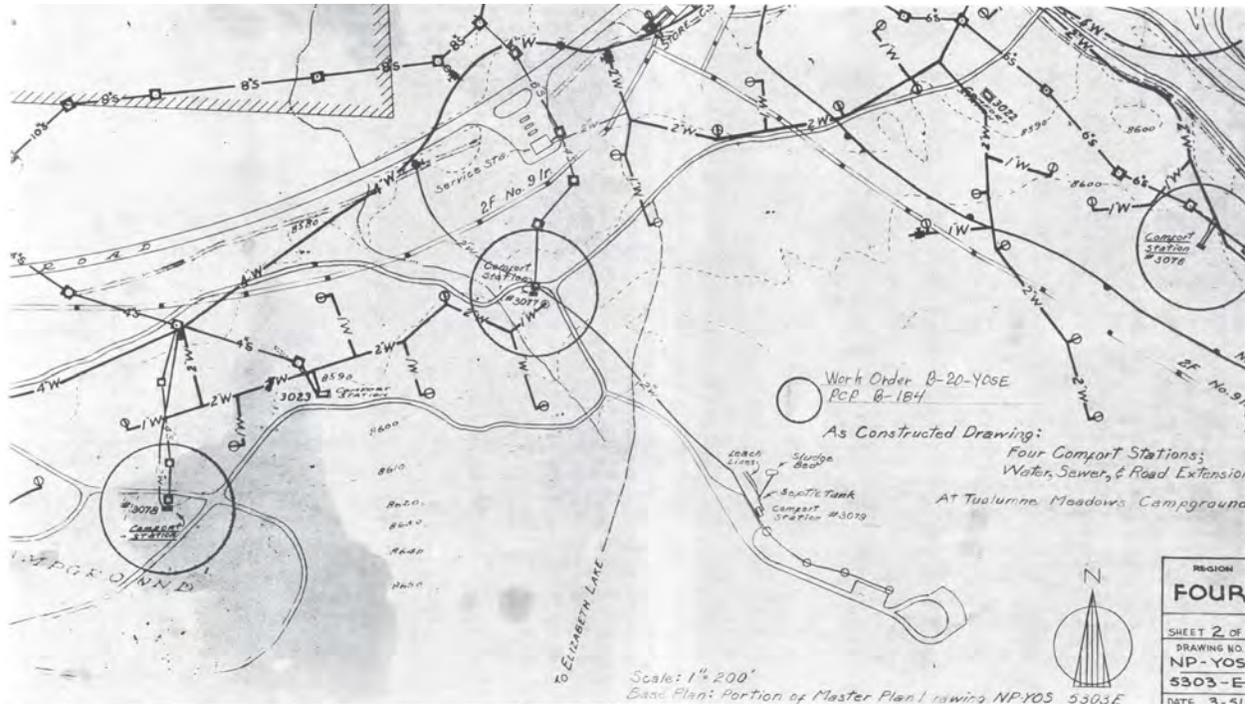


Figure 2-43. As-built drawings indicating construction of comfort stations (CS3076, CS3077, CS3078) and associated water and sewer lines. The campground road extension Campground Road B was built at this time, circa 1951 (source: Work Order B-20-YOSE, PCP B-184, As Constructed Drawing: Four Comfort Stations; water, sewer, & road extensions at Tuolumne Meadows Campground. YOSE 1961 Superintendent's Report).

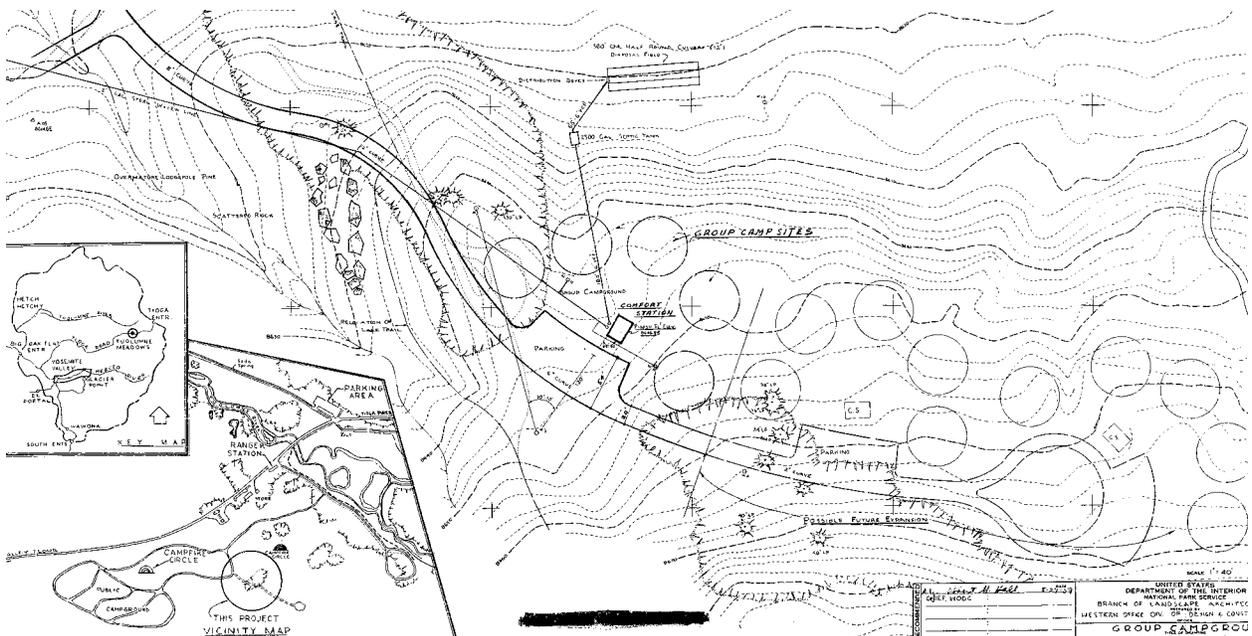


Figure 2-44. 1959 Group Camp proposed drawing illustrates the organization of group campsites in the original group campsites (present-day Horse Camp), and two comfort stations that were not built (in dashed lines)(source: Group Campground, Tuolumne Meadows. YOSE Archives NP-YOS-3508, 1959).

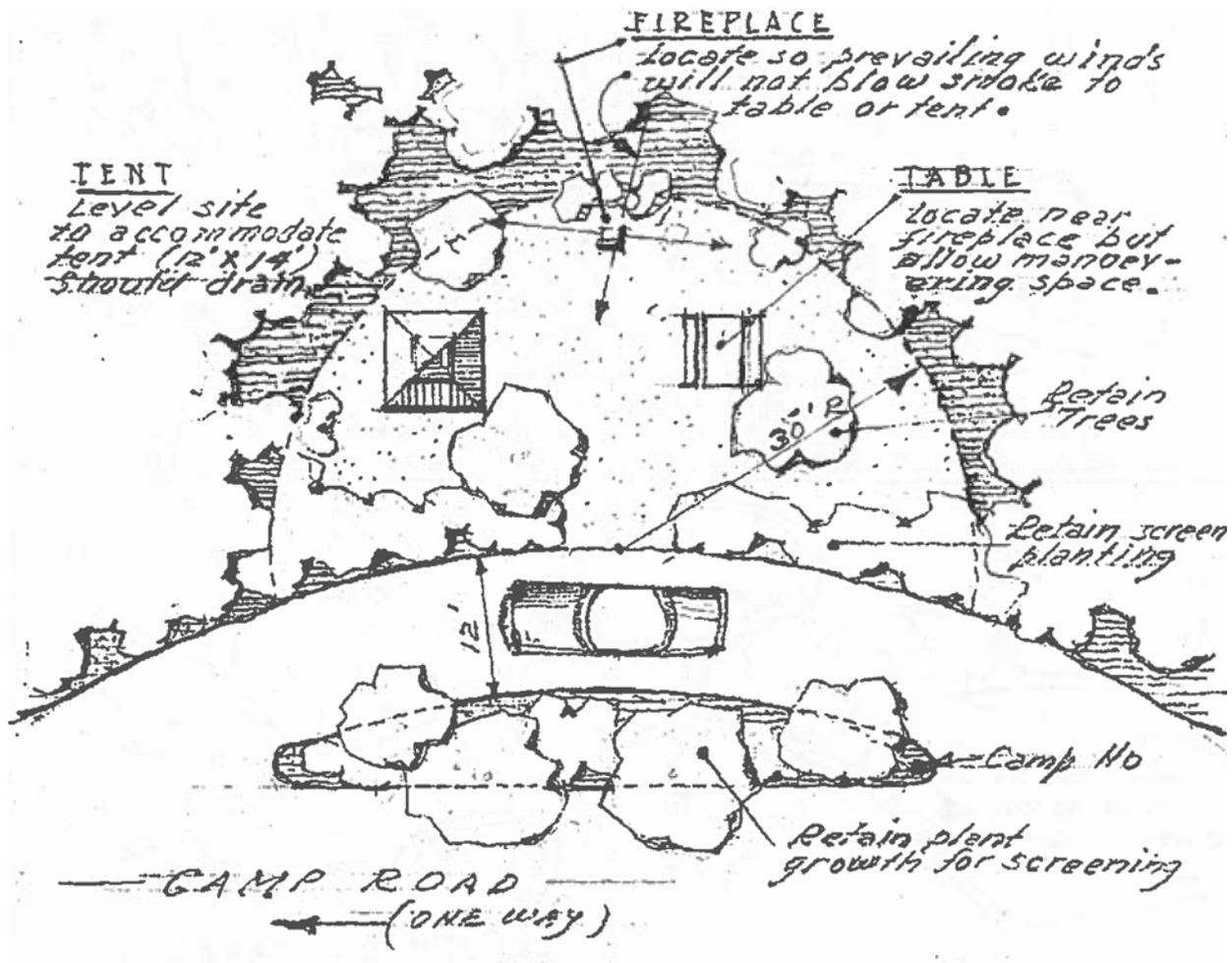


Figure 2-45. 'A Typical Campsite' reflected the Mission 66 approach to organizing campsites and providing amenities. This was likely the approach undertaken for the 250 campsites improved within Tuolumne Meadows Campground in 1957 (source: NPS, Campground Study, Region Four, 1959).^{2.164}

The 1957 Campground Study compiled statistics from Region Four (pacific west region):^{2.138}

- Of the total campsites in the National Park System (13,248), over 50% (6,680) are in Region Four.
- Of the total in Region Four, over 50% are in Yosemite (3,557).
- In Region Four there was an increase in campers of 11.5% in 1957, and 19.7% in 1958.
- Under the Mission 66 program an additional 5,689 campsites are planned for this region.
- 27% of the campsites in Region Four are now used by trailers.
- 62% of the areas in Region Four having camping favor walk-in campgrounds. The suggested average maximum distance campers should carry their gear is 200-feet. Mount Rainier has a walk-in campground that is proving very popular and they plan to add 25 more tables and fireplaces.

Figure 2-46. Standard Type 1 campsite characteristics were required in "A Campground Study" (source: NPS, Campground Study, Region Four, 1959).^{2.165}

Utilities

1. Water and Sewer
Hydrants, with sump or drain
2. Power, if available

Comfort Station

1. To serve 20 to 35 sites
2. Women { 4 water closets
(2 lavatories
- Men { 2 water closets
(2 urinals
(2 lavatories
3. Heated only where essential
4. No laundry or shower

Facilities

1. Table
2. Fireplace
3. Garbage can with above ground non-tip frame
(100 feet maximum distance from any campsite)
4. Parking (spurs or loops)
5. Tent Site
6. Campsite numbers
7. Laundry and shower facilities by concession in large campgrounds
8. In desert areas sun shade should be provided (ramadas)

Fuel

1. Government or concession furnished

Capacity

1. Minimum
20 campsites
2. Maximum to be controlled by topography and capacity to permit a proper camping experience.

Interpretive Facilities

1. Campfire program and self-guiding trail and interpretive exhibits

Trailers

In a campground that has been developed primarily for tent camping, trailers should be limited to a "dry camp type" (no utility hookups) used in lieu of a tent. No water, sewer, or power hookups permitted. No special facilities should be provided for trailers.

Trailer size should be limited.

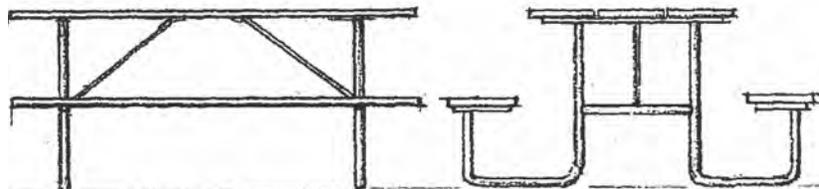


Figure 2-47. Metal and wood tables were added to 250 campsites within Tuolumne Meadows Campground in 1957. These were likely similar to these standards (source: NPS, Campground Study, Region Four, 1959).^{2.166}



Figure 2-48. Comfort Station (CS3076), 1961 (source: YOSE 1961 Superintendent's Report).

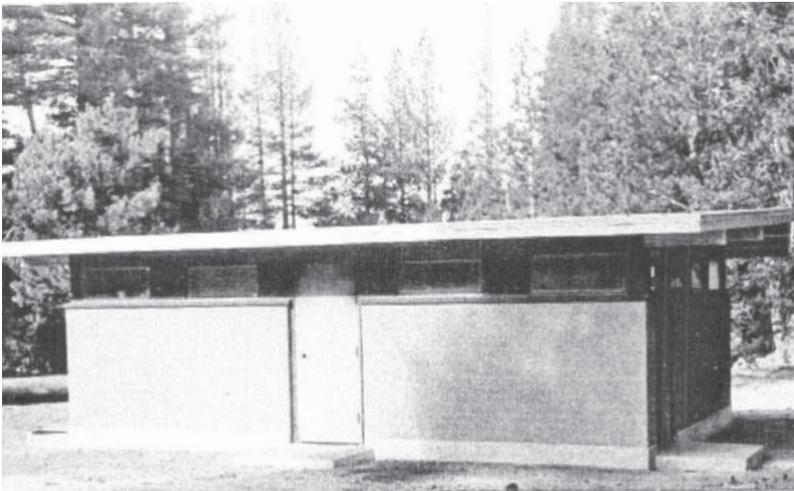


Figure 2-49. Comfort Station (CS3077), 1961 (source: YOSE 1961 Superintendent's Report).



Figure 2-50. Comfort Station (CS3078), 1961 (source: YOSE 1961 Superintendent's Report).

Figure 2-51. Comfort Station (CS3079) at the new group campsite in 1961 (source: YOSE 1961 Superintendent's Report).



Figure 2-52. Construction of the comfort stations in 1961 (source: YOSE 1961 Superintendent's Report).





Figure 2-53. Conness Campfire Circle (built 1931 to 1935) at Tuolumne Meadows Campground in 1954 (source: YOSE Archives X_648).



Figure 2-54. Conness Campfire Circle (built 1931 to 1935) at Tuolumne Meadows Campground in 1954 (source: YOSE Archives X_647).

Figure 2-55. Improvements to the public campground include the construction of Dana Campfire Circle, one of three Mission 66-campfire circles built in Yosemite National Park at this time (source: Campfire Circles (Study). YOSE Archives NP-YOS-3346 104-3346, 1957).

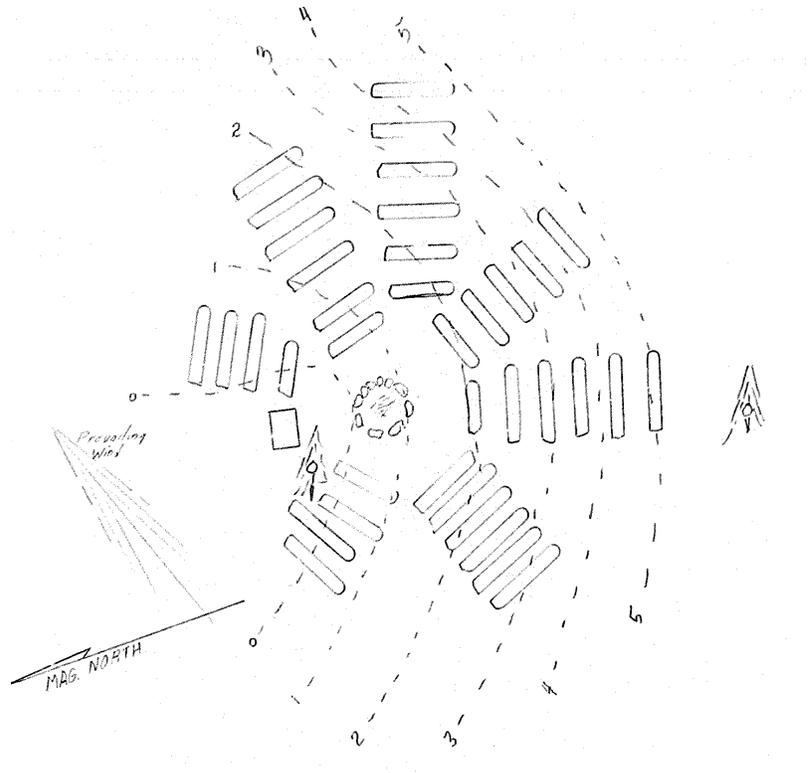


Figure 2-56. Dana Campfire Circle at Tuolumne Meadows Campground, 1957(source: YOSE Archives X_649).

General Management Plan: 1962 to 1987

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

1966 to 1968

The entire sewage disposal system was upgraded including the enlargement of the easternmost sewage oxidation pond.^{2.139}

1970s

The NPS began to charge fees for camping. The campground entry and exit points were consolidated into one. The entry point east of Tioga Road connecting to Campground Road D was closed.^{2.140}

1973

The Denver Service Center (DSC) prepared a draft Development Concept Plan (DCP) for Tuolumne Meadows. The plan was never approved.^{2.141}

1974 to 1976

The Tuolumne Meadows sewage system was modernized. Work included relining the original oxidation pond and installation of manholes on the existing sewer lines, a lined oxidation pond west of the original pond, spray field, pumphouse (3009), and sanitary dump station for recreational vehicles. A sewage receiving station replaced the original cesspool and pump station at CS3017.^{2.142}

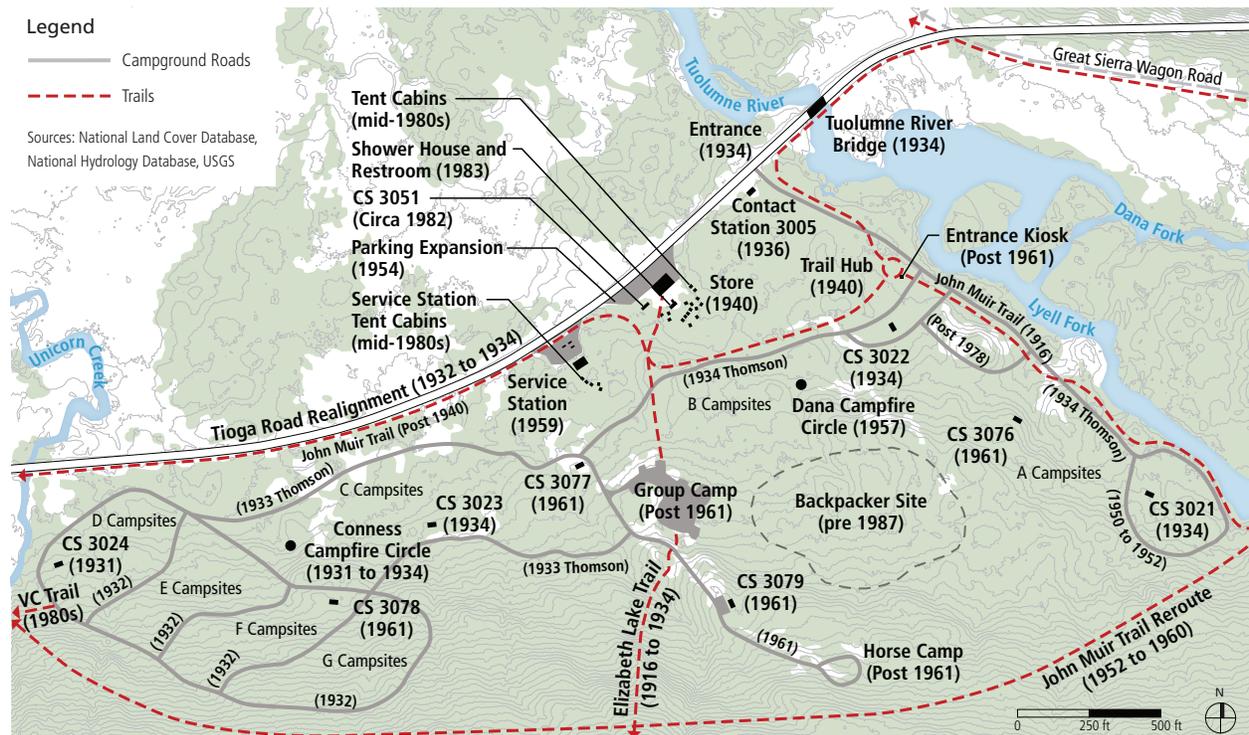


Figure 2-57. General Management Plan: 1962 to 1987 (source: Mundus Bishop, 2020).

Figure 2-58. Visitors in Tuolumne Meadows in 1967 (source: YOSE Archives RL-00110).



Figure 2-59. View of Tuolumne Meadows from Lembert Dome, 1967 (source: YOSE Archives, A-23-41-053).



Figure 2-60. Lyell Fork of Tuolumne River in 1975 (source: YOSE Archives, A-23-41-055).



1980

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

The park began to implement the 1980 GMP recommendations. The Mountaineering School moved to the Campground Service Station. Contact Station (CS3005) was adaptively reused for campground management use.^{2.144}

1980s

Tuolumne Meadows Store Comfort Station (CS3051) was built circa 1982.^{2.145}

1983

The park prepared a Comprehensive Design Plan for the area immediately around the Ranger Station. The plan identified where additional structures could be built to meet the need for housing employees that arrived prior to spring opening and stayed after fall closing. A shower house / restroom was built in the tent housing area and a public restroom (CS3051) was built at the Tuolumne Meadows Store. A separate water supply and sewage disposal system was built to accommodate the uses.^{2.146}

1984

The U.S. Congress passed the California Wilderness Act, Public Law 98-425. Ninety percent of Yosemite National Park was designated wilderness. The wilderness boundary at Tuolumne Meadows was set 200-feet from the centerline of Tioga Road and 100-feet from the edge of existing development.

The California Wilderness Act designated Tuolumne River as a Wild and Scenic River for its primitive condition, extensive undeveloped banks, and lack of impoundments or road access. The designation included river values within a one half-mile corridor along Tuolumne River and Dana and Lyell Forks. This legislation required the NPS to prepare an action plan within twenty-four months.^{2.147}

Yosemite National Park was designated a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site in 1984. The U.S. Government nominated it as a natural property for its evolutionary history and exceptional natural beauty.^{2.148}

The NPS installed bear boxes in Tuolumne Meadows Campground.^{2.149}

1987

The NPS removed a few hundred campsites. Densely spaced campsites diminished the visitor experience and impacted vegetation and soil. Dense campsites were removed and restored.^{2.150}

Campsite removal included modifications to the end of Campground Road A that changed the 1952 loop configuration. The route previously looped around Comfort Station (CS3021). The 1987 modification removed campsites west of the comfort station and reconfigured the loop to the east of the comfort station.^{2.151}

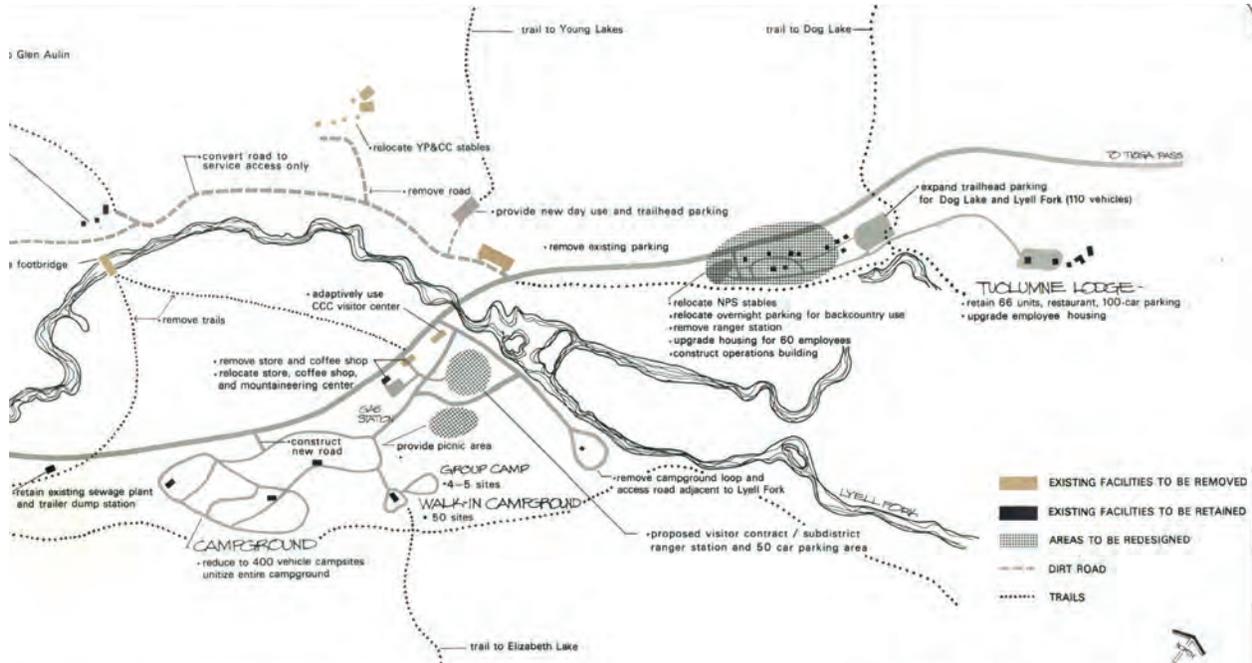


Figure 2-61. General Management Plan for Tuolumne Meadows (source: Tuolumne Meadows, Development Concept. YOSE Archives 104-D1316B, 1980).

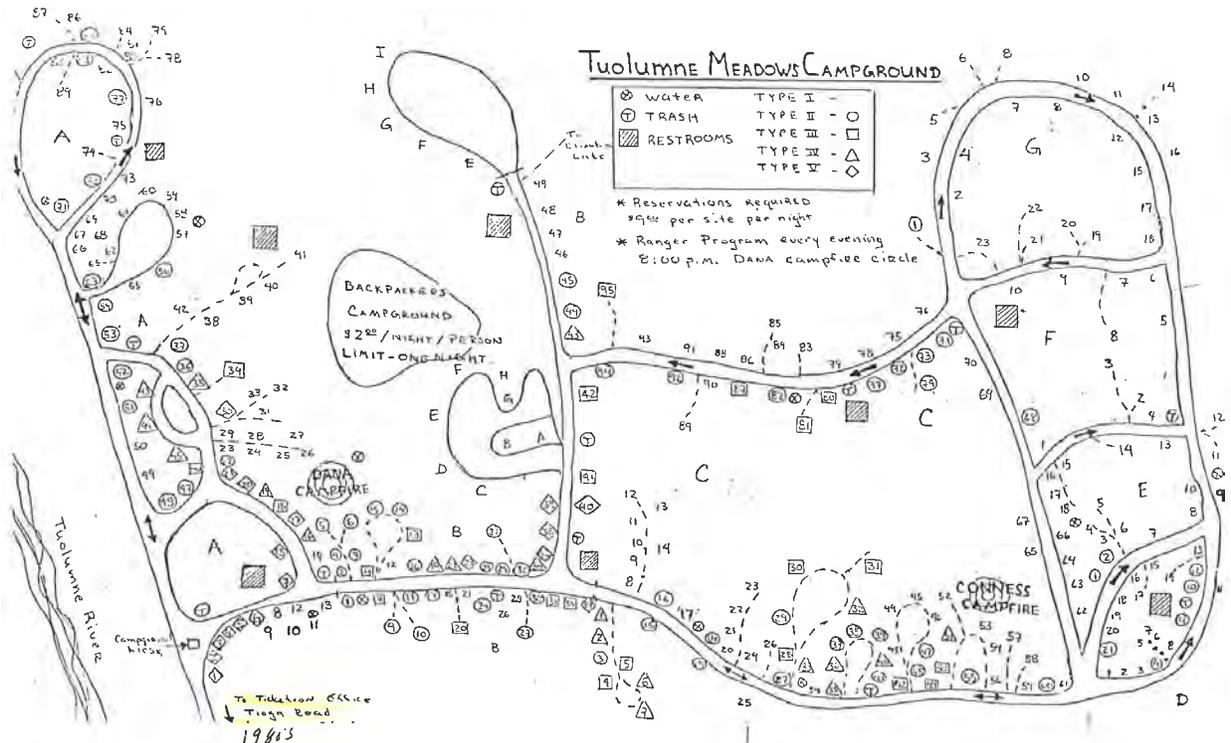


Figure 2-62. Ranger map for Tuolumne Meadows Campground. Campsite Types were as follows: Type I: Tent, Type II: Tent/Van/Trailer, Type III: Small RV, Type IV: Medium RV, Type V: Large RV (source: Tuolumne Meadows Campground. NPS, circa 1980s).

Mid-1980s

The NPS permitted the park concessioner to build tent cabins south of The Store and Service Station.^{2.152}

1989

The NPS reviewed accomplishments from the 1980 GMP for Tuolumne Meadows which included adaptively using the Contact Station, utilizing the campground to provide not more than 400 vehicle campsites (fifty walk-in sites, and five group sites), winterizing some seasonal housing for snow survey crews, cross-country skiers, and winter keepers, and upgrading existing housing for about 120 employees in the existing NPS housing area.^{2.153}

Recent Past and Present: 1988 to Present

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

1990s

Dana Campfire Circle was modified in the 1990s. The original Port Orford cedar benches were replaced with recycled plastic lumber. The original galvanized iron frames remained.^{2.154}

1991

The NPS began operating Tuolumne Shuttle along Tioga Road from mid-June through mid-September. The shuttle provided service between Meadows Lodge and Olmsted Point with a stop in front of Tuolumne Meadows Store.^{2.155}

Tuolumne Meadows Store was remodeled to provide a laundry facility for employees of the store, post office, and restaurant. The structure originally housed a back-up generator for the store.^{2.156}

1997

Lyell Fork flooded and boulder riprap and large logs were placed along the tributary to harden the riverbank and protect Campground Road A campsites. The riprap was effective in protecting infrastructure from flood damage but decreased the flow of the river, compromised channel morphology, and altered the river's scour and deposition dynamics.^{2.157}

1998

The City of San Francisco replaced sewage collection lines throughout Tuolumne Meadows.^{2.158}

2002

The Gas Station Soil and Groundwater Remediation Shed was built. The structure was designed to remove hydrocarbons from the soil and groundwater.^{2.159}

2007

Tuolumne Meadows was deemed eligible for listing in the National Register of Historic Places as a historic district. The district encompassed all developed areas including Tuolumne Meadows Lodge, Bug Camp, Ranger Camp, Tuolumne Meadows Campground, the store area, Road Camp, Soda Springs, Parsons Memorial Lodge, Tioga Road, and the adjacent natural resources of the broad meadow flanking the river to the west of its junction with the Dana and Lyell Forks. To the east, the historic district included the drier more broken terrain between the Dana Fork and Tuolumne Lodge. The northern and southern limits were defined by the boundaries of the Yosemite Wilderness Area.^{2.160}

2009

Tuolumne Meadows Campground Draft Design Guidelines (DRAFT) were prepared. These were intended to provide guidance to managers and future designers to achieve the desired conditions at Tuolumne Meadows Campground. The document provided guidance for accessibility standards, future development, and general improvements and maintenance.^{2.161}

2012

The NPS developed *A Sense of Place: Design Guidelines for Yosemite National Park*. The guidelines provided a framework to determine the appropriate architectural and landscape character of new buildings, site work, and alterations. The design guidelines focused on the characteristic qualities that were reflected in and contributed to the distinctiveness of Yosemite National Park. They included a section specifically addressing Tuolumne Meadows Campground.^{2.162}

2014

Tuolumne Wild and Scenic River TRP and EIS (TRP) was finalized. The plan established planning guidelines for Tuolumne Meadows Campground. Campground recommendations included realigning Campground Road A and Entrance Road out of the floodplain; relocating twenty-one campsites that were within 100-feet of the river; formalizing the John Muir Trail connection; and removing riprap from the riverbank. Recommendations for Tuolumne Meadows Store and Service Station included expanding day parking; adding a picnic area; demolishing and removing the Mountaineering School and public fuel station to increase parking; upgrading the restroom, adding a trail connection to the campground; and moving concessioner employee housing to Tuolumne Meadows Lodge.^{2.163}

2018

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

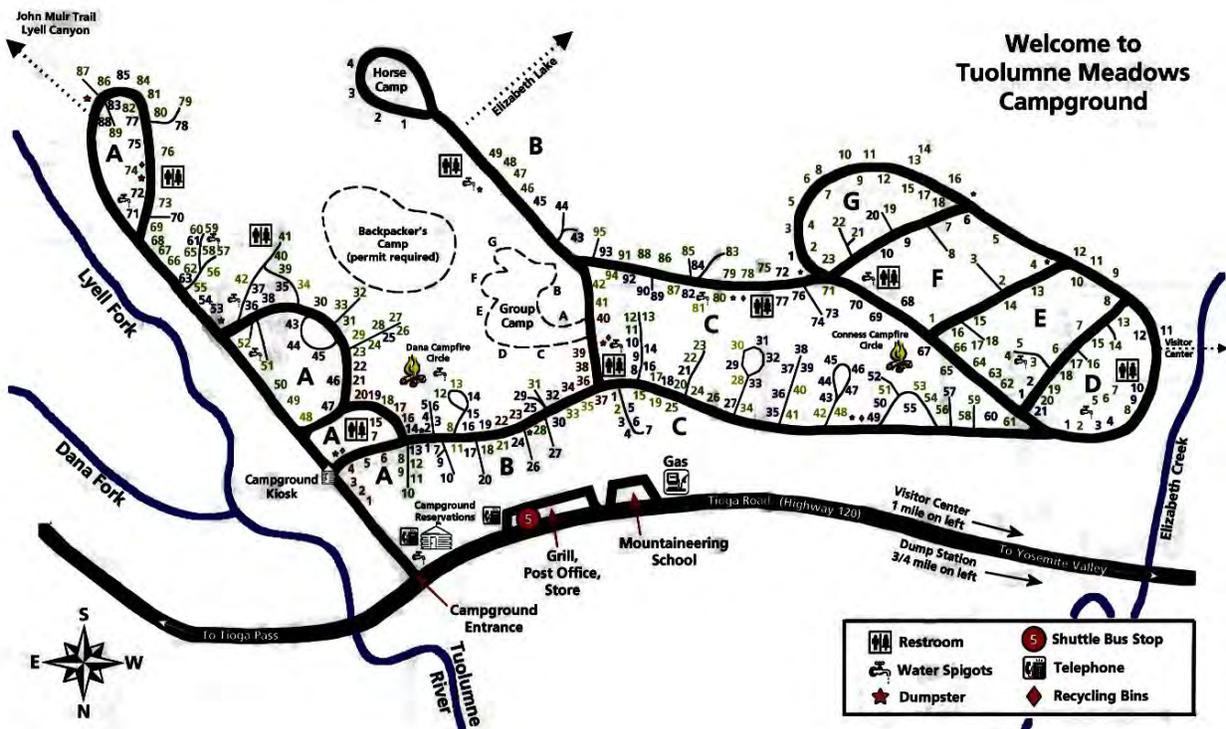


Figure 2-63. Tuolumne Meadows Campground Map (source: Tuolumne Meadows Campground Map. NPS, circa 1990s).

Endnotes

- 2.1 United States Department of Interior, National Park Service, *TASK ORDER (TO) NUMBER 140P2020F0035, YOSE 229677, Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience; Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 7.
- 2.2 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 24. Historic context themes –1) recreation / tourism - creating social institutions and movement; 2) landscape architecture / expressing cultural values – The 1930s: Era of Public Works; and 3) architectures / expressing cultural values – rustic architecture.
- 2.3 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 13.
- 2.4 United States Department of Interior, National Park Service, *TASK ORDER (TO) NUMBER 140P2020F0035, YOSE 229677, Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience; Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 7.
- 2.5 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 2.
- 2.6 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 2.
- 2.7 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 110.
- 2.8 Cal Poly Polytechnic University, *Planning the Tuolumne Experience* (Pomona: Cal Poly Polytechnic University, 1995), 155.
- 2.9 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 26.
- 2.10 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 316.
- 2.11 “*Mariposa War.*” Wikipedia. Wikimedia Foundation, February 18, 2020. https://en.wikipedia.org/wiki/Mariposa_War.
- 2.12 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 39.
- 2.13 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 26.
- 2.14 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 38.
- 2.15 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 39.
- 2.16 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 39.
- 2.17 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 39.
- 2.18 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 40.
- 2.19 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 149.
- 2.20 UNESCO Advisory Board, *Yosemite National Park – Nomination to the World Heritage List* (Gland: International Union for the Conservation of Nature, 1984), 1.; NPS, *Foundation Document Overview*, 2.
- 2.21 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 40.
- 2.22 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 42.
- 2.23 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 40.
- 2.24 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 40.
- 2.25 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 28.
- 2.26 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007) 40. Remains of several stone cabins, a blacksmith shop and small stone powder house associated with Dana Village are extant and included in the site’s 1978 listing in the National Register of Historic Places.
- 2.27 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007) 40. In building the tunnel, the company encountered solid quartzite requiring pneumatic drills that resulted in eight tons of machinery dragged through the snow on wooden sleds from Lundy on the eastern side of the mountains up to the tunnel at over 9,000 feet in elevation.

Endnotes (continued)

- 2.28 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 40.
- 2.29 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007) 40. The Great Sierra Road took approximately 130 days to construct the 56 1/4 miles of road and required a crew of 160 men, many which were Chinese, averaging nearly a half mile of progress each day. The total cost to the company was \$61,095.22, a portions of which they hoped to recover in tolls.
- 2.30 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 41.
- 2.31 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 41.
- 2.32 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 42.
- 2.33 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 43.
- 2.34 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 43.
- 2.35 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 42.
- 2.36 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 46. Hall and the state commissioners are not as interested in the region's natural beauty or pristine wilderness, but are largely concerned with managing the region's natural resources for the highest economic value.
- 2.37 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 46.
- 2.38 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 46.
- 2.39 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 46.
- 2.40 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 46.
- 2.41 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 71.
- 2.42 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 60.
- 2.43 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 60.
- 2.44 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 49.
- 2.45 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 41.
- 2.46 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 49.
- 2.47 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 49.
- 2.48 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 50.
- 2.49 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 50.
- 2.50 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 50.
- 2.51 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 63, 327; United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 30, 50.
- 2.52 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 63, 327; United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 30, 50.
- 2.53 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 51.
- 2.54 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 63, 327.; United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 30.
- 2.55 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 60.
- 2.56 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 52.

Endnotes (continued)

- 2.57 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 52.
- 2.58 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 63; United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 30.
- 2.59 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 4.
- 2.60 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 55. The Raker Act of 1913 allowed camping and recreational development to occur, stipulating that campers within the watershed not be allowed to contaminate the water supply.
- 2.61 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 115.
- 2.62 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 115.
- 2.63 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 116.
- 2.64 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 117.
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- 2.66 Carr, Ethan. *Mission 66 Modernism and the National Park Dilemma*. Amherst: University of Massachusetts Press, 2007, 256.
- 2.67 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 117.
- 2.68 McClelland, Linda. *Building the National Parks. Historic Landscape Design and Construction*. The John Hopkins University Press., 1998, 198.
- 2.69 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 197.
- 2.70 McClelland, Linda. *Presenting Nature: The Historic Landscape Design of the National Park Service 1916 to 1942*. Washington, D.C., 1993, 197.
- 2.71 "Superintendents-John B Wosky, 1952-1953" Crater Lake Institute, Enhancing the Visitor Experience. May 20, 2020. <http://www.craterlakeinstitute.com/index-of-general-cultural-history-books/people-and-organizations/superintendents/superintendents-09/?hilite=%27john%27%2C%27wosky%27>.
- 2.72 McClelland, Linda. *Building the National Parks. Historic Landscape Design and Construction*. The John Hopkins University Press., 1998, 196.
- 2.73 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 55.
- 2.74 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 60.
- 2.75 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 61.
- 2.76 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 61. Wosky's development plan was consistent with the master plan developed for Mount Rainier a few years earlier, which established a precedent for concentrating development within specific areas according to function. Eight categories of development areas for Mount Rainier were defined: administrative, residential, utility, public auto camp, water supply, sewage disposal, garbage disposal, and concessionaire unit. Wosky's plan was referred to as the Tuolumne Meadows development plan, but was instrumental in promoting a vision and ideals key to the initial stages of the National Park Service's master planning processes.
- 2.77 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 61-62.
- 2.78 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 62.
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- 2.81 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 64. The contract was awarded to C. G. Willis and Sons of Los Angeles in September 1932 who began moving equipment to Tuolumne Meadows and set up a labor camp before snows forced work to cease.
- 2.82 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 65. Willis and Sons began clearing and grading the new Tioga Road alignment as well as laying the foundations for the new bridge over Tuolumne River.
- 2.83 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 64.
- 2.84 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 142.
- 2.85 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 65.

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- 2.87 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 72.
- 2.88 E.P. Meinecke, *Camp Planning and Camp Reconstruction* (California Region: United States Forest Service, 1936), 7.
- 2.89 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 32, 62-63. 1934 Trails Drawing
- 2.90 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 32, 62-63. 1934 Trails Drawing
- 2.91 United States Department of Interior, National Park Service. *Final Report: Tuolumne Meadows Camp Road Construction, Account No. 507.3.* (Yosemite: Yosemite National Park, 1932); United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 63.
- 2.92 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 63.
- 2.93 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 63.
- 2.94 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 63.
- 2.95 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 63.
- 2.96 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 66.
- 2.97 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 67.
- 2.98 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 67.
- 2.99 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 66.
- 2.100 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 64.
- 2.101 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 64. The Crane Flat crew were doing insect control work in Illilouette Canyon previously. The laborers were housed at the 1933 stub camp located near the old administrative area (Ranger Camp) near where the Insect Research Laboratory (Bug Camp) would later be built. The stub camp included a central mess hall with individual tents.
- 2.102 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 33.
- 2.103 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 62.
- 2.104 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 68.
- 2.105 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 68.
- 2.106 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 60.
- 2.107 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 69.
- 2.108 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 71. - An active infestation of the bark beetle was affecting lodgepole forests around Tuolumne Meadows in 1935, particularly those already weakened by the needleminer. "Affected trees were felled, limbed and peeled, and the beetle-infested bark was treated through solarization or burned in open pits on site. 264 trees were treated during the 1935 season."
- 2.109 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 71.
- 2.110 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 71.
- 2.111 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 72. The contract was awarded to the Peninsula Paving Company. The enlarged borrow became known as "Wosky Pond."
- 2.112 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 72. - The original site for the 1936 visitor contact station was east of Dana and Lyell Forks on the alignment of The Great Sierra Road. It was also proposed to move the Company's store and service station to the same location, creating a small cluster of visitor services here and replicating the original cluster in front of the old administrative area.

Endnotes (continued)

- 2.113 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 73.
- 2.114 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 51.
- 2.115 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 74. – It represents the final component completing Wosky's 1929 development plan and was funded through a PWA allotment.
- 2.116 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 73. – The Company may have moved the original store to the new location since materials and design are similar.
- 2.117 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 74.
- 2.118 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 860.
- 2.119 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 74.
- 2.120 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 75.
- 2.121 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 75.
- 2.122 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 75.
- 2.123 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 65.
- 2.124 United States Department of Interior, National Park Service. *Tuolumne Meadows Vicinity, Part of the Master Plan*. Yosemite: Yosemite National Park, 1959.
- 2.125 United States Department of Interior, National Park Service. *Tuolumne Meadows Vicinity, Part of the Master Plan*. Yosemite: Yosemite National Park, 1959.
- 2.126 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 90.
- 2.127 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 78.
- 2.128 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 78.
- 2.129 United States Department of Interior, National Park Service, *Campground Study: A Report of the Committee to Study Camping Policy and Standards, Region Four* (San Francisco: National Park Service, Western Regional Office, 1959), 3.
- 2.130 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 77.
- 2.131 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 35. Serviced by the Standard Oil Company.
- 2.132 United States Department of Interior, National Park Service. *Tuolumne Meadows Vicinity, Part of the Master Plan*. Yosemite: Yosemite National Park, 1959.
- 2.133 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 35.
- 2.134 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 78.
- 2.135 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 78.
- 2.136 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 35. There was no evidence culverts and associated small scale features introduced in the 1930s are replaced or significantly altered although this may have occurred in a some places.
- 2.137 Cal Poly Polytechnic University, *Planning the Tuolumne Experience* (Pomona: Cal Poly Polytechnic University, 1995), 7.
- 2.138 United States Department of Interior, National Park Service. *Campground Study: A Report of the Committee to Study Camping Policy and Standards, Region Four*. (San Francisco: National Park Service, Western Regional Office, 1959), 11.
- 2.139 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 80.
- 2.140 United States Department of Interior, National Park Service, *Tuolumne Meadows Campground Design Guidelines – DRAFT* (Yosemite: Yosemite National Park, 2009), M-11.
- 2.141 United States Department of Interior, National Park Service, *Development Concept Plan – Tuolumne Meadows - Draft*, Yosemite National Park (Yosemite: Yosemite National Park, 1987), 2.
- 2.142 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 80.
- 2.143 United States Department of Interior, National Park Service, *Yosemite National Park – General Management Plan* (Yosemite: Yosemite National Park, 1980), 65.
- 2.144 United States Department of Interior, National Park Service, *A History of Planning and Construction at Tuolumne Meadows* (Yosemite: Yosemite National Park, 1995), 2.

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- 2.145 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 118
- 2.146 United States Department of Interior, National Park Service, *Development Concept Plan – Tuolumne Meadows - Draft*, Yosemite National Park (Yosemite: Yosemite National Park, 1987), 2.
- 2.147 United States Department of Interior, National Park Service, *Development Concept Plan – Tuolumne Meadows - Draft*, Yosemite National Park (Yosemite: Yosemite National Park, 1987), 3.
- 2.148 UNESCO Advisory Board, Yosemite National Park – *Nomination to the World Heritage List* (Gland: International Union for the Conservation of Nature, 1984), 2.
- 2.149 United States Department of Interior, National Park Service. *Yosemite National Park – Update: Yosemite General Management Plan*. (Yosemite: Yosemite National Park, 1987), 2
- 2.150 United States Department of Interior, National Park Service. *Tuolumne Meadows Campground Design Guidelines - DRAFT*, (Yosemite: Yosemite National Park, 2009),M-11.
- 2.151 United States Department of Interior, National Park Service. *1980s Tuolumne Meadows Campground Campground Map*, circa 1980s.
- 2.152 United States Department of Interior, National Park Service, *A History of Planning and Construction at Tuolumne Meadows* (Yosemite: Yosemite National Park, 1995), 2.
- 2.153 United States Department of Interior, National Park Service, *A History of Planning and Construction at Tuolumne Meadows* (Yosemite: Yosemite National Park, 1995), 61.
- 2.154 United States Department of Interior, National Park Service, *1980 Yosemite GMP: A Draft Analysis of Accomplishments to Date* (San Francisco: National Park Service, Pacific West Regional Office, 1989), 116
- 2.155 United States Department of Interior, National Park Service, Long Range Transportation Plan (Oakland: National Park Service, Pacific West Regional Office, 2015), 73.
- 2.156 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 118
- 2.157 United States Department of Interior, National Park Service, *Tuolumne Wild and Scenic River: Comprehensive Management Plan and Environmental Impact Statement* (Yosemite: Yosemite National Park, 2014), 9-23.
- 2.158 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 80
- 2.159 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 119
- 2.160 United States Department of Interior, National Park Service, *A Sense of Place: Design Guidelines for Yosemite National Park* (Yosemite: Yosemite National Park, 2012), 181.
- 2.161 United States Department of Interior, National Park Service. *Tuolumne Meadows Campground Design Guidelines - DRAFT*, (Yosemite: Yosemite National Park, 2009), M-11.
- 2.162 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park), 2012.
- 2.163 United States Department of Interior, National Park Service. *Tuolumne Wild and Scenic River: Comprehensive Management Plan and Environmental Impact Statement*. (Yosemite: Yosemite National Park, 2014), 8-111.
- 2.164 United States Department of Interior, National Park Service. *Campground Study: A Report of the Committee to Study Camping Policy and Standards, Region Four*. (San Francisco: National Park Service, Western Regional Office, 1959), 11.
- 2.165 United States Department of Interior, National Park Service. *Campground Study: A Report of the Committee to Study Camping Policy and Standards, Region Four*. (San Francisco: National Park Service, Western Regional Office, 1959), 11.
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CHAPTER 3

EXISTING CONDITION

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CHAPTER 3: EXISTING CONDITION ASSESSMENT AND LANDSCAPE ANALYSIS

Introduction

This chapter presents the existing condition of the cultural landscape and analyzes integrity according to the Secretary of Interior's seven aspects of integrity. Photographs, existing condition matrices, and illustrative diagrams describe the cultural landscape through the assessment of nine landscape characteristics.

This assessment was undertaken to understand the cultural landscape as a whole; to identify and document qualities that contribute to its historic character; and to identify individual features that contribute to its significance.

Site reconnaissance in October 2019 assisted in the analysis of the cultural landscape and provided an overview of the existing condition. A condition assessment conducted concurrently by OTAK through separate site investigations informed this CLR's summary of condition.

Condition is assessed based on the following criteria.

- Good—Those features of the landscape that do not require intervention. Only minor or routine maintenance is needed at this time.
- Fair—Some deterioration, decline, or damage is noticeable; the feature may require immediate intervention. If intervention is deferred, the feature will require extensive attention in a few years.
- Poor—Deterioration, decline, or damage is serious; the feature is seriously deteriorated, damaged, or presents a hazardous condition. Due to the level of deterioration, damage or danger, the feature requires extensive and immediate attention.

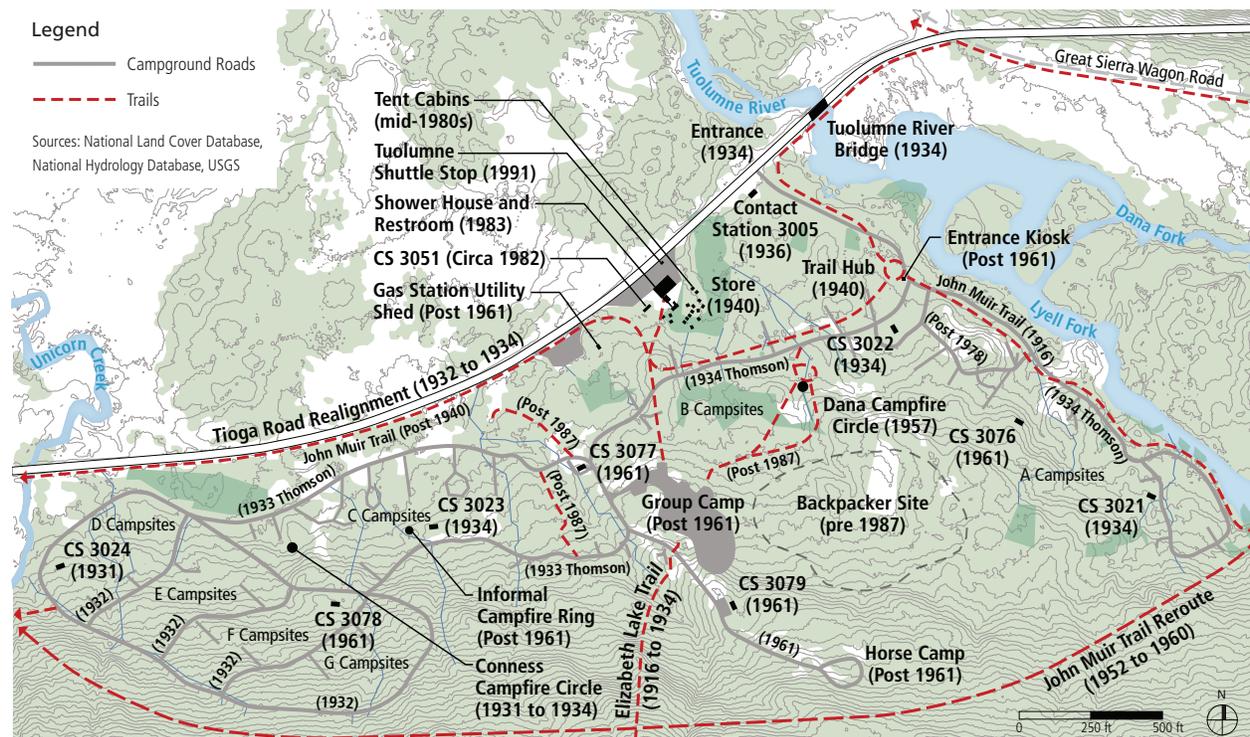


Figure 3-1. Tuolumne Meadows Campground Existing Condition (source: Mundus Bishop, 2020).

Analysis of Integrity

This document evaluates Tuolumne Meadows Campground according to landscape characteristics that include tangible and intangible aspects. These landscape characteristics collectively create the historic character of the study area and aid in understanding its cultural importance. The following nine landscape characteristics are included.

- Natural Systems and Features are natural aspects that have influenced the development and physical form of the campground.
- Archeological Sites are areas containing surface and subsurface remnants related to historic or prehistoric land use.
- Land Use is the organization, form, and shape of the landscape in response to land use.
- Cluster Arrangement is the location and organization of buildings, structures, and campsites that define and create space and include topography—the three-dimensional configuration of the landscape surface.
- Views and Vistas are features that create or allow a range of vision that can be natural or designed and controlled.
- Circulation are features and materials that constitute systems of movement.
- Buildings and Structures are three-dimensional man-made constructs.
- Small Scale Features are the human-scaled elements that provide detail and function.
- Vegetation includes indigenous or introduced trees, shrubs, vines, groundcovers, herbaceous materials, and natural vegetative cover.

These nine landscape characteristics were evaluated for integrity according to the recommended period of significance of 1929 to 1961.



Figure 3-2. Tuolumne Meadows Campground retains integrity in location, setting, feeling, materials, workmanship, and design and association. (source: Mundus Bishop, 2020).

Integrity is the ability of a cultural landscape to convey its significance. Tuolumne Meadows Campground was assessed to determine if the landscape characteristics that shaped the cultural landscape during the period of significance are present today. Integrity was evaluated according to seven aspects or qualities.

The cultural landscape of Tuolumne Meadows Campground retains integrity in all aspects: location, setting, feeling, materials, workmanship, design, and association.

The study area retains integrity in location, setting, and feeling. The physical environment associated with the development of the study area as Tuolumne Meadows Campground remains in its original location, and as one of the original clusters of development set on the edge of Tuolumne Meadows within the sub-alpine forest. The campground retains original relationships to Tuolumne Meadows, Lyell and Dana Forks of Tuolumne River, Unicorn Creek, Tioga Road and to surrounding natural features including Lembert's Dome, Puppy Dome, and Cathedral Peak.

Materials, workmanship and design of the campground's contributing features retain the original park rustic aesthetic of the period of significance, including comfort stations and structures. Campground roads retain alignments and materials from original construction. The campground retains the original cluster arrangement and materials; however, the integrity of portions of Campground Cluster's A, B, and C has diminished due to modifications that occurred after the period of significance.

Tuolumne Meadows Campground retains integrity of association through extant features and buildings, cluster arrangement, and circulation. The campground remains as originally designed by park landscape architect John Wosky, built by the CCC, and modified through the Mission 66 program.

Seven Aspects of Integrity^{3.1}

- Location is the place where the cultural landscape was constructed or a historic event occurred.
- Setting is the physical environment of the cultural landscape.
- Feeling is the cultural landscape's expression of the aesthetic or historic sense of a particular period of time.
- Materials are physical elements that were combined or deposited during period(s) of time and in a particular pattern or configuration to form the cultural landscape.
- Workmanship includes the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Design is the combination of elements to create the form, plan, space, structure, and style of the cultural landscape.
- Association is the direct link between the important historic event or person and a cultural landscape.

Contributing and Non-Contributing Features

Contributing features and features that contribute to Tuolumne Meadows' historic character are individual elements or landscape characteristics extant from the period of significance that retain integrity.

Table 3-1. Contributing and Non-Contributing Features

Feature	Contributing	Non-Contributing
Natural Systems		
Tuolumne River (Lyell and Dana Forks)	+	
Tuolumne Meadows	+	
Unicorn Creek	+	
Sub-alpine Forest	+	
Cluster Arrangement		
Tioga Road Cluster	+	
Campground Cluster A - North	*	
Campground Cluster A - South	*	
Campground Cluster B	*	
Campground Cluster C	*	
Campground Cluster D, E, F, G	+	
Group Camp		○
Backpacker Site		○
Dana Campfire Circle	+	
Conness Campfire Circle	+	
Views and Vistas		
Views to Cathedral Peak	+	
Views to Pothole Dome	+	
Views to Lumbert Dome	+	
Views to Puppy Dome	+	
Views to Fairview Dome	+	
Views to Tuolumne River	+	
Views to Lyell Fork	+	
Views to Forest	+	
Views to Meadows	+	

Non-contributing features are elements added to the study area after the period of significance or those that have been altered to the extent they do not resemble the period of significance. They do not contribute to the cultural landscape of Tuolumne Meadows Campground.

Feature	Contributing	Non-Contributing
Circulation		
Tioga Road	●	
Entrance Road	●	
Campground Road A	●	
Parking spurs Road A - North		○
Parking spurs Road A - South		○
Campground Road B	●	
Parking spurs Road B		○
Campground Road C	●	
Parking spurs Road C		○
Campground Road D	●	
Parking spurs Road D		○
Campground Road E	●	
Campground Road F	●	
Campground Road G	●	
John Muir Trail	●	
Trail to Elizabeth Lake	●	

- Contributing Feature
- + Contributes to Historic Character
- Non-Contributing Feature
- * Cluster is a contributing feature but portions of the cluster arrangement have diminished integrity including campsites accessed by single drive spurs added after the period of significance
- ** Campsite amenities include picnic tables, fire circle, fire pits/ cooking grills, bear boxes, and campsite markers

Table 3-1. Contributing and Non-Contributing Features, continued

Feature	Contributing	Non-Contributing	Feature	Contributing	Non-Contributing
Buildings and Structures			Small Scale Features		
Comfort Station (CS3021)	●		Regulatory Signage		○
Comfort Station (CS3022)	●		Wayfinding Signage		○
Comfort Station (CS3023)	●		Campground Cluster A, B, C, D, E, F, G Campsite Amenities**		○
Comfort Station (CS3024)	●		Group Camp Amenities		○
Comfort Station (CS3076)	●		Backpacker Site Amenities		○
Comfort Station (CS3077)	●		Comfort Station Amenities		○
Comfort Station (CS3078)	●		Vegetation		
Comfort Station (CS3079)	●		Riparian Woodland	+	
Contact Station (CS3005)	●		Sub-alpine Grassland	+	
Comfort Station (CS3051)		○	Sierra Lodgepole Pine Forest	+	
Conness Campfire Circle		○	<ul style="list-style-type: none"> ● Contributing Feature + Contributes to Historic Character ○ Non-Contributing Feature * Cluster is a contributing feature but portions of the cluster arrangement have diminished integrity including campsites accessed by single drive spurs added after the period of significance ** Campsite amenities include picnic tables, fire circle, fire pits/ cooking grills, bear boxes, and campsite markers 		
Dana Campfire Circle	●				
Informal Campfire Ring		○			
Tuolumne River Bridge	●				
The Store	●				
Entrance Kiosk (3026)		○			
Laundry		○			
Shower House and Restroom		○			
Tent Cabins (15)		○			
Gas Station Utility Shed		○			

Natural Systems

Existing Condition

Natural systems and features are essential to the purpose and significance of Yosemite National Park. Yosemite is a glaciated landscape with unique geologic landscapes reflecting the interaction of glaciers and underlying granite rocks. Glaciation landforms include U-shaped valleys, jagged peaks, rounded domes, waterfalls, lakes, moraines, and granite spires. Tuolumne Meadow's dark skies and clean, clear air, dramatic scenery, and panoramic views attract visitors to the area. Water resources—clean streams, rivers, lakes, ponds, wet meadows, and waterfalls—contribute to the integrity of the natural resources within Tuolumne Meadows and are a critical resource for areas of California outside the park.^{3.2}

Tuolumne Meadows Campground is within Tuolumne Meadows on the west edge of Lyell Fork and Dana Fork of Tuolumne River, one of two wild and scenic rivers within the park. Tuolumne Meadows is a broad alluvial plain set high in the mountains near the eastern escarpment of the Sierra Nevada. The meadow stretches approximately 445 acres east to west bisecting the Sierra Nevada ridgeline. It is set in a U-shaped valley at approximately 8,600 feet above sea level, surrounded by granite peaks that rise 13,000 feet or more on the meadows' north, east, and south edges. Vegetation is a combination of sub-alpine forest and meadow grassland unique to the Sierra Nevada Mountains.^{3.3 3.4 3.5 3.6 3.7}

Three fundamental geomorphological processes formed Tuolumne Meadows' and surrounds. Granitic rocks of the Sierra Nevada batholith formed deep underground due to the subduction of the Farallon tectonic plate beneath the North American plate. The mountain ranges' subsequent erosion and uplift exposed these rocks and lifted them kilometers above sea level where Tuolumne Meadows originated as a plateau on the high western slopes of the range. A deep scouring of this plateau by glaciers followed during the ice

ages of the Pleistocene era. Erosion by moving bodies of ice created a broad somewhat U-shaped valley evident in the present-day encircling mountains. After warming melted most of the Sierra glaciers, rivers and lakes filled the wide depressions within the landscape. Tuolumne River flowed through this relatively level valley where the meadows now exist. The valley's level gradient slowed the river's current, diminishing the water's energy and depositing glacial sediment from the higher reaches of the watershed. Over time, sediment deposition built up the broad alluvial plain and early successional vegetation that colonized it contributed organic material, eventually producing a thin humic layer of topsoil comprising the plain and meadow grasses of Tuolumne Meadows.^{3.8}

Tuolumne Meadows is within the upper reaches of the Tuolumne River watershed in which Tuolumne Meadows Campground is within the meadows' upper end and eastern edge, adjacent to where the Lyell and Dana Forks of Tuolumne River converge. Both forks descend from the crest of the Sierra Nevada through an alternating series of meadows and cascades. The confluence is a broad relatively level plateau characterized by the slowed waters of the tributaries that enlarge into a pond of willows and riparian vegetation on deep deposits of bright granitic sand. Further northeast Tuolumne River descends through one more set of rapids before emerging into the long expanse of the main meadow where the river meanders until it spills through a narrow bedrock notch—the beginning of the "*Grand Canyon of the Tuolumne*".^{3.9}

The study area's prominent native species and vegetation types are those of Tuolumne Meadows, the river system and surrounding sub-alpine forests. The meadows are predominately sub-alpine grassland and riparian woodland. As the elevation rises above the alluvial plain, soils become drier, transitioning to conifer woodlands

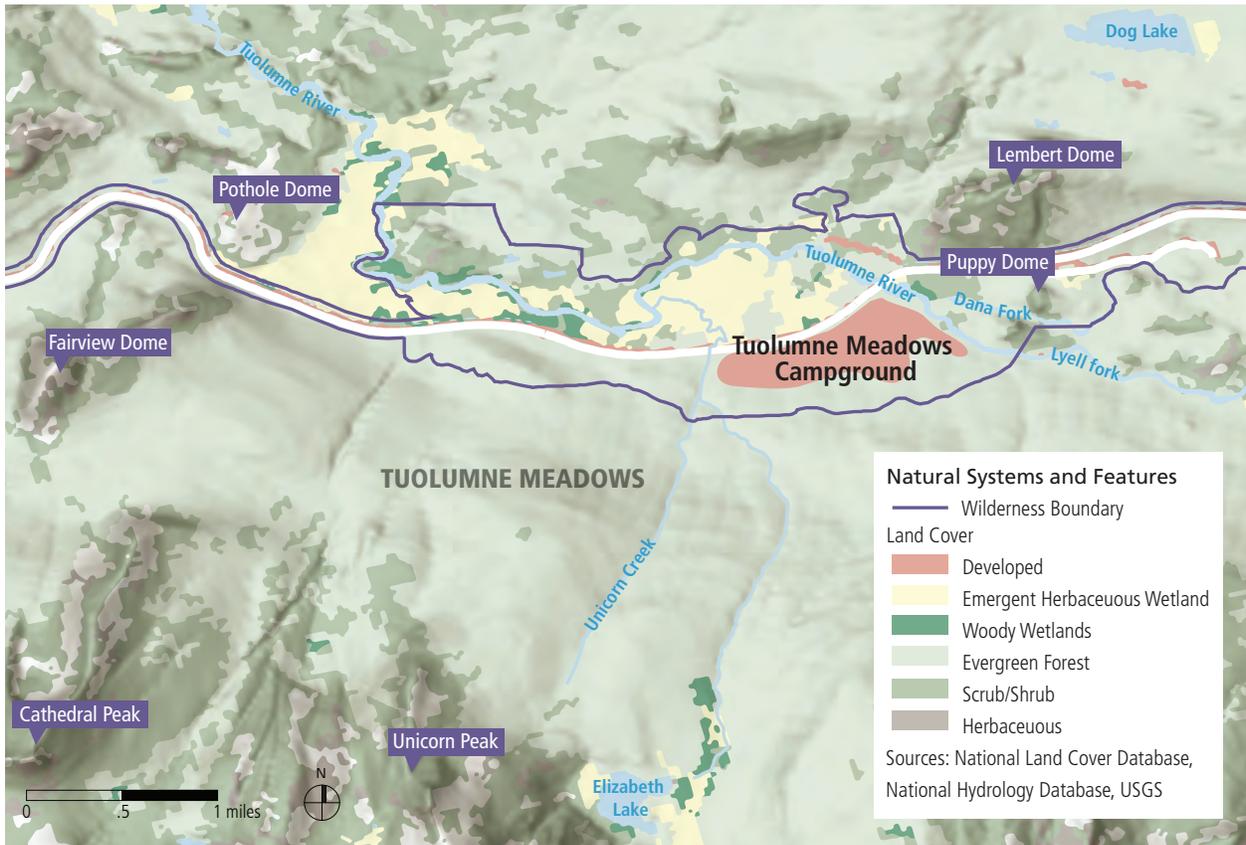


Figure 3-3. Natural Systems and Features within Tuolumne Meadows (source: Mundus Bishop, 2020).

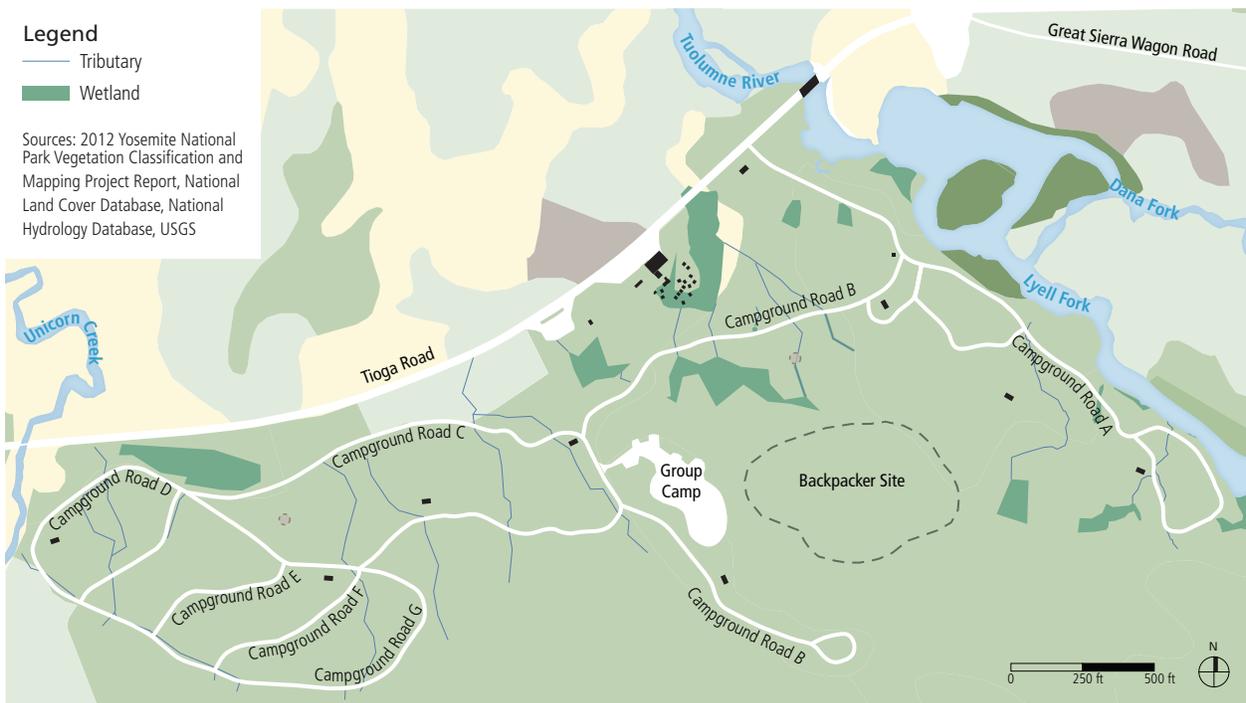


Figure 3-4. Natural systems and features at Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

dominated by lodgepole pine trees that replace grasslands as the dominant vegetation type. This abrupt transition results in a defined edge between meadow and forest. Above 10,000 feet vegetation types transition to alpine species.^{3.10}

Tuolumne Meadows' extreme climate variability ranges from temperate short summers to long winters with harsh storms and subzero temperatures. Tioga Road and visitor facilities including Tuolumne Meadows Campground close between October and June due to snow and avalanche danger.^{3.11}

Analysis of Integrity

Tuolumne Meadows is one of the largest sub-alpine meadow complexes in the Sierra Nevada, and one of the most accessible. Its natural systems and features contribute significantly to the cultural development and historic character of Tuolumne Meadows Campground. The Lyell and Dana Forks of Tuolumne River, Unicorn Creek, the sub-alpine meadow, sub-alpine forests, and geomorphological landscape of granite domes shaped the character of the study area throughout history and during the period of significance.



Figure 3-5. Riparian vegetation transitions to meadow and lodgepole pine forest from the broad alluvial plain of Tuolumne River (source: Mundus Bishop, 2020).

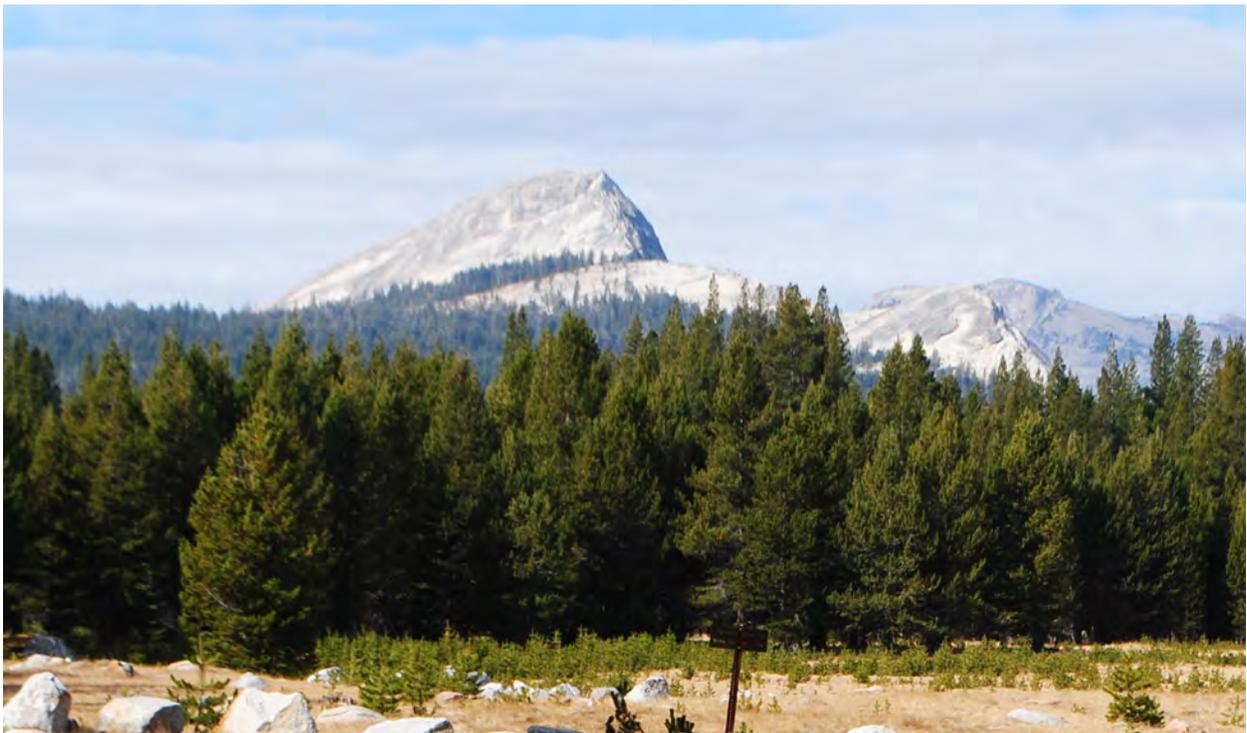


Figure 3-6. Fairview Dome from Tioga Road, 1967 and present-day (source: YOSE Archives RL_0056, Mundus Bishop, 2019).

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Figure 3-7. Tuolumne Meadow from Tioga Road, 1967 and present-day (source: YOSE Archives RL_00119A, Mundus Bishop, 2019).

Figure 3-8. Tuolumne Meadows from Tioga Road (source: Mundus Bishop, 2019).



Figure 3-9. Tuolumne Meadows Campground is set within the sub-alpine forest dominated by lodgepole pine trees (source: Mundus Bishop, 2019).



Figure 3-10. Tuolumne River splits into the Lyell Fork and Dana Fork just south of Tuolumne River Bridge (source: Mundus Bishop, 2019).



Native vegetation patterns assisted in determining locations for development. Tuolumne Meadows Campground, one of several designed clusters, was set within the more ecologically resilient forest to protect sensitive natural features. The forest concealed most of the campground development and provided a natural experience with views towards natural features.

The natural systems of the High Sierra and Tuolumne Meadows shaped the character of the study area’s development throughout history and during the period of significance.

The campground’s site design along with intentional tree removal used the natural landscape to frame views and vistas.

The study area’s natural meadows and forests has been managed for ecology and aesthetics since the 1930s when the CCC removed encroaching vegetation from the meadows and removed trees and vegetation within the campground. Infestations of the needleminer threatened the forests in the late 1940s, resulting in vigorous controls and establishment of the Insect Research Station in the 1950s. The practice of removing encroaching lodgepole pine trees continues to present-day to conserve scenic views and vistas and to assist in preserving the meadow ecology in its current state.^{3,12}

The natural character of the study area remains similar to period of significance and continues to be the dominant influence on the campground’s development.

The relationship of the campground to surrounding glacially formed domes shaped the character of the study area throughout history and during the period of significance. This relationship remains significant to the campground.

The most prominent native species and vegetation types are those that characterize Tuolumne Meadows, the river system and the sub-alpine forests. The meadows are predominately sub-alpine grassland and riparian woodland. Both these types comprise relatively low growth, allowing for uninterrupted sightlines and expansive vistas. Many of the built features within the district were oriented to take advantage of these scenic opportunities by directing the visitor’s eye across a wide expanse of the meadow from the edge, thereby increasing the sense of space experienced by the viewer. This visual experience is enhanced by the distant backdrop of mountains visible from nearly every perspective in Tuolumne Meadows.

Table 3-2. Natural Systems

Feature	Description	Condition	Contributing/Non-Contributing
Tuolumne River	Tuolumne River including Lyell and Dana Forks	Good	Contributes to Historic Character
Tuolumne Meadows	Meadow consists of riparian woodland and sub-alpine grassland	Good	Contributes to Historic Character
Unicorn Creek	Dry-bed alluvial fan that splits into three tributaries running north/south	Good	Contributes to Historic Character
Sub-alpine Forest	Forest consisting primarily of lodgepole pine trees	Fair	Contributes to Historic Character

Archeological Sites

Existing Condition

Tuolumne Meadows Campground is part of the Yosemite Valley Archeological District. The district was added to the NRHP in 1978 and includes fifty-nine sites.^{3.13}

Archeological findings within the district consisted of habitation sites; bedrock mortars, hammerstones, manos, and pestles for grinding acorns and vegetable materials into meal; midden deposits, containing artifacts and food by-products; rock shelters; lithic scatters; petroglyphs; and pictographs. Some isolated burials were found.^{3.14}

Four documented prehistoric archeological sites are within the campground and are potentially eligible for listing in the National Register of Historic Places as contributing sites to the Tuolumne Meadows Archeological District.^{3.15}

Tuolumne Meadows and the corridor of present-day Tioga Road that was Mono Trail were used by American Indians at least 4,000 years before Europeans arrived. Dense archeological deposits confirm eastern Paiute and western Miwok uses for camps and trade occurred in the route across the High Sierra.^{3.16}

Analysis

Archeological features and sites indicate American Indians were present in this natural landscape for least 4,000 years before the development of recreation and tourism.

Archeological sites associated with abandoned subsurface utilities exist throughout the study area. Archeological sites are related to earlier period of significance of the Yosemite Valley Archeological District. Further investigation is needed to determine the location, condition, and significance of archeological sites and features.

Land Use

Existing Condition

Tuolumne Meadows Campground is within Yosemite National Park (the park). The NPS owns and manages the 140-acre campground for recreation and public use.

Uses include camping within 304 campsites of which 300 accommodate primarily single vehicles with small recreational vehicles and those with small trailers, backpacker camping, and group camping. Other uses include campfire circles, hiking trails, storage, visitor contact, interpretation, and NPS uses.

Analysis

Land use remains the same as during the period of significance. The NPS continues to own and manage the campground for public use.

Changes in use have predominately related to the continued increase in numbers of campers and in the increase of size of vehicles within the campground.

Cluster Arrangement

Introduction

Tuolumne Meadows Campground, originally known as the public campground, was developed as a key component of the 1929 Development Plan for Yosemite National Park prepared by park landscape architect John Wosky. His initial recommendations were documented in the 1929 plan, followed by the “Park Development Outline” in November 1931, and the completed master development plan in 1934.^{3,17}

The public campground is one of several well-defined clusters of recreational and government use developed within Tuolumne Meadows. All were set within the lodgepole pine forest at the southern edge of Tuolumne Meadows, surrounded by undeveloped wilderness. Development clusters were accessed by the 1931 Tioga Road, built along the meadows’ southern edge according to Wosky’s plan.

Wosky’s siting and design for the public campground reflected principles being developed at the time by Dr. Emilio Meinecke, a plant pathologist with the U.S. Forest Service.

Meinecke’s principles were in response to investigations at Yosemite and other parks where he concluded human use—particularly soil compaction, unrestricted use (particularly in fragile areas), and sanitation issues—were a root cause in the destruction of fragile ecosystems.

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

The public campground was cleared, surveyed, and built between the years 1931 and 1934 in accordance with Wosky’s design of a series of campground clusters set along narrow campground roads. It was set adjacent to

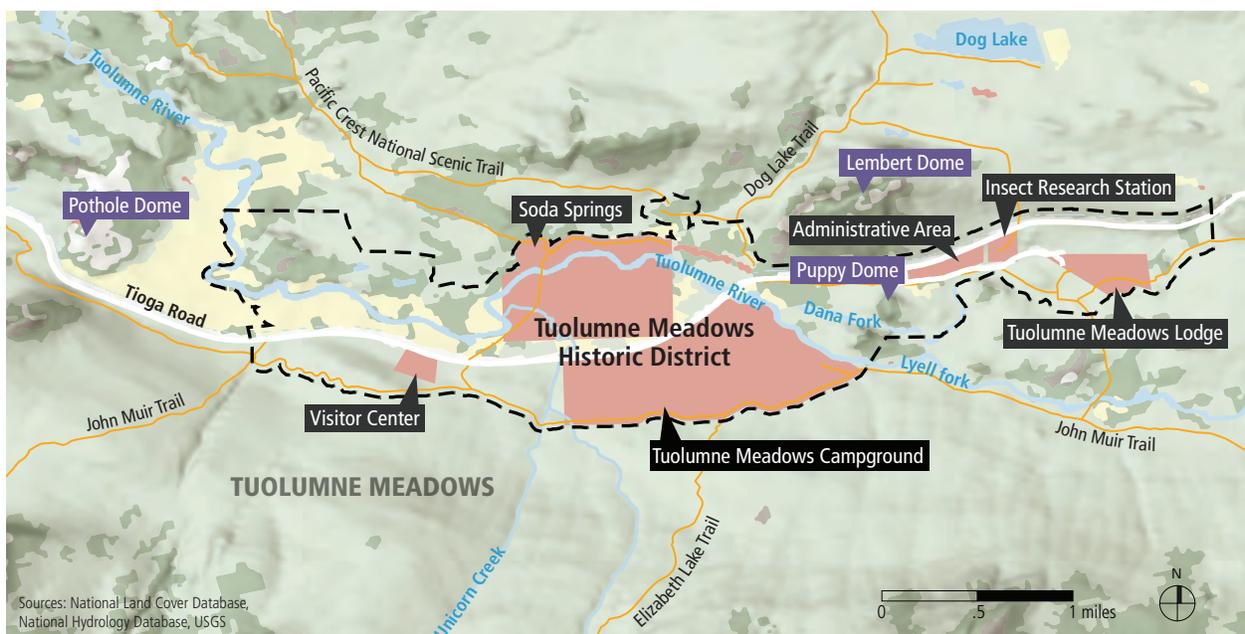


Figure 3-11. Tuolumne Meadows Campground is one of several well-defined development clusters within Tuolumne Meadows (source: Mundus Bishop, 2020).

Tioga Road, on a low rise within the forest at the meadow's edge with the Lyell and Dana Forks to the east. In addition to reducing impacts to the meadow ecosystem, the location afforded spectacular views towards Lember's Dome, Fairview Dome, Puppy Dome, Tuolumne River, and Tuolumne Meadow from the forested campsites. Development of the campground included building roads, campsites, and comfort stations, falling hazardous trees, and clearing slash and brush within the campsites and along campground road alignments.

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

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

"A campground consists of an area set aside and reserved for the single purpose of allowing people to spend some time in the open, away from cities and towns, in forest and woodland. The choice of the camping place was formerly left to the visitors themselves, but with the immense increase of campers in National Forests and National Parks it became necessary, for reasons of sanitation and because of the steadily and alarmingly increasing danger of forest fires escaping from camp fires, to restrict camping to definitely chosen and designated camp grounds, so that the campers who formerly were scattered through the forests are now concentrated in large numbers in relatively small areas."^{3.18}

Dr. Emilio Meinecke

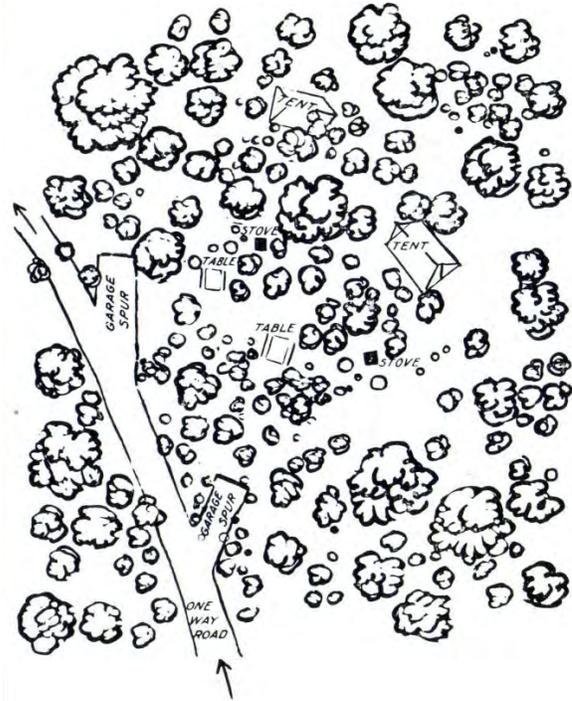


Figure 3-12. Meinecke's campground principles influenced John Wosky's design of the Tuolumne Meadows Campground cluster arrangement (source: Young, accessed 2/6/2020).^{3.42}

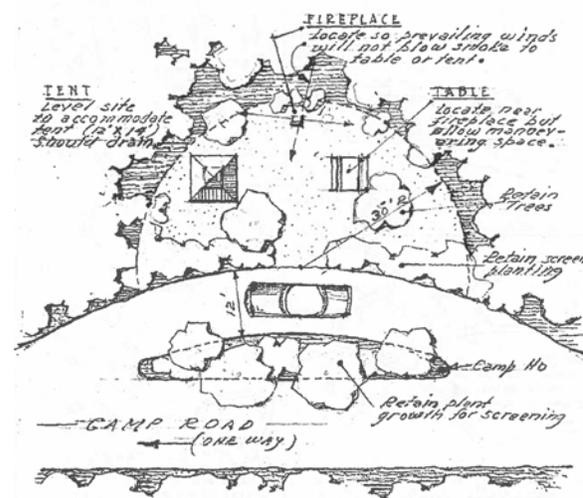


Figure 3-13. Campsites were modified according to 'A Typical Campsite' reflects the Mission 66 approach to organizing campsites and providing amenities, likely undertaken for the 250 campsites improved in 1957 (source: NPS, Campground Study, Region Four, 1959).

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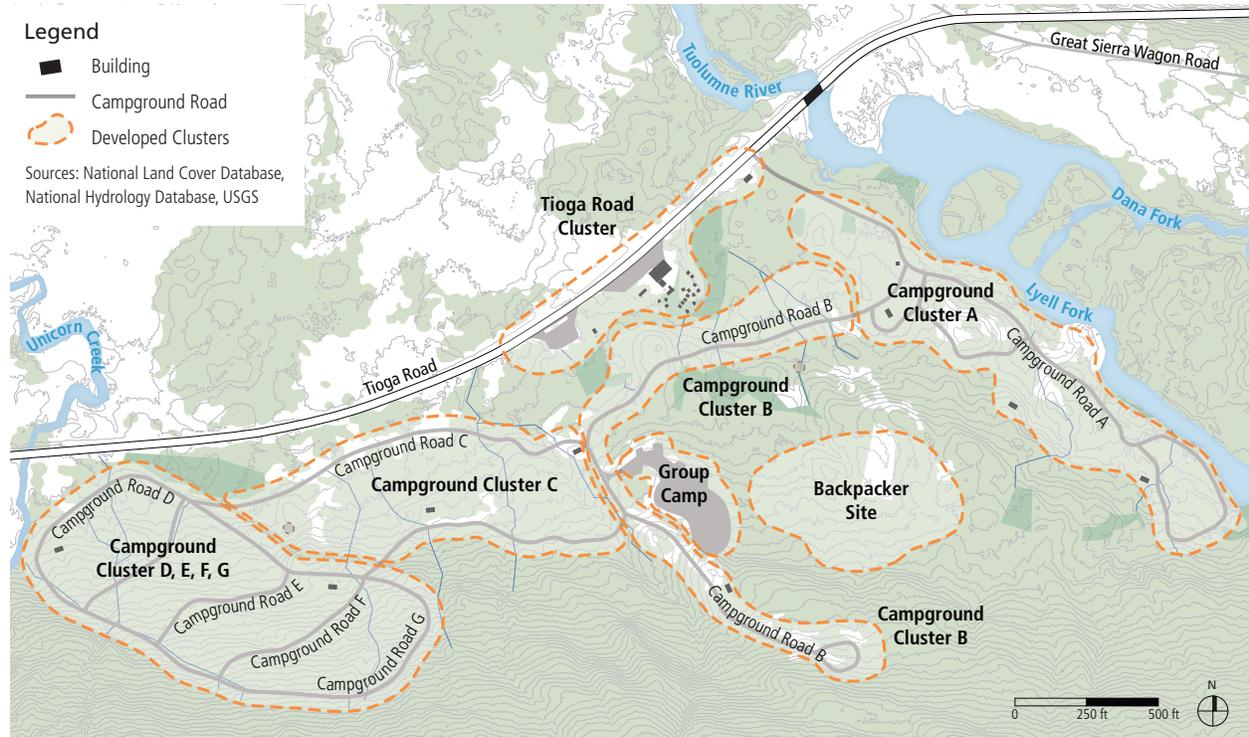


Figure 3-14. The campground is organized into a series of discrete developed clusters connected by campground roads (source: Mundus Bishop, 2020).

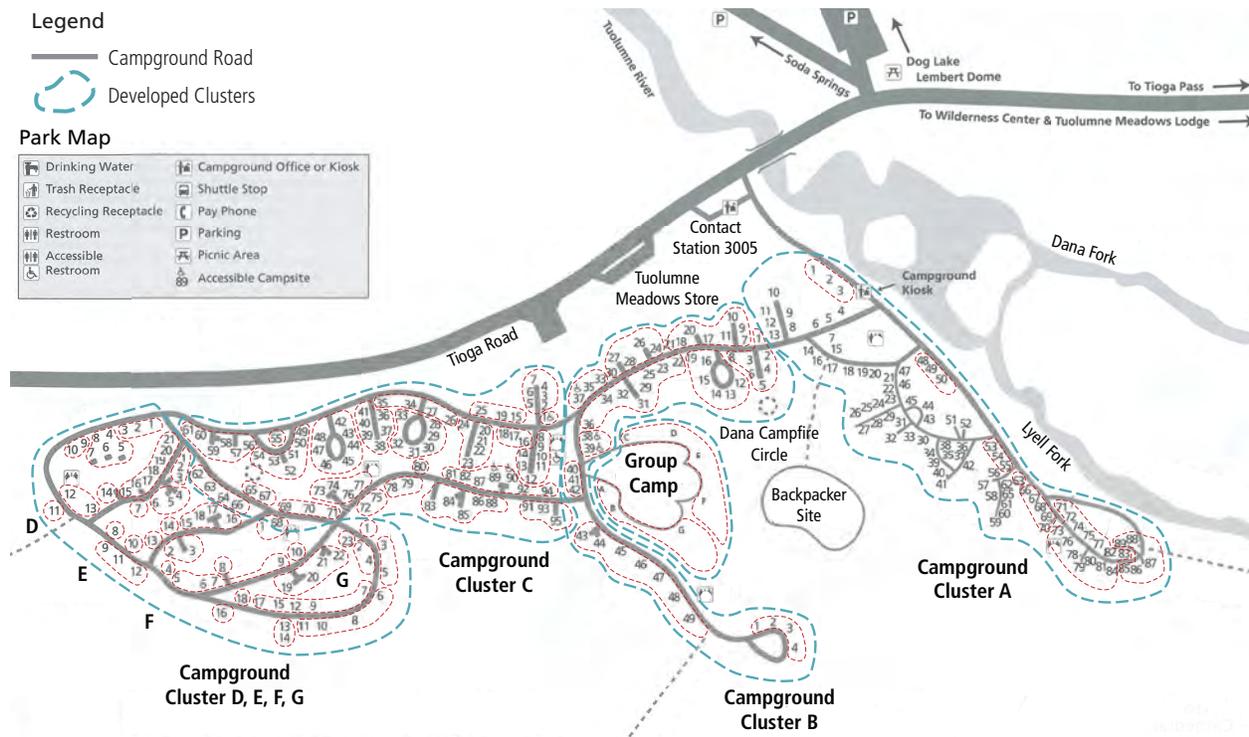


Figure 3-15. Tuolumne Meadows Campground Park Map (source: NPS YOSE Tuolumne Meadows Park Map, Mundus Bishop, 2020).

Existing Condition

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

The campground is organized into a series of discrete developed clusters connected by campground roads. These include the building cluster along Tioga Road, four campground clusters, Group Camp, and Backpacker Site ^{3.19}

Tioga Road Cluster

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



Figure 3-16. Tioga Road Cluster includes the developed area parallel to Tioga Road (source: Mundus Bishop, 2019).

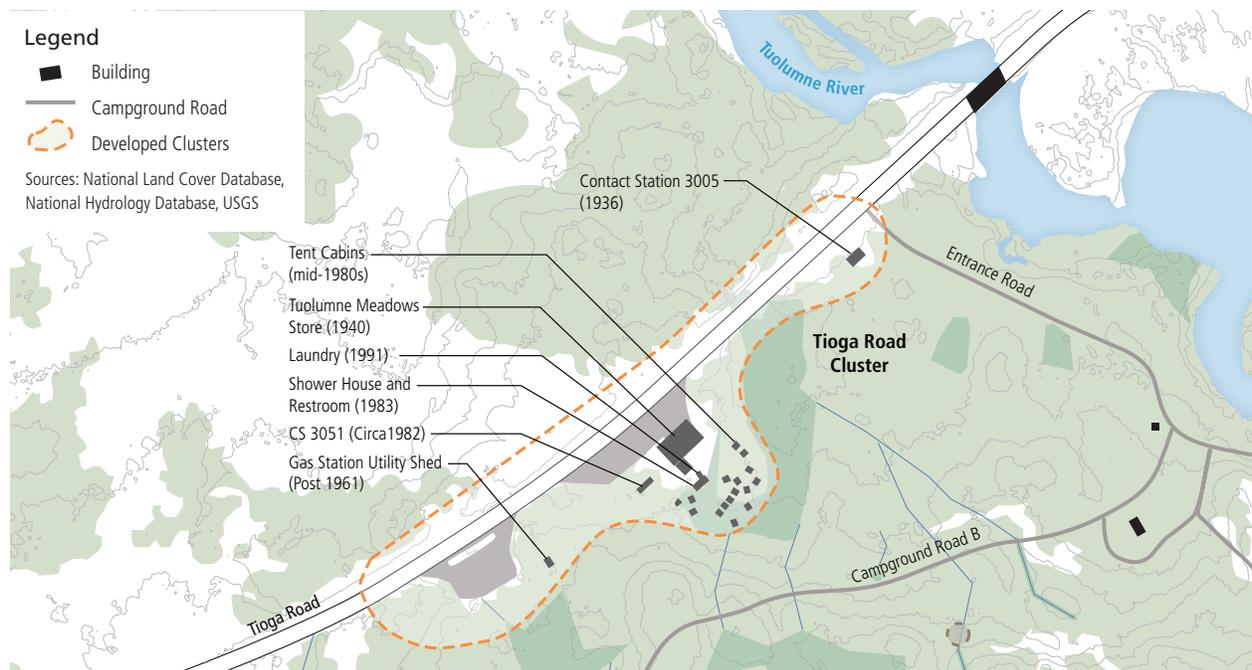


Figure 3-17. Tioga Road Cluster includes Tuolumne Meadows Store, tent cabins, Comfort Station (CS3051), Contact Station (CS3005), Laundry, Shower House and Restroom, and the Gas Station Utility Shed (source: Mundus Bishop, 2020).

Campground Cluster A

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

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

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

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

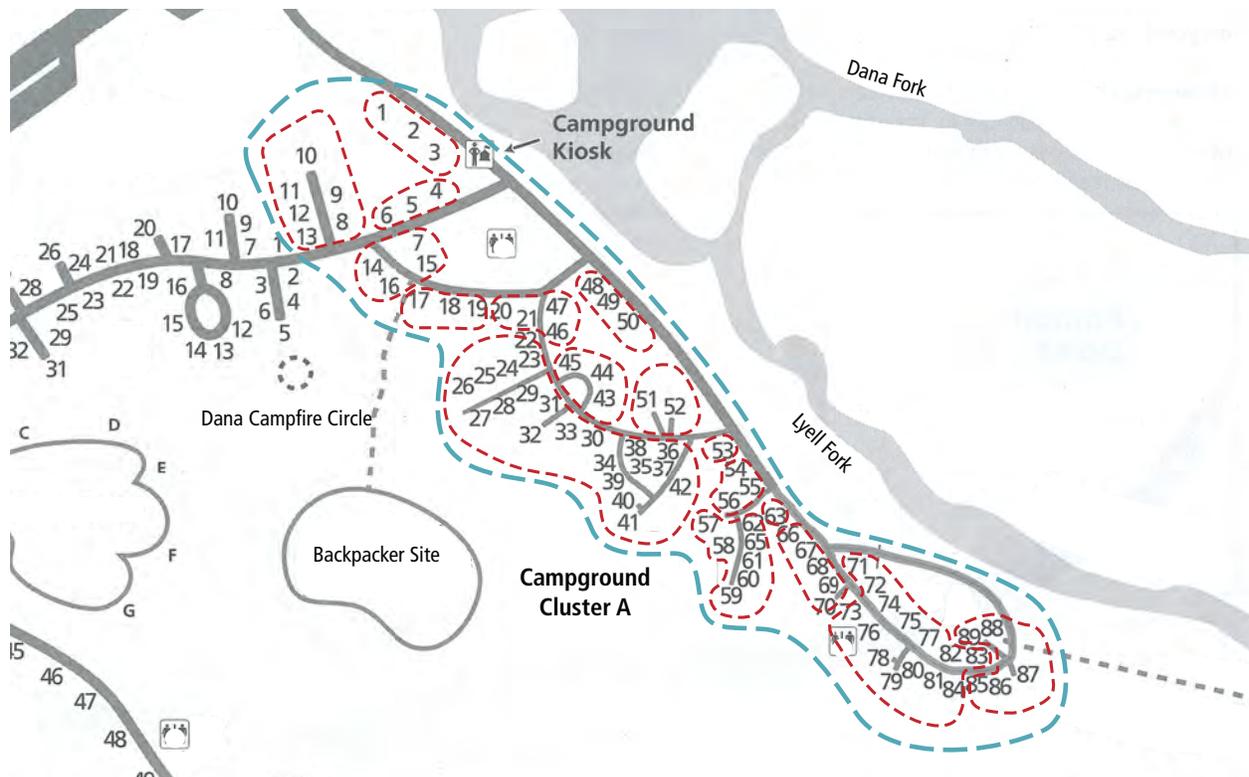


Figure 3-18. Campground Cluster A is located west of the Lyell Fork of the Tuolumne River (source: NPS YOSE Tuolumne Meadows Park Map, Mundus Bishop, 2020).

Figure 3-19. Campground Cluster A campsites along the ridge above the road lack definition between campsites. Erosion, soil compaction, and loss of vegetation is common (source: Mundus Bishop, 2019).



Figure 3-20. Campground Cluster A campsites along Tuolumne River at the campground's south end have well defined edges between campsites (campsites 66 to 87) (source: Mundus Bishop, 2019).



Figure 3-21. Campground Cluster A campsites on the south loop have more understory vegetation between adjacent campsites (source: Mundus Bishop, 2019).



Campground Cluster B

Campground Cluster B consists of three types of campsites—individual, group, and horse—within three areas. Forty-nine individual campsites are along the 1934 Campground Road B within the campground’s lower forest where the natural topography is fairly level. Of these, five are Safety and Rescue (SAR) campsites. Two comfort stations serve this cluster (CS3022 and CS3077). Dana Campfire Circle is on the south edge of this cluster. Several short drive spurs extend from Campground Road B for vehicular access to campsites.

Many campsites within Campground Cluster B are undefined as they are set close together; lack clear definition between one another and between parking spurs and camping uses; and are impacted by soil compaction and a lack of understory vegetation.

Campsites along the 1961 Campground Road B include seven individual campsites, seven campsites at Group Camp within one large area, and four campsites at Horse Camp. This area is served by CS3079.

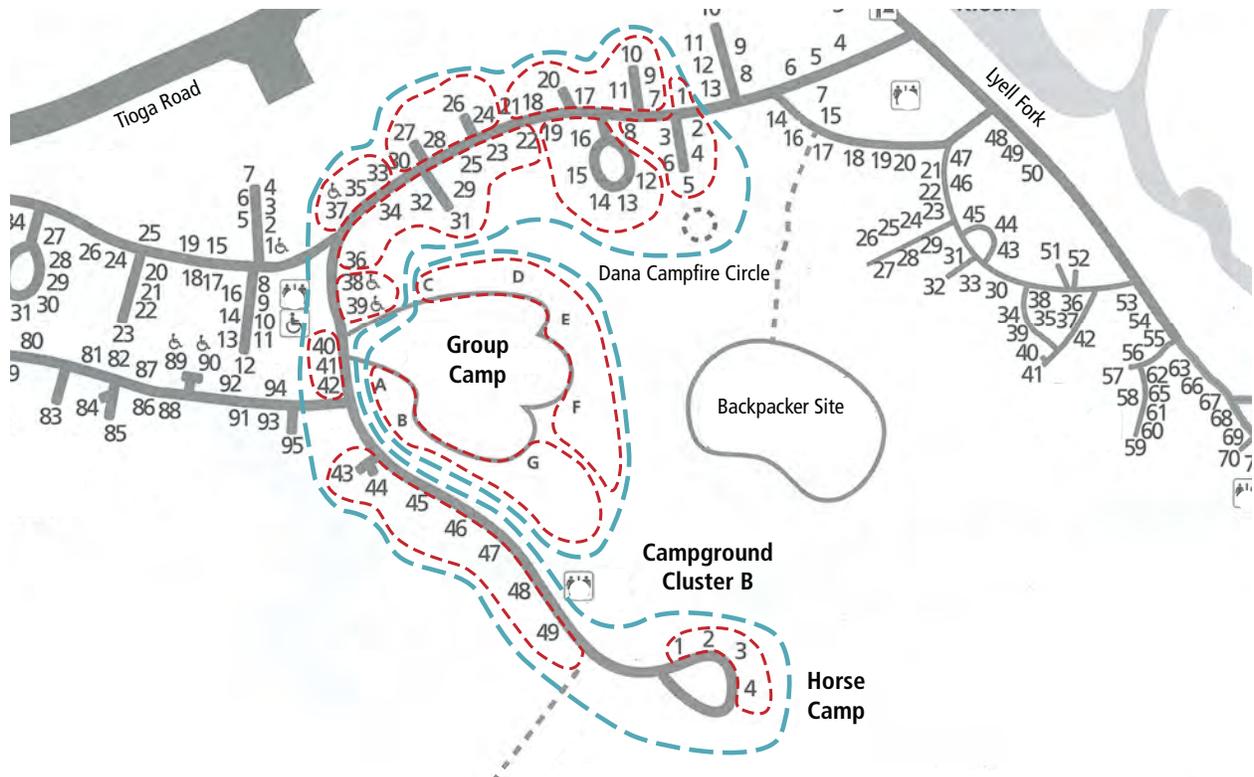


Figure 3-22. Campground Cluster B includes forty-nine campsites, seven Group Camp campsites, four Horse Camp campsites, and Dana Campfire Circle (source: NPS YOSE Tuolumne Meadows Park Map, Mundus Bishop, 2020).

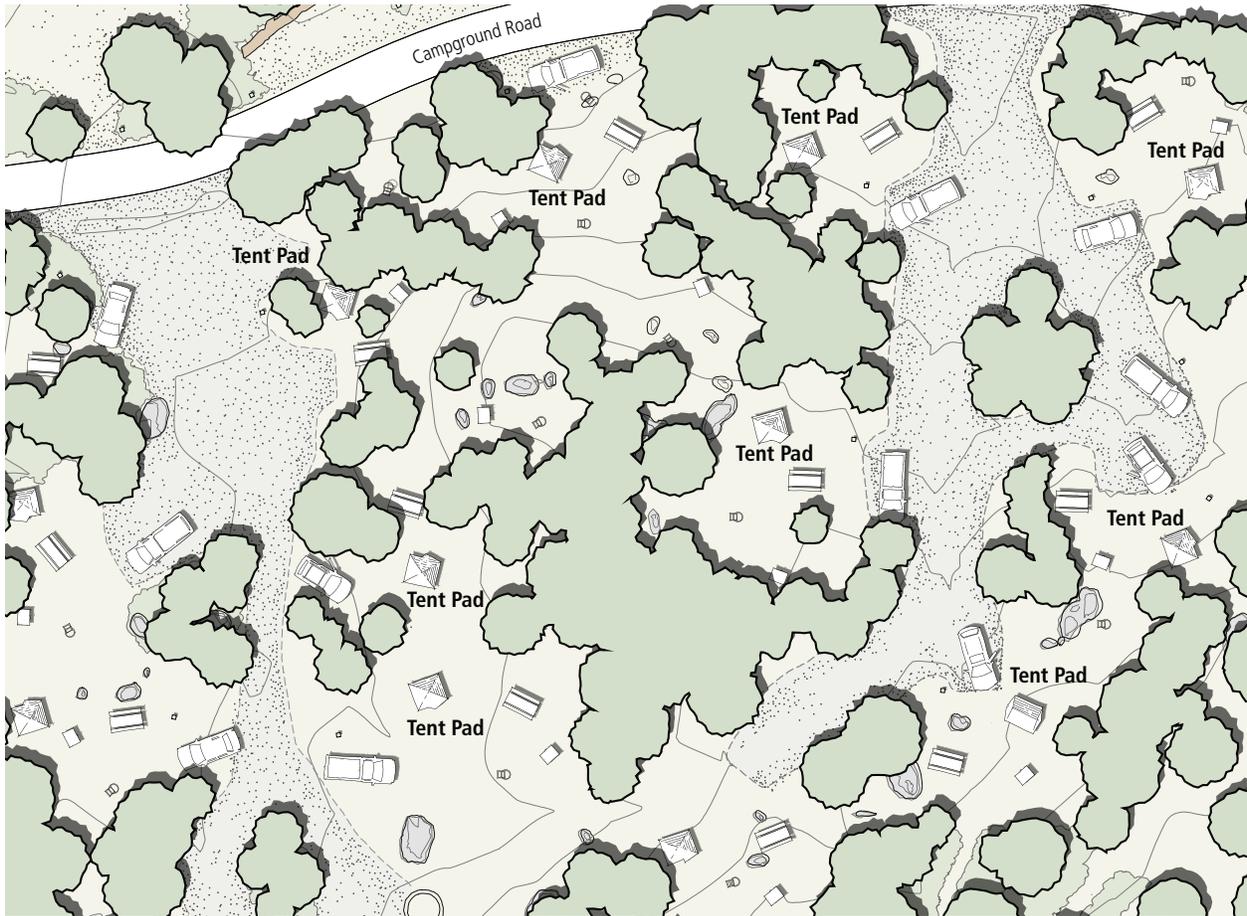


Figure 3-23. A typical arrangement of Campground Cluster B with little definition between parking and camping (source: Mundus Bishop, 2020).

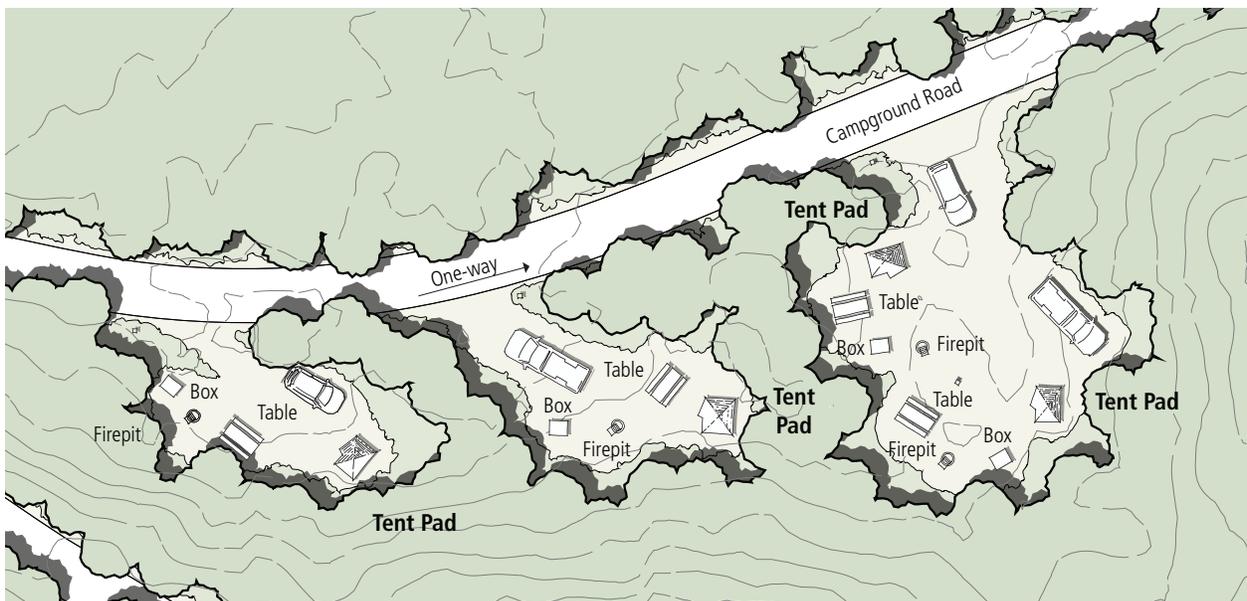


Figure 3-24. A typical cluster arrangement of Campground Cluster C with little definition between parking and camping. Some campsites share a parking spur. (source: Mundus Bishop, 2020).

Campground Cluster C

Campground Cluster C is within the center of the campground and consists of ninety-five campsites within a 100-foot wide forested area accessed on both sides by the 1932 Campground Road C. Campsites along the north Campground Road C are set close to one another with many accessed by short drive spurs including one extending to the north. Several campsites are adjacent to Conness Campfire Circle (49, 50, 51, 52). Campsites at the northwest edge of Campground Road C (56, 57, 58, 59, 60, 61) are oriented for views towards Tuolumne Meadow.

Many campsites lack clear definition between parking spurs and camping uses and are impacted by soil compaction and a lack of understory vegetation. Campsites along the upper and southern section of Campground Road C on its north side (73, 74, 76, 77) are separated from the lower area by some forest vegetation. Others (72, 75, 78, 79) are south and above the campground road set within the forest with a sloped backdrop. Others share short drive spurs for vehicular access but these individual campsites (83, 84, 85, 86, 88, 91, 93, 95) are separated by topography and set farther apart than those in the lower section.

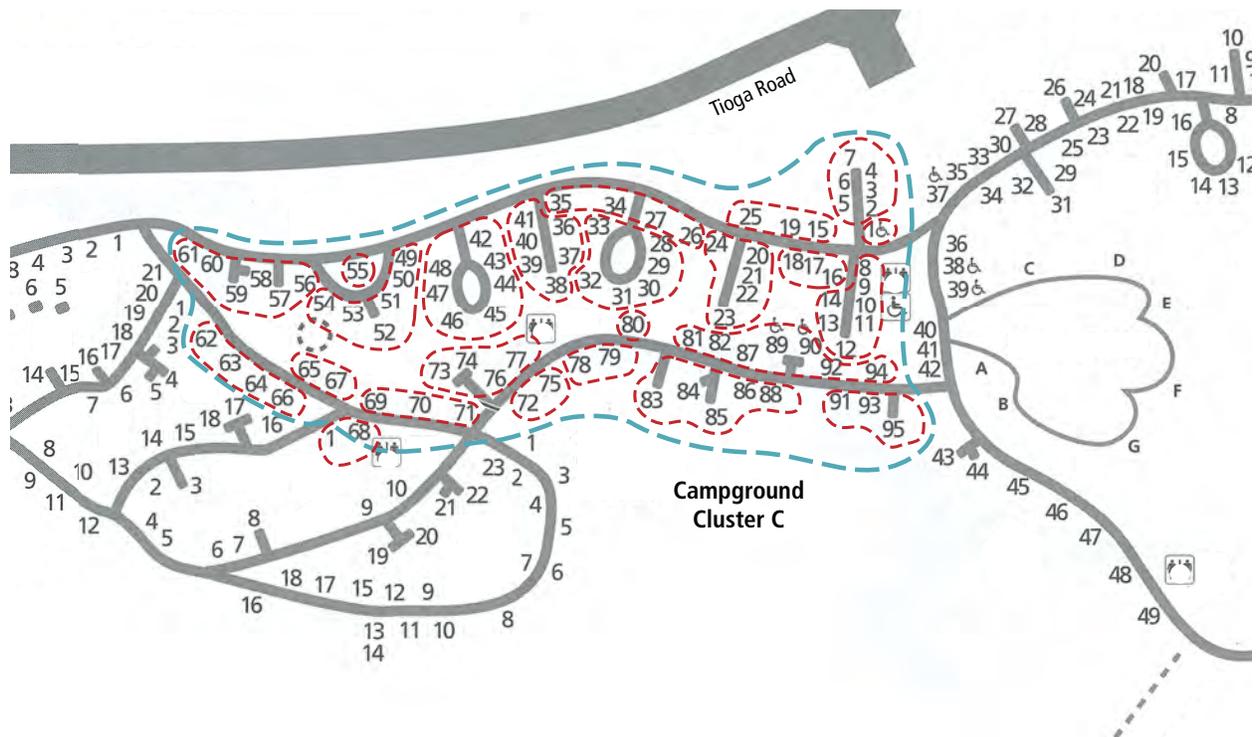


Figure 3-25. Campground Cluster C is located just south of Tioga Road and east of the original campground cluster (source: NPS YOSE Tuolumne Meadows Park Map, Mundus Bishop, 2020).

Figure 3-26. Campground Cluster C campsite with views to meadow (source: Mundus Bishop, 2019).



Figure 3-27. Campground Cluster C has some campsites that share a short drive spur for vehicular access (source: Mundus Bishop, 2019).



Figure 3-28. Campground Cluster C campsite with little understory vegetation (source: Mundus Bishop, 2019).



Campground Cluster D, E, F, G

Campground Cluster D, E, F, G is the first cluster of campsites and campground roads built (1931 to 1932). This cluster and most of its campsites respond to the topography of the forest and are nestled into the natural vegetation. This cluster consists of seventy campsites within approximately 16.9 acres.

This cluster was built in accordance with Wosky's initial proposed minimum frontage of 1,000 feet from Tuolumne River to any development (including the public campground). This frontage was reduced when Superintendent Thomson requested the campground be expanded in 1933 to the east (present-day Campground Road's A and C and Campground Cluster C).

Following the survey completed the previous year, crews built campground roads and camping sites. The main campground is approximately 16.9 acres and includes forty-four campsites. The campground road is 3,658 feet in length and fifteen-feet wide, paved with aggregate. Three small unpaved campground roads, each nine-feet wide and six hundred-feet long, divide the campground into four nearly equal sections. This configuration is the present-day Campground Roads and Clusters of D, E, F, G.^{3,20}

C.G. Thomson, 1932 Superintendent's Report

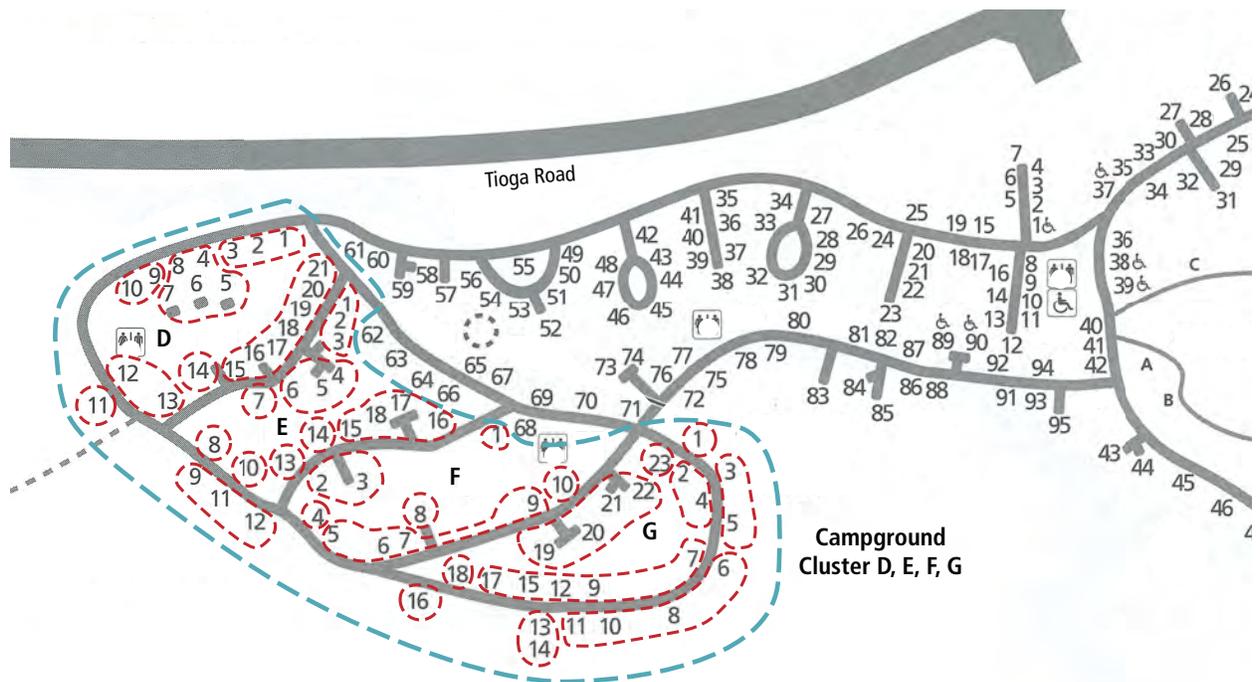


Figure 3-29. Campground Cluster D, E, F, G is the original NPS cluster set 1000-feet from Tuolumne River (source: NPS YOSE Tuolumne Meadows Park Map, Mundus Bishop, 2020).



Figure 3-30. Campground Cluster D, E, F, G individual campsites respond to the topography of the forest and are set into the native vegetation (source: Mundus Bishop, 2019).

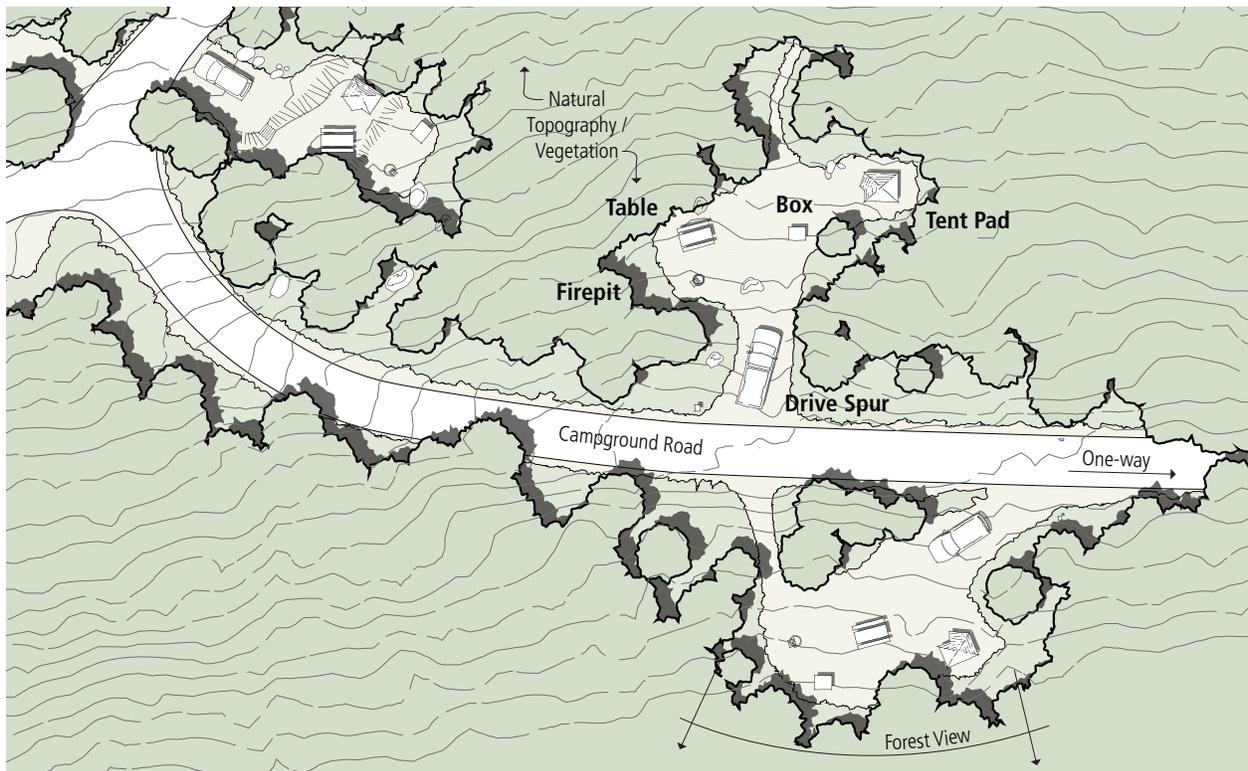


Figure 3-31. Existing Campground Cluster D, E, F, G has more understory vegetation, better defined campsites, and larger spaces between campsites than other clusters (source: Mundus Bishop, 2020).



Figure 3-32. Campsites within Campground Cluster B at Horse Camp are within a heavily forested area with campsites along a low ridge that were originally developed as group campsites during Mission 66 development (source: Mundus Bishop, 2019).

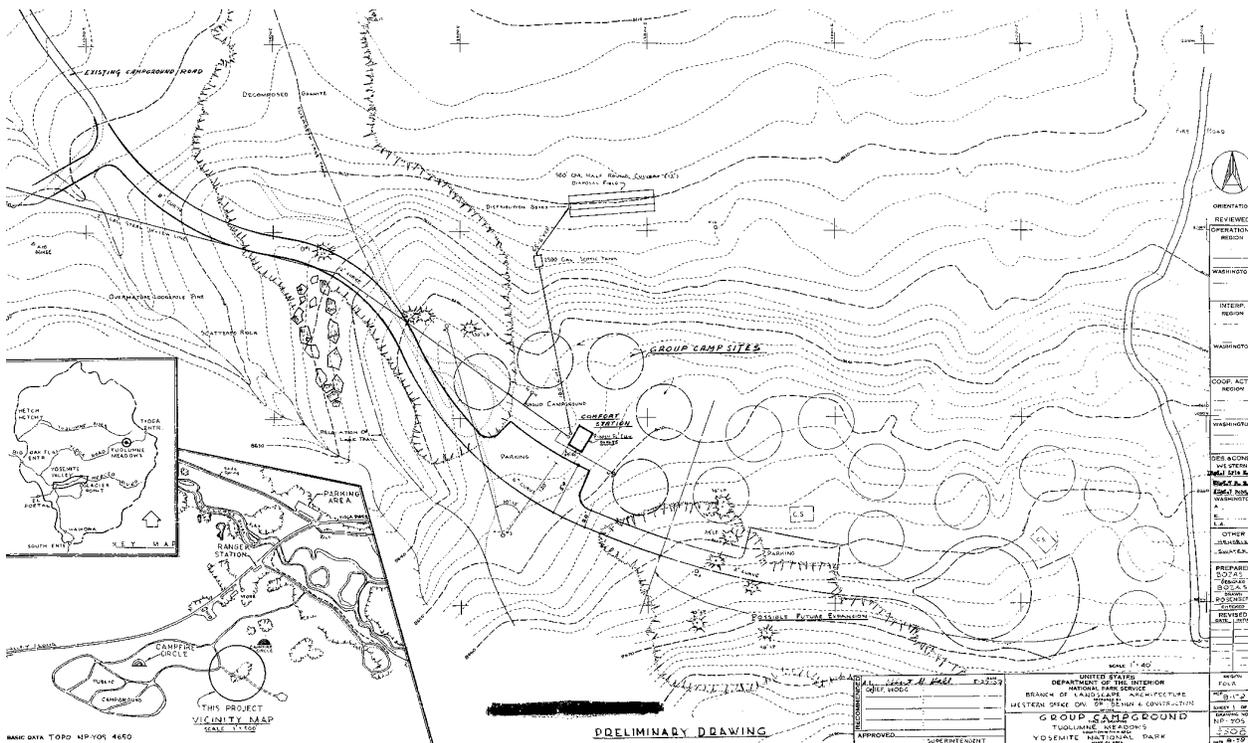


Figure 3-33. In 1959 fifteen group campsites and an extended road were built as part of the Mission 66 development. These campsites are somewhat evident today. (source: Group Camp, Tuolumne Meadows. YOSE Archives NP-YOS-3508, 1959).

Group Camp

Group Camp consists of approximately three acres consisting of a large parking area and seven group campsites—A, B, C, D, E, F, and G—set around the parking. The large gravel paved parking area has extreme soil compaction and erosion, especially on the paved portion set on a steep hillside. Group Camp Campsites F and G are on this cleared steep hillside with extensive soil erosion. Group Camp was built in its current location post-1987.

Campsites at Horse Camp are within a heavily vegetated part of the campground, set along a low ridge. This area was the original location of the group campsites and was completed in 1961. Four large campsites designated for use as horse campsites are within the area of the original 1960s group campsite. They have more vegetation and less soil erosion than other campsites.

“Each camp must be so readily recognizable as a unit that there is no question as to boundary lines... where ample natural screening is still on the ground there should arise no difficulty as to the definiteness of outline... gaps may be partly filled by sparingly placing heavy boulders or short pieces of a large log in line with the supposed campsite boundary...It should merely indicate, more by suggestion than by actual fact, where the boundary of the campsite is supposed to run.”^{3.21}

Dr. Emilio Meinecke



Figure 3-34. Group Camp is a large gravel paved area with extreme soil compaction and erosion (source: Mundus Bishop, 2019).

Analysis of Integrity

Tuolumne Meadows Campground was designed and built as a series of developed clusters organized by campground roads. Comfort stations were distributed to serve a cluster of campsites. Individual campsites were set within the sloped natural topography of the lodgepole pine forest.

The original NPS park rustic style campground organization and arrangement of roads and campground clusters remains largely intact. One comfort station (CS3024), and its individual water and sewer lines and cesspool, was sited at the campground's northwest edge. The campground entrance was at the west edge, close to Tioga Road (near present-day Campground Cluster D, E, F, G) and is non-extant but its alignment is visible. Initial investments included twenty wood garbage receptacles. The initial public campground—Campground Cluster D, E, F, G and associated campground roads—remain intact from the original 1931 and 1932 construction. These campsites are set within the forest and arranged to work with the natural topography. The greatest change appears to be the increase in the number of campsites on the east edge of these four clusters.

The cluster arrangement built in the 1932 expansion of the public campground to the east (present-day Campground Cluster C) remains similar to the original construction in size and orientation with campsites set within a sloping 100-foot wide strip along the campground road. This connected to the main campground road already in place (present-day Campground Road B and Clusters B and C).

The original campground roads remain and continue to have clusters of campsites between them and along each road. Mission 66 extended Campground Road B and added a group campsite, present-day Horse Camp.

By 1934 the public campground was approximately ninety-acres in size and organized into four distinct numbered clusters. A campground road (present-day Campground Road A), a campground cluster along Lyell Fork, and second entrance that led to Tioga Road were added by this time. Three comfort stations (CS3021, CS3022, CS3023) and associated utility systems were in place. Campsites included wood tables and garbage receptacles.^{3,22}

Modifications to the public campground during Mission 66 included the addition of Dana Campfire Circle on the campground's east side in 1957 (between present-day Campground Clusters A and B), and four new comfort stations in 1961 (CS3076, CS3077, CS3078, CS3079) at present-day Campground Clusters A, B, and F). Campground Road B was extended to the south and a group campsite with large individual campsites was built along the forested edge (present-day Horse Camp). Work within 250 individual campground clusters between May 1960 and October 1961 included adding prefabricated steel-pole picnic benches, cast-iron cooking grills on concrete slabs, and corrugated steel garbage receptacles on concrete slabs. Of the four new comfort stations, three were added to the original campground and one was added at the 1961 road extension for the original group campsites.

Existing sewer and utility lines were extended to the new comfort stations. A new septic tank and leach field were built with the new comfort station.

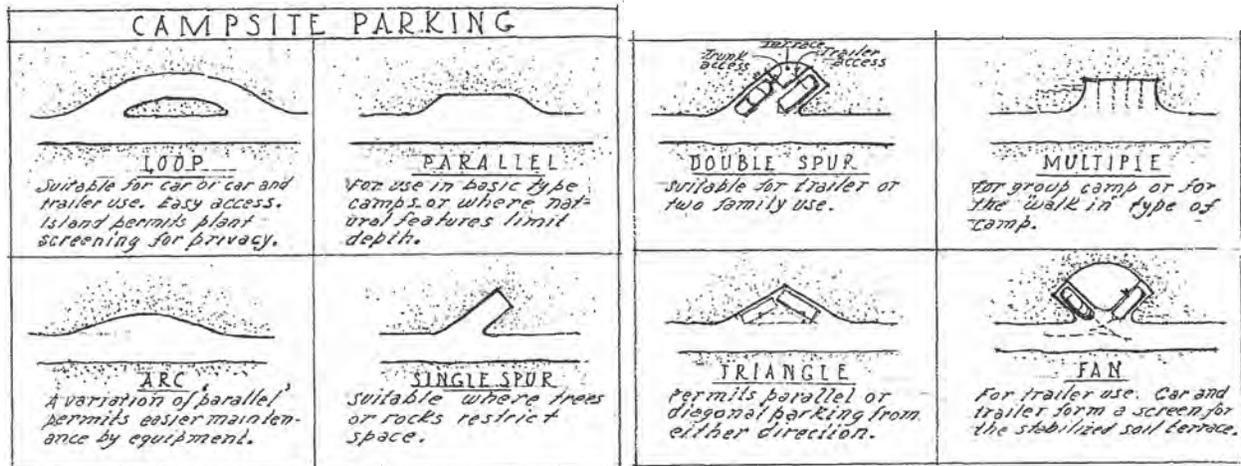


Figure 3-35. Mission 66 recommended campsite parking adjacent to campground roads (not parking spurs for multiple cars). The 'single spur' is characteristic of Tuolumne Meadows Campground at campsites. The 'multiple spur' is characteristic of Tuolumne Meadows Group Camp. (source: NPS, Campground Study, Region Four, 1959).

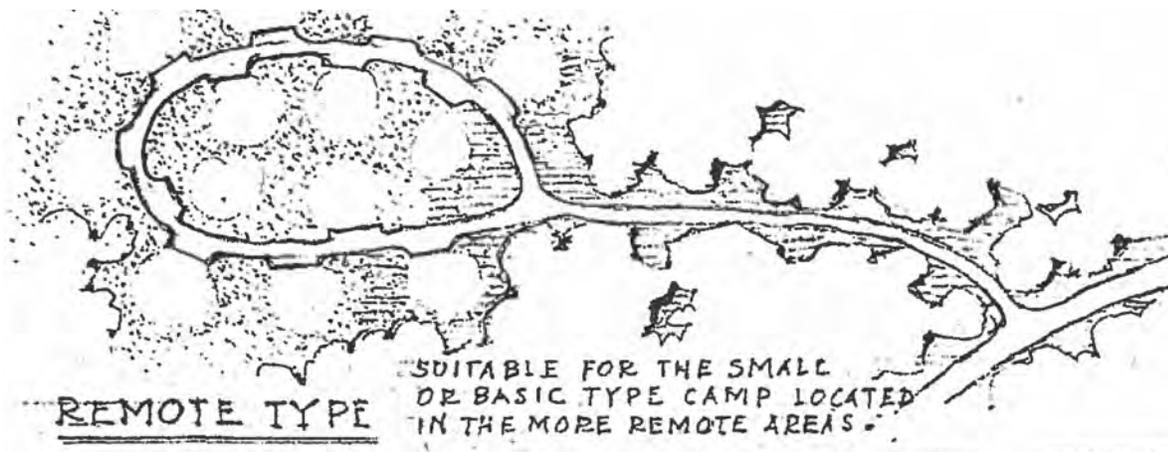


Figure 3-36. The 1961 Campground Road B extension for group campsites is consistent with general Mission 66 standards (source: NPS, Campground Study, Region Four, 1959).

Modifications to Tuolumne Meadows Campground post-1987 included the addition of Backpacker Site and Group Camp in its present-day location. The original group campsites were repurposed as present-day Horse Camp. Other modifications included the addition of campsites and drive spurs to multiple campsites within Campground Cluster's A, B, and C.

Post-1987 modifications included moving the Group Camp to its present-day location along Campground Road B.

The addition of spur roads and the increase in the number of campsites diminishes the integrity of present-day Campground Clusters B and C.

The arrangement of Campground Cluster A has changed several times since the 1980s. The original 1934 Campground Road A remains along the original alignment with little change. Modifications included moving or removing campsites away from Tuolumne River and adding or moving campsites to the ridge above Campground Road A.

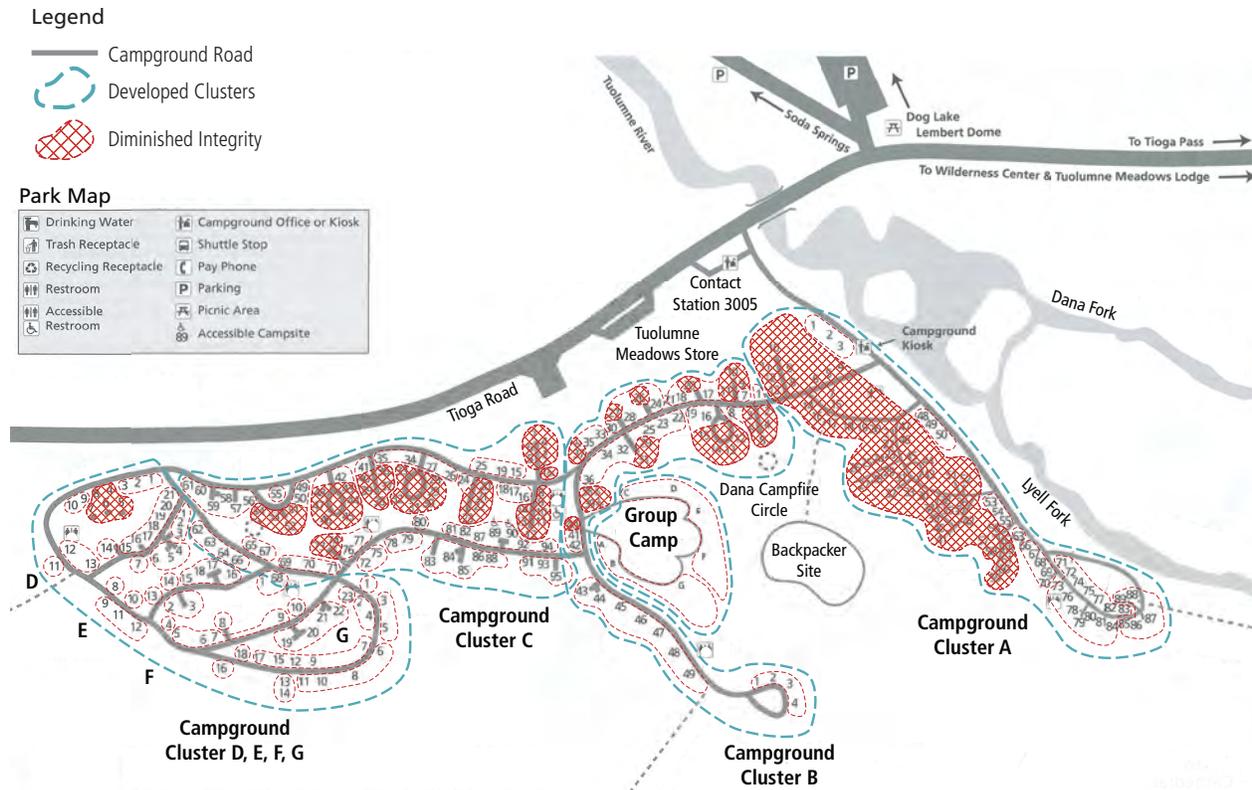


Figure 3-37. Campground Clusters A, B, and C have small clusters of campsites additions of drive spurs and campsites which diminished the integrity of the campground cluster (source: NPS YOSE Tuolumne Meadows Park Map, Mundus Bishop, 2020).

Table 3-3. Cluster Arrangement

Feature	Description	Condition	Contributes to Historic Character/ Non-Contributing
Tioga Road Cluster	Tuolumne Meadows Store, Tent Cabins, Comfort Station (CS3051), Contact Station (CS3005), Laundry, Shower House and Restroom, Gas Station Utility Shed, parking area	Good	Contributing
Campground Cluster A - North River / Ridgeline (4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 51, 52, 56, 57, 58, 59, 60, 61, 62, 65)	Campsites were modified after the POS; Diminished integrity	Poor	Contributing
Campground Cluster A - North River / Ridgeline (1, 2, 3, 48, 49, 50, 53, 54, 55, 63, 66, 67, 68, 69, 70)	Campsites retain integrity	Good	Contributing
Campground Cluster A - South South Loop (71, 72, 73, 74, 75, 76, 77, 78, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89)	Campsites retain integrity	Fair to Good	Contributing
Campground Cluster B (9, 10, 11, 12, 13, 14, 15, 20, 26, 27, 29, 31, 37, 38, 39, 40)	Campsites at parking spurs modified after POS; Diminished integrity	Fair	Contributing
Campground Cluster B (2, 3, 4, 5, SAR Site)	Campsites modified after POS; Diminished integrity	Fair	Contributing
Campground Cluster B (1, 7, 8, 16, 17, 18, 19, 21, 22, 23, 24, 25, 28, 30, 32, 33, 34, 35, 36, 41, 42, 43, 44, 45, 46, 47, 48, 49, and Horse Sites 1, 2, 3, 4)	Campsites retain integrity	Fair	Contributing
Group Camp Cluster	Added after POS	Poor	Non-Contributing
Campground Cluster C (1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 20, 21, 22, 23, 28, 29, 30, 31, 32, 33, 36, 37, 38, 39, 40, 43, 44, 45, 46, 47, 48, 51, 52, 53, 54, 73, 74)	Campsites at parking spurs modified after POS; Diminished integrity	Fair to Good	Contributing
Campground Cluster C (15, 16, 17, 18, 19, 24, 25, 26, 27, 34, 35, 41, 42, 49, 50, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95)	Campsites remain similar to POS	Fair	Contributing
Campground Cluster D, E, F, G (All campsites except D4, D5, D6, D7, D8)	Original NPS Cluster set 1000-feet from Tuolumne River	Good	Contributing
Campground Cluster D, E, F, G (D4, D5, D6, D7, D8)	Original NPS Cluster set 1000-feet from Tuolumne River; Diminished integrity	Fair	Contributing
Backpacker Site	Added after POS	Fair	Non-Contributing
Conness Campfire Circle	Structure modified after POS;	Fair	Site: Contributing
Dana Campfire Circle	Structure modified after POS	Good	Site: Contributing

Views and Vistas

Existing Condition

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

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

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

Dome and Puppy Dome are from Campground Cluster A from campsites on the ridgeline and at clearings along Campground Road A and Lyell Fork.

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

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

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

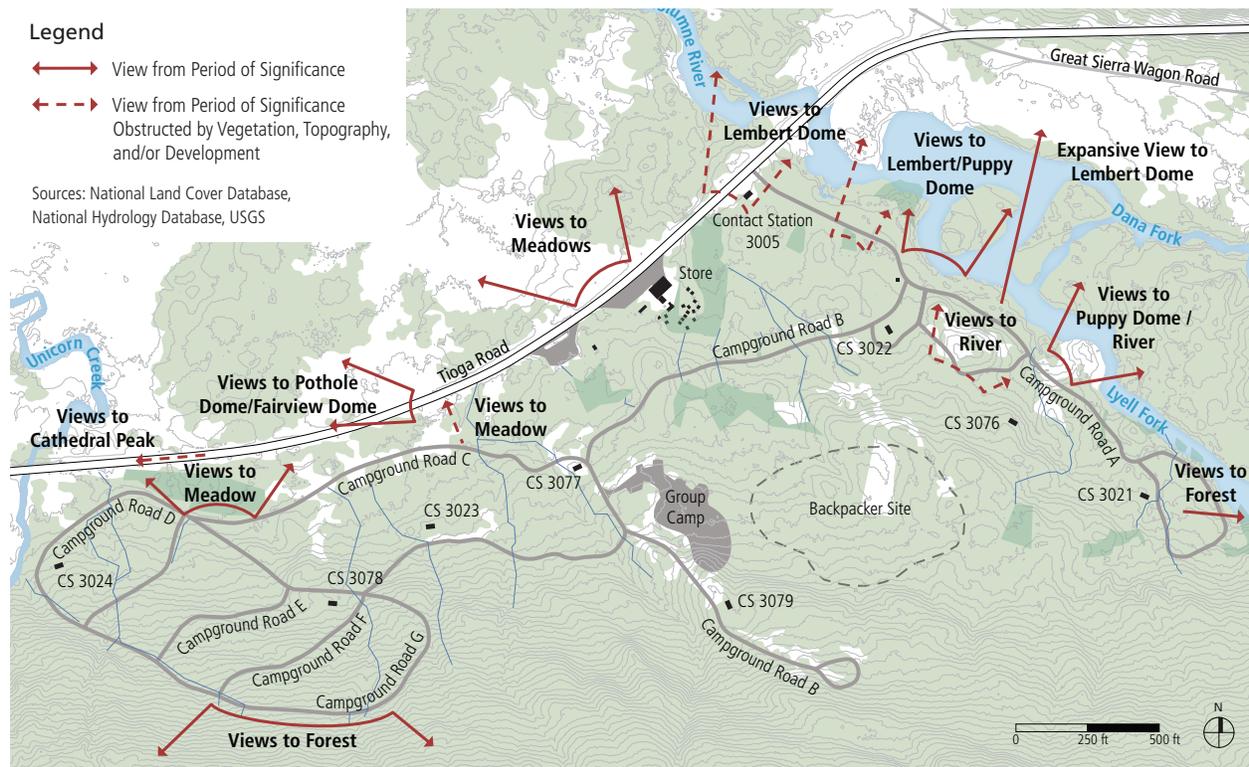


Figure 3-38. Views and Vistas, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).



Figure 3-39. View of Lembert Dome from Tioga Road, 1939 and present-day (source: YOSE Archives RL_02769, Mundus Bishop, 2019).



Figure 3-40. View of Cathedral Peak from Tioga Road, 1867 and present-day (source: YOSE Archives RL_02448, Mundus Bishop, 2019).

Forest surrounds the campsites and views are prominent throughout the campground.

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

Analysis of Integrity

The visual relationship between the natural features of Tuolumne Meadows and the campground remain intact and contribute to the cultural landscape of Tuolumne Meadows Campground. Tuolumne Meadows development during the period of significance capitalized on the dramatic views and sited development at slight topographic rises at the forest edge with views across the meadow in the foreground and the high peaks in the background.

Campground development was originally clustered along the periphery of Tuolumne Meadow and sited to maintain and frame views to the meadow, Tuolumne River, and surrounding

domes. Development was set within the forest to establish unobstructed views into and across the meadows.^{3.23} Forest encroachment has obstructed views from the period of significance to the Tuolumne Meadows and Lumbert Dome.

The NPS has actively maintained views since the mid-1930s and possibly earlier, through trimming and thinning of mature trees and removal of saplings with the meadow.^{3.24}

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

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

Table 3-4. Views and Vistas

Feature	Description	Condition	Contributes to Historic Character
Views to Cathedral Peak	From Tioga Road, Tuolumne Meadows Store, and Campground Cluster D, E, F, G, obstructed	Fair	Contributing
Views to Pothole Dome	From Tioga Road, Tuolumne Meadows Store, and select Campground Cluster A campsites	Good	Contributing
Views to Lumbert Dome	From visitor contact station, obstructed	Fair	Contributing
Views to Lumbert Dome	From Campground Road A	Good	Contributing
Views to Puppy Dome	From Campground Road A	Good	Contributing
Views to Fairview Dome	From Tioga Road, Tuolumne Meadows Store	Good	Contributing
Views to Tuolumne River	From Entrance Road and Campground Road A	Good	Contributing
Views to Lyell Fork and Dana Fork	Campground Cluster A campsites on the ridge and at clearings along Lyell Fork	Good	Contributing
Views to Forest	Predominately from Campground cluster C and Campground Cluster D, E, F, G	Good	Contributing
Views to Meadows	From Tioga Road, Tuolumne Meadows Store, and select campsites	Good	Contributing

Circulation

Existing Condition

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

Tioga Road (State Highway 120) is the primary vehicular route within Tuolumne Meadows, the only vehicular route to Tuolumne Meadows Campground. The east-west route connects from U.S. Highway 395 at Lee Vining on the east to Big Oak Flat Road (State Highway 120) on the west. Most post-1930s development was intentionally oriented towards Tioga Road, including Tuolumne Meadows Campground, The Store, and (non-extant) Service Station.^{3,25}

Tioga Road is typically closed from October/November until May/June depending on snow pack and removal. The NPS operates the Tuolumne Meadows shuttle along Tioga Road from mid-June through mid-September. The shuttle provides service between Meadows Lodge and Olmsted Point.

The campground entrance provides vehicular access from Tioga Road to the Entrance Kiosk. The Entrance Road is within the floodplain and flooding occurs across the roadway. Large boulders along the road delineate vehicular access and restrict parking.

Internal vehicular circulation includes campground roads and parking spurs. The Entrance Road and Campground Roads A and B are two-way asphalt paved roads. Portions of Campground Road A are within the floodplain of Tuolumne

River. Campground Road B is narrow and lacks shoulders at drainage culverts resulting in damage to culverts. Campground Roads C, D, E, F, and G are narrow one-way asphalt paved roads that follow the steeper topography of the campground. Large boulders along segments of Campground Roads A, B, C, D, and E delineate vehicular access and restrict parking. Narrow parking spurs along Campground Roads A, B, C, D, E, F, and G largely lack delineation. This impacts the landscape and contributes to soil compaction. Circulation at Group Camp lacks definition. The vehicular access and parking within Group Camp is an expansive area of compacted gravel where circulation patterns are unclear.

Internal pedestrian circulation includes campground roads, short trails to campground amenities, campsites, and social trails. Campground roads function as shared-use vehicular and pedestrian routes providing pedestrian access from campsites to comfort stations and campfire circles. Social trails connect to Tuolumne River, The Store and Service Station parking, formal trails, comfort stations, campfire circles, and campsites. Social trails throughout the campground impact vegetation, compact soil, contribute to erosion, and create a challenging network of routes to navigate.

Trails include John Muir Trail and Elizabeth Lake Trail. John Muir Trail extends through Tuolumne Meadows Campground and is part of the 211-mile John Muir Trail, which is part of the larger 2,650-mile Pacific Crest National Scenic Trail. Elizabeth Lake Trail begins near Group Camp and continues five miles to a lake at the base of Unicorn Peak.



Figure 3-41. Tioga Road looking west, circa 1950s and present-day (source: YOSE Archives X_763, Mundus Bishop, 2019).



Figure 3-42. Campground Road A (Lyell Fork Road), shortly after completion in 1934 and present-day (source: YOSE 1934 Superintendent's Report, Mundus Bishop, 2019).

Figure 3-43. Entrance Road (source: Mundus Bishop, 2019).



Figure 3-44. Campground Road B (source: Mundus Bishop, 2019).



Figure 3-45. Campground Road C (source: Mundus Bishop, 2019).





Figure 3-46. Campground Road D, 1934 and present-day (source: YOSE 1932 Superintendent's Report, Mundus Bishop, 2019).

Figure 3-47. Campground Road E
(source: Mundus Bishop, 2019).



Figure 3-48. Campground Road F
(source: Mundus Bishop, 2019).



Figure 3-49. Campground Road F
(source: Mundus Bishop, 2019).





Figure 3-50. Campground Road G, 1934 and present-day (source: YOSE 1934 Superintendent's Report, Mundus Bishop, 2019).

Figure 3-51. Group Camp parking (source: Mundus Bishop, 2019).



Figure 3-52. John Muir Trail (source: Mundus Bishop, 2019).



Figure 3-53. Elizabeth Lake Trail (source: Mundus Bishop, 2019).



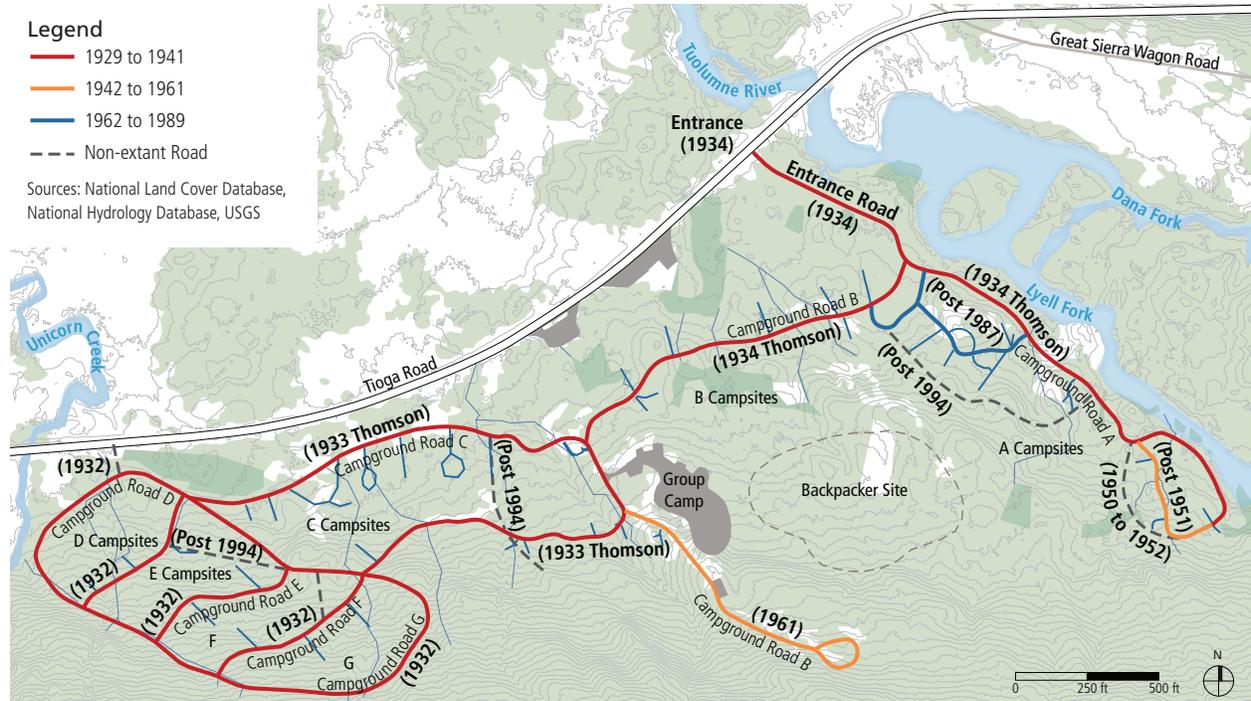


Figure 3-54. Circulation - Roads, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

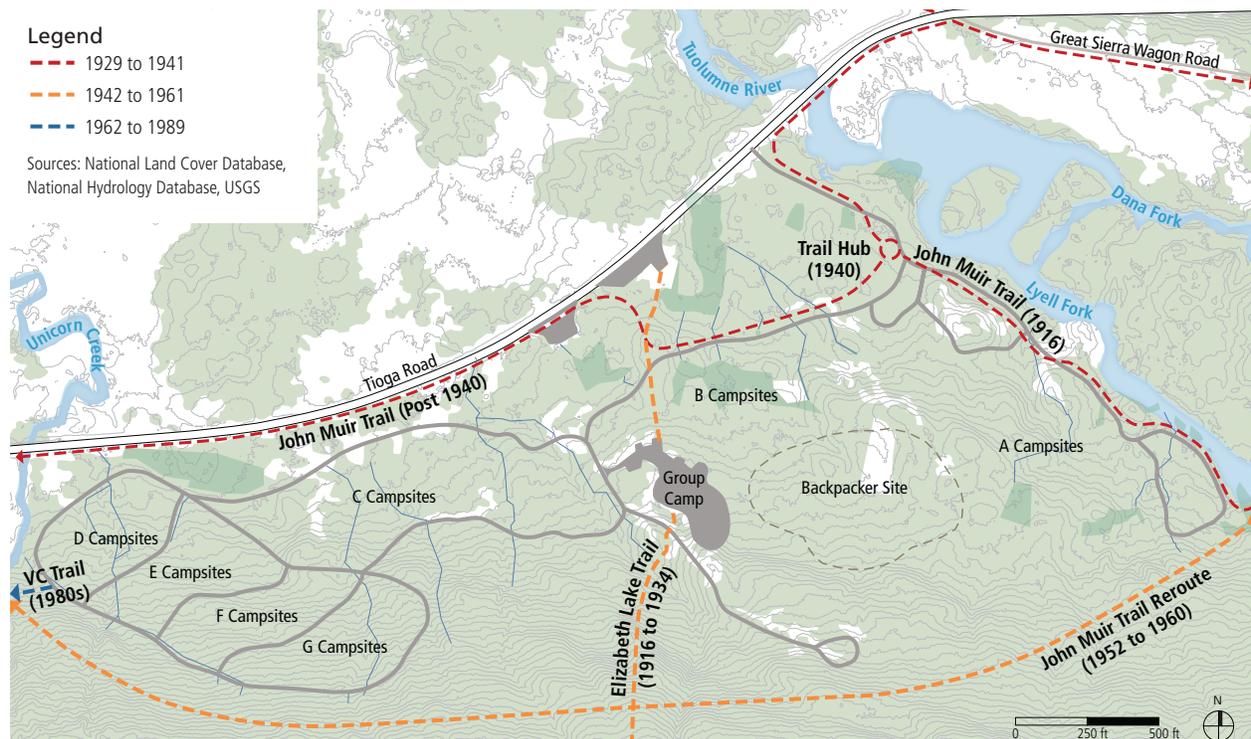


Figure 3-55. Circulation - Trails, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

Analysis of Integrity

Tioga Road, Entrance Road, Campground Roads A, B, C, D, E, F, and G, and two trails—John Muir Trail and Elizabeth Lake Trail—remain from the period of significance. This system of vehicular and pedestrian circulation contributes to the historic character of Tuolumne Meadows Campground.

Tioga Road generally follows a natural east-west corridor through the Sierra Nevada Mountains used by humans for at least 8,000 years.^{3.26}

The present alignment was built between 1932 and 1934 to follow the southern edge of the meadow. The alignment of Tioga Road remains similar to the period of significance with modifications to surfacing, widening of shoulders, and addition of turnouts.^{3.27}

Wosky planned the campground's circulation system to minimize impacts to natural systems by limiting vehicle access to the clearly organized campground roads. These roads were historically fifteen-feet wide and paved with aggregate. Three nine-foot wide unpaved routes provided north-south access to Campground Cluster D, E, F, G. Roads and parking spaces at individual campsites were clearly delineated to reduce soil compaction and impacts to vegetation.

During the period of significance two entrances provided access from Tioga Road into the campground. The original entrance was located east of Unicorn Creek and provided direct access to Campground Road D. The entrance was closed in the 1970s when the NPS started charging fees. The current entrance remains in its historic location.

The alignments of the campground roads remain similar to the period of significance with modifications to surfacing and roadway widths, and the addition of shoulders, swales, and culverts.

Campground Roads A and B were modified after the period of significance. Campground Road A originally terminated southeast of Comfort Station 3021. In 1950/1952 the route was modified to form a loop around the west side of Comfort Station 3021. The road was modified to its current configuration sometime after 1978. The segment near Comfort Station 3021 was rerouted to form a loop east of the building and two loops were added near Comfort Station 3022. Campground Road B originally terminated at the intersection with Campground Road C. Campground Road B was extended in 1961 to Comfort Station 3079 and Group Camp.

Circulation patterns are altered by the introduction of parking spurs and trails after the late 1980s.

"The best utilization of the whole camp ground is secured by a one-way road which is lined on both sides by campsites."^{3.28}

"The automobile belongs exclusively on the road and in its parking spur."^{3.29}

Dr. Emilio Meinecke

These included drive spurs and the addition of campsites which eliminated the separation of vehicular parking from the campsite. Present-day drive spurs lack clear delineation, impact forest vegetation, and contribute to soil compaction. Vehicular circulation at Group Camp is not defined. Vehicles drive and park throughout the expansive compacted area.

Pedestrian circulation historically occurred along shared vehicular routes. Two trails provide trail connections beyond the campground—John Muir Trail and Elizabeth Lake Trail. John Muir Trail was completed in 1938 after twenty years of work. The trail includes segments built in 1915 within Yosemite National Park and newly constructed segments within U.S. Forest Service lands. The trail originally paralleled the southern edge of Tioga Road. A trail hub built in 1940, southeast of the Contact Station (CS3005), served as the nexus of the east-west and north-south portions of John Muir Trail. The trail was rerouted south of the campground between 1952 and 1960. The former route along Tioga Road remains visible and is now an informal pedestrian route. Elizabeth Trail was built after 1934. Its alignment north of Campground Road B was slightly modified in 1961 with the addition the original group campsite (present-day Horse Camp).

Internal trails built after the period of significance include several extant trails to Dana Campfire Circle and near Comfort Station 3077. Vestiges of trails from previous modifications include those around the Backpacker Site and within present-day Group Camp. The trails are unmaintained with traces identifiable by topography and vegetation clearings.

“In broader campgrounds... connecting roads break up the area into smaller units, each laid out in individual lots. These connecting roads run back into the main road at such an angle that the driver is forced to continue in the one direction, and...obstacles are placed so that he will not attempt to turn against the one-way travel.”^{3.30}

Dr. Emilio Meinecke

Table 3-5. Circulation

Feature	Description	Condition	Contributing/Non-Contributing
Tioga Road	Two-way lane double yellow striped asphalt paved road with wide gravel shoulders set on the meadow's southern edge with forest on the south.	Good	Contributing
Campground Road A (1934) (Post 1951) (Post 1987)	Two-way lane asphalt paved road with gravel shoulders at entry. Switches to narrow, gravel paved road south of kiosk lined with large boulders.	Fair	Contributing
Campground Road B (1934) (1961)	Two-way lane asphalt paved road with gravel shoulders.	Fair	Contributing
Campground Road C (1932)	One-way asphalt paved road with no shoulder, follows topography. Narrow spots defined by features such as boulders.	Fair	Contributing
Campground Road D (1932)	One-way asphalt paved road heading south, 12'-0" width typical, gravel shoulder typical on one side.	Good	Contributing
Campground Road E (1932)	One-way asphalt paved road heading south, 11'-6" width typical, no shoulder.	Good	Contributing
Campground Road F (1932)	One-way asphalt paved road heading north, 12'-0" width typical, gravel shoulder sometimes on north side.	Good	Contributing
Campground Road G (1932)	One-way asphalt paved road heading south, 12'-6" width typical, no shoulder.	Good	Contributing
Parking spurs Road A - North	Narrow gravel paved roads that loop around several campsites before connecting back to Campground Road A.	Poor	Non-Contributing
Parking spurs Road A - South	Narrow gravel paved roads that loop around several campsites before connecting back to Campground Road A.	Poor	Non-Contributing
Drive and parking spurs Road B	Gravel spur pull-ins sometimes shared by a few sites, undefined edges.	Poor	Contributing/ Non-Contributing
Drive and parking spurs Road C	Aggregate and gravel spurs, some shared between campsites. Short pull-ins.	Poor	Contributing/ Non-Contributing
Parking spurs Road D	Small gravel spur pull-ins with steeper drop-offs.	Poor	Contributing
Parking spurs Road E	Small gravel spur pull-ins with steeper drop-offs.	Poor	Contributing
Parking spurs Road F	Steep short gravel spurs pull-ins.	Poor	Contributing
Parking spurs Road G	Steep short gravel spurs pull-ins.	Poor	Contributing
John Muir Trail	Soft surface trail	Good	Contributing
Trail to Elizabeth Lake	Soft surface trail	Good	Contributing

Buildings and Structures

Introduction

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

NPS/CCC

The campground structures are important to the function and aesthetics of the campground. Buildings and structures designed and built by the NPS (1920s to early 1930s) and during the NPS/CCC and Mission 66 initiatives (between 1931 and 1961) are contributing features to the campground. They generally share a simple design of which some incorporate rustic design elements. All draw material inspiration from the campground's setting, rustic character, and surrounding materials.

The 1930s buildings and structures are designed in the park rustic style but differ in materials dependent on date of design and construction. The 1931 comfort station (CS3024) is the only completely wood building. It is an exterior wood frame building with horizontal wood siding and a steeply pitched roof with wood shingles. The 1934 comfort stations (CS3021, CS3022, CS3023) are of the same design as the comfort stations built at Hetch Hetchy the same year. Built by the CCC, these buildings are characterized by exterior walls primarily clad with stone with small areas of exterior timber framing and wood siding. The roofs are steeply pitched clipped gable with wood shingles.

NPS Design Approach

Early buildings and structures within Tuolumne Meadows Campground were designed by NPS in the park rustic style, developed specifically by NPS architects and landscape architects for the national parks. The designs were largely implemented by the Civilian Conservation Corps (CCC).

The NPS designers instituted a cohesive design aesthetic based on the use of on-site materials and a unified architectural style adapted to climate and conditions to create a unified built form appropriate to individual surroundings. Albert H. Good defined this in his 1938 *Park and Recreation Structures*, *"Successfully handled, it is a style which, through the use of native materials in proper scale, and through the avoidance of severely straight lines and over-sophistication, gives the feeling of having been executed by pioneer craftsmen with limited hand tools. It thus achieves sympathy with the natural surroundings and the past."*

The park rustic style emphasized scaling buildings to correlate with the surrounding landscape – larger scale in areas with large trees and smaller scale in areas with smaller trees while still designing buildings that had a sense of mass. The park rustic design style focused on blending with the environment, generally by using surrounding natural materials for the exterior façade. Design techniques, including battered stone walls and rough rock footings, were implemented on some buildings to provide the appearance of growing from the earth.

The 1936 Contact Station (CS3005) is characterized by large stone exterior end walls and center walls of wood frame infill. The roof has a gentle pitch and wood shingles. An open porch extends the full width of the building and is supported by stone end walls. The Store and non-extant Service Station are the last known buildings built during the CCC period.

"The design prepared by the Landscape Division in May 1931 follows closely recent standard plans for comfort stations with modifications suitable for the high altitude of 8,800 feet."^{3.31}

Superintendent notes on the design plans

Mission 66

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

Mission 66 Design Approach

Mission 66 was the NPS' mid-century initiative (1950s to early 1970s) for planning, landscape and architecture implemented in national parks across the country. This initiative was effected to address the increased number of visitors in the parks, along with the changes required by the introduction of car tourism.

Rather than relying on the organic forms found in rustic design, Mission 66 buildings were typically low profile with an emphasis on horizontal lines. Limited ornamentation and use of modern materials, such as CMU and concrete, were a common design practice.

Mission 66 development produced standard plans for several building types, including comfort stations. These plans had suggested exterior finishes for use in different surroundings, from forested areas to seashores.

Comfort stations were typically small buildings with shallow-pitched or flat gable roofs with deep overhangs and a continuous band of ribbon windows beneath the eaves. Exterior walls were typically concrete masonry units (CMU) in a running bond or stack bond style.

Character Defining Features

Comfort Station (CS3024) - 1931 NPS

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

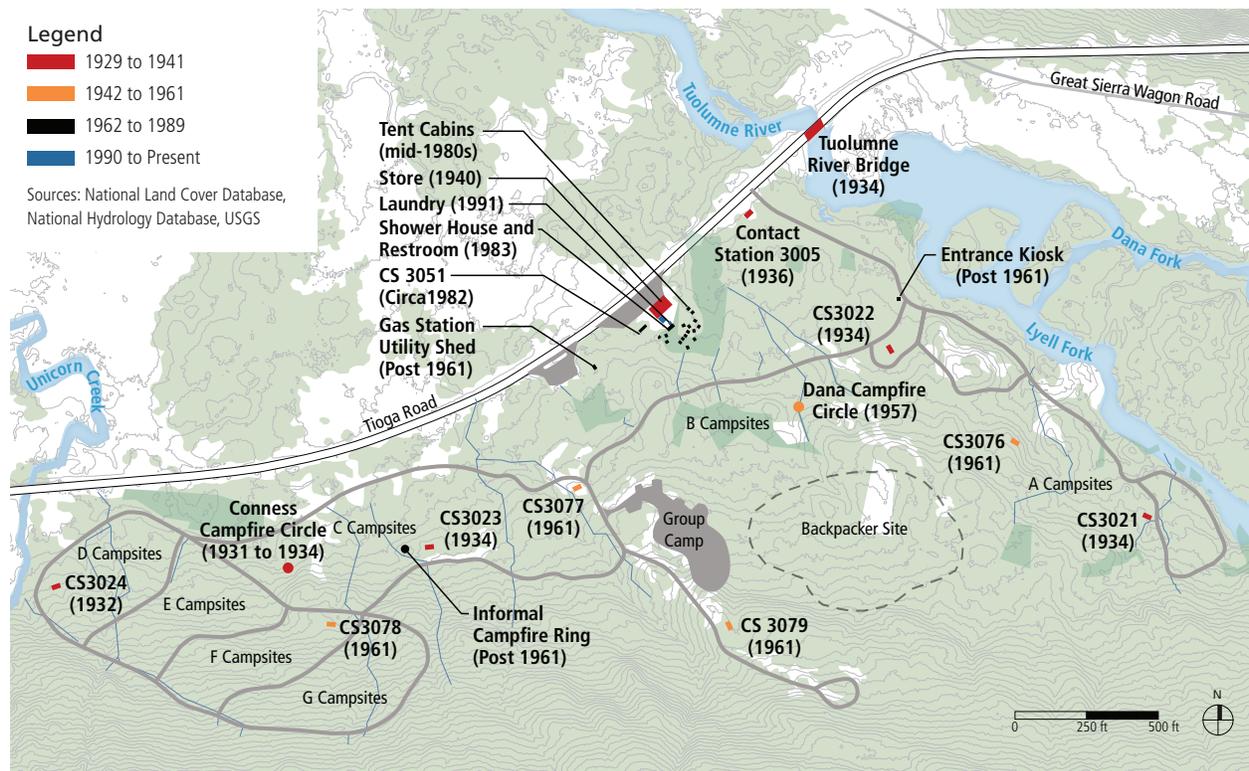


Figure 3-56. Buildings and Structures, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

Comfort Stations (CS3021, CS3022, CS3023) - 1934 NPS / CCC

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

Comfort Stations (CS3076, CS3077, CS3078, CS3079) - 1961 Mission 66

- Massing
 - Deep roof eaves
 - Rectangular plan
 - Doors to men’s and women’s on opposite sides and service sink and chase doors in the center
- Exterior
 - Painted CMU
 - Fixed and hopper windows set under eave
 - Chevron roof form
- Interior
 - Exposed ceiling structure with beadboard finish
 - Painted CMU block, concrete and plywood wall structure/finish
 - Concrete flooring

Comfort Station (CS3024)

Built in 1931 to serve the original campground cluster (D, E, F, and G), this comfort station is the only wood building of this style in the campground. The design is the typical NPS rustic style comfort station design from 1931, modified to address Tuolumne Meadows Campground's high altitude.

The building is a wood, exterior framed building with a rectangular 13'-0" x 26'-0" floor plan and gable roof. Men's and women's spaces are located on opposite sides of the building, accessed by doors on each gable end, and separated by an unfinished plumbing chase. Roofing is wood shingle. Exterior walls are shiplap wood boards oriented horizontally and installed interior to the exposed wood structure. All are painted. A board-form concrete foundation is visible below the framing and is unpainted. Windows are single pane, six lite, inward opening hoppers with textured amber tinted glass and exterior screens. Exterior doors are vertical wood boards with metal strap hinges.

Interior finishes are original with painted beadboard paneling on the ceiling and walls and a painted concrete wall base. Flooring is concrete with a smooth finish within the stalls and scored in a 12" x 12" pattern outside of the stalls. Original wood partitions are intact with floor mounted steel post supports and beadboard panels within the wood partition framing. Partitions have original 2'-0" x 4'-0" single panel wood framed doors. One door has been replaced with a flush wood panel. Overall the 1931 Comfort Station is in good condition with specific finishes in fair condition and needing repair.

The setting of Comfort Station (CS3024) is degraded due to soil compaction and erosion due to multiple social routes, campsites set immediately adjacent to the comfort station and lack of clear delineation for parking.



Figure 3-57. Intact original interior finishes in Building 3024 (source: Anderson Hallas Architects, 2019).

Comfort Station (CS3024) is a contributing feature. It was built during the period of significance and the building retains its original configuration and materials. The building retains integrity of location, setting, design, materials, workmanship and feeling.

Figure 3-58. Exterior frame and wood siding on Comfort Station (CS3024) (source: Anderson Hallas Architects, 2019).



Figure 3-59. Comfort Station (CS3024) was the first comfort station built in the campground and the only building built in 1931 (source: NPS, Campground Completion Report 1932).



Figure 3-60. Comfort Station (CS3024) setting (Anderson Hallas Architects, 2019).



Comfort Stations (CS3021, CS3022, CS3023)

Three comfort stations were built in 1934 to serve the expanded campground. All were designed in the park rustic style and are identical to one another.

The buildings are rectangular in plan, measuring 17'-4" x 30'-4," and have wood shingled, clipped gable roofs. Men's and women's spaces are on opposite ends of each building, separated on the interior by an unfinished chase. Exterior walls are wood framed with a large rubble stone veneer with wide mortar joints. On the façade, stone extends to the window sills and up to the roof eave at building corners and steps out toward the base of the building with a horizontal ledge wrapping the building at each transition. Remaining portions of the façade have exposed framing and shiplap planking, all painted. Windows are inward opening, nine lite metal hoppers with textured, amber tinted glass. Exterior doors are constructed of vertical boards with metal strap hinges.

Only Comfort Station (CS3022) retains the building's original interior finishes —painted beadboard ceiling and wall finish with a painted concrete base that sits proud of the beadboard. Flooring is painted concrete. Original wood frame partitions have floor mounted steel post supports and beadboard panels within the wood framing. Original partition doors are 2'-0" x 4'-0" single panel wood stile and rail. The chase between the two sides is accessed from a door in the men's comfort station. Door style at this entry varies among buildings and is either a four horizontal panel or four vertical panel wood door, both of which appear to be historic.

Interior finishes in Comfort Station (CS3021) and Comfort Station (CS3023) have been modified with the beadboard wall finish intact behind newer finishes. A fiberglass reinforced plastic

wainscot has been installed over the beadboard and ceramic tiles have been installed over and on top of the concrete base.

Flooring is ceramic mosaic tile in three sizes in a random pattern.

The settings of each comfort station are degraded with soil compaction and erosion due to multiple social routes, campsites set adjacent to the comfort station and lack of clear delineation for parking.

All three buildings are generally in good condition, though there are some elements and finishes in need of repair. The 1934 CCC comfort stations are contributing features as they were built during the period of significance and remain as they were on the exterior. All retain integrity of location, setting, design, and materials.

Comfort Stations 3021 and 3023 do not retain integrity of material on the interior. All three buildings are listed in the National Register of Historic Places.



Figure 3-61. Intact original interior finishes in Building 3022 (source: Anderson Hallas Architects, 2019).

Figure 3-62. Typical NPS/CCC Comfort Station (source: NPS, Campground Study, Region Four, 1959).

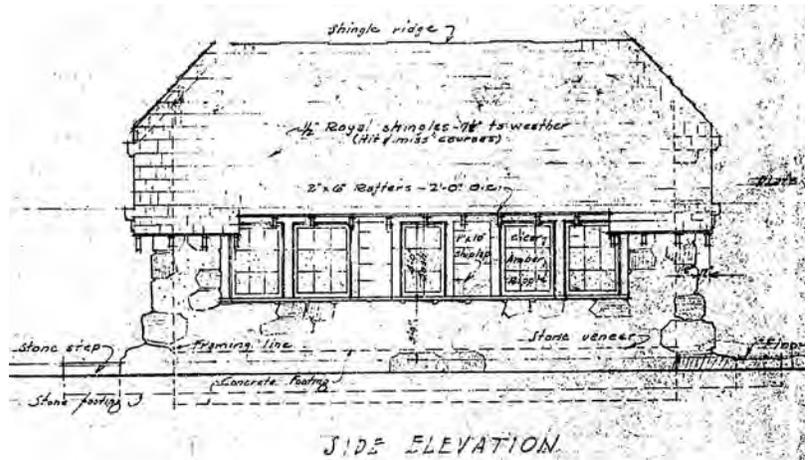
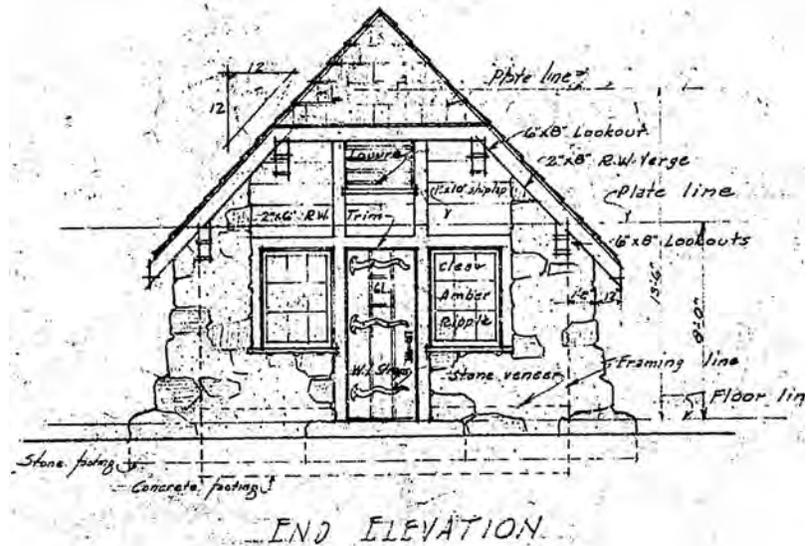


Figure 3-63. Large stone walls on the side and rear façade of Comfort Station (CS3021) (source: Anderson Hallas Architects, 2019).





Figure 3-64. Comfort Station (CS3022) (source: Anderson Hallas Architects, 2019).



Figure 3-65. Comfort Station (CS3022) (source: Anderson Hallas Architects, 2019).



Figure 3-66. Comfort Station (CS3023) includes ABAAS routes from adjacent parking (source: Anderson Hallas Architects, 2019).

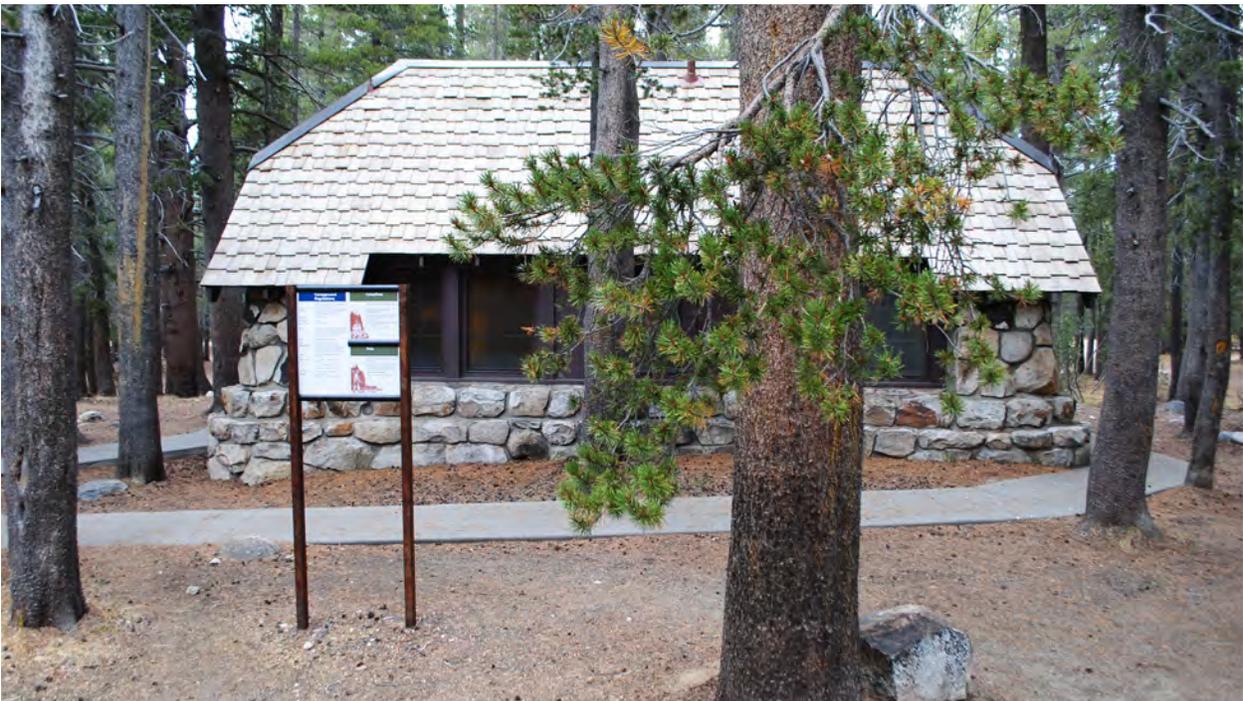


Figure 3-67. Comfort Station (CS3023) (source: Anderson Hallas Architects, 2019).

Contact Station (CS3005)

Contact Station (CS3005) was designed by the NPS in the park rustic style with large stone walls at the rear elevation and gable ends with wood siding infill.

The building is rectangular in plan and measures approximately 18'-0" x 31'-0." A wood shingled gable roof is gently sloped. An open porch with stone paving extends the full width of the front elevation. The roof extends over the porch and is supported by two wood posts in the center and stone end walls. The west third of this porch was enclosed with painted plywood at an unknown date.

The interior includes staff offices, and a public lobby and information desk. A non-original wood counter is in place. A window on the front side of the building has an original counter on the exterior side at window sill level. A stone fireplace is at the west end of the building with the chimney integrated into the exterior wall.

The building is set back from Tioga Road in its original location and oriented towards the road and separated by a drive and landscape median as it was historically.

Contact Station (CS3005) was built during the period of significance and is a contributing feature. The exterior configuration is intact with the slight modification by the addition on the porch which was done in a sensitive manner.

Contact Station (CS3005) retains integrity of location, setting, design, and exterior materials.

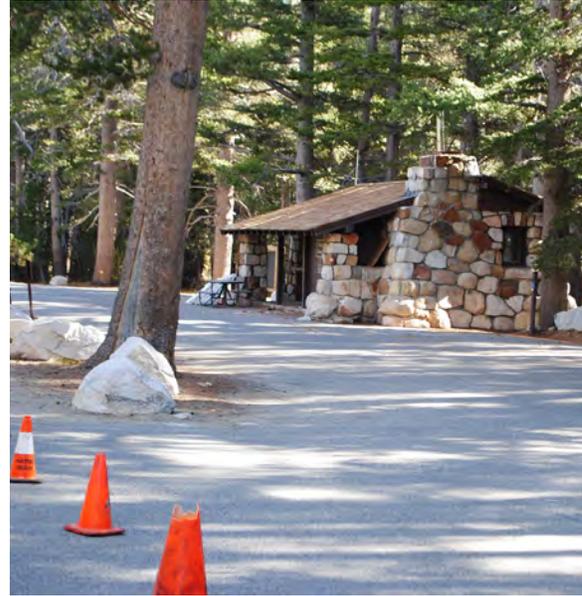


Figure 3-68. Contact Station (CS3005)
(source: Anderson Hallas Architects, 2019).



Figure 3-69. Contact Station (CS3005)
(source: Anderson Hallas Architects, 2019).



Figure 3-70. Porch extending the full width of the front elevation (source: Mundus Bishop, 2019).



Figure 3-71. Large stone walls on the side and rear façade of the Contact Station (source: Mundus Bishop, 2019).

Service Station (non-extant)

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



Figure 3-72. Service Station, date unknown, with gable and low slope roof. Background buildings are non-extant and were later replaced by the store, date unknown. (source: NPS).

The Store (1940)

The Store is a wood framed structure with a gable roof form and an open porch along the length of the north elevation. At the time of the Fall 2019 site visit, the building was closed for the winter with the roofing removed, so the rafters were exposed. The exterior wall finish is plywood installed on the exterior side of the stud framing.

An addition built at an unknown date is on the west end of the building. It is similar to the original construction in technique and building form but the plywood is installed on the interior side of the framing. Plywood on the addition does not extend up the walls as high as it does on the original building nor does it extend up the gable end. All exposed plywood and framing elements are painted, though the paint is wearing off.

Photographs from 1954 show the exterior walls were painted plywood that extended up the gable end walls. Roofing appears to be a fabric stretched over the rafters in a similar style to platform tent structures. At the time of the site visit, the roofing fabric had been removed for winterization and plywood was installed on the exterior side of the window and door openings so these elements were not observed.

The Store remains in what is likely the original location. The building has been modified by the addition to the west and the removal of the east gable end. The Store was designed in a more temporary style than other 1930s / 1940s buildings within Tuolumne Meadows Campground. It was built during the period of significance and is a contributing feature.

Figure 3-73. Service Station in 1940 with hipped roof and Tuolumne Meadows Store in the background (source: YOSE Archives A-2495, 1940).



Figure 3-74. Tuolumne Meadows Store, 1954 (source: YOSE Archives X-129, 1954).



Figure 3-75. The Store in 2019 (source: Mundus Bishop, 2019).



Comfort Stations (CS3076, CS3077, CS3078, CS3079)

Tuolumne Meadows Campground includes four comfort stations designed and built during the NPS' Mission 66 initiative in 1961. All reflect the modern aesthetic and principles of Mission 66. The extant structures retain the original finishes with partitions modified in select buildings.

Each comfort station is rectangular in plan, measuring 24'-0" x 16'-0". All have flat chevron roofs with deep overhangs at the eaves. Painted wood structural beams extend to roof edges and the tongue and groove sheathing above them is also painted. Roofing is gravel ballast over an underlayment with a metal drip edge. Painted exterior walls are a concrete base below concrete block that extends up to the window sills. A band of ribbon windows runs under the roof joists and consists of a mix of fixed sash and inward opening hoppers with screens on the exterior side. Windows have textured glass and wood frames and sills. Doors are original painted hollow metal in hollow metal frames.

On the interior, ceiling finish is comprised of exposed structural beams and tongue and groove roof sheathing, all painted. Walls are concrete block up to the window sill level, above which finishes are painted wood. Floors have an epoxy finish that wraps up the wall to form the wall base. Partitions have been replaced in some comfort stations to accommodate modified fixture layouts.

In general, the Mission 66 comfort stations are in good condition with select elements requiring repairs. However, at the northeast corner of CS3077, the roof eave has collapsed due to failure of the structural beam.



Figure 3-76. Typical interior finishes in Mission 66 comfort stations (source: Anderson Hallas Architects, 2019).

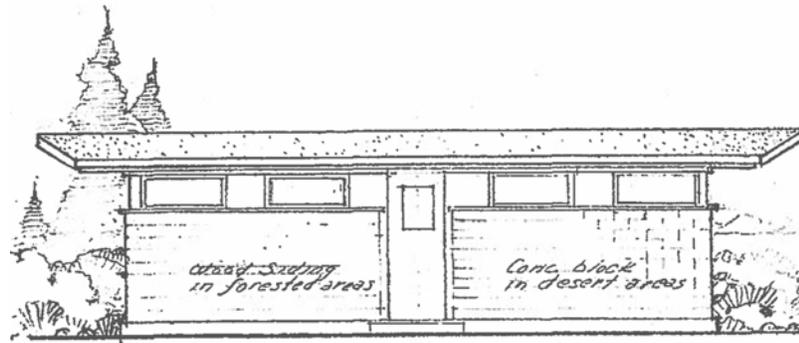
Three comfort stations are set away from campground roads within forested settings. CS3077 and CS3079 include paved concrete sidewalks between parking and the restrooms. CS3079 is set on an asphalt parking area with head-in parking and was originally built for the Group Camp.

The settings of each comfort station are degraded with soil compaction and erosion due to multiple social routes, campsites set adjacent to the comfort station, and lack of clear delineation for parking.

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

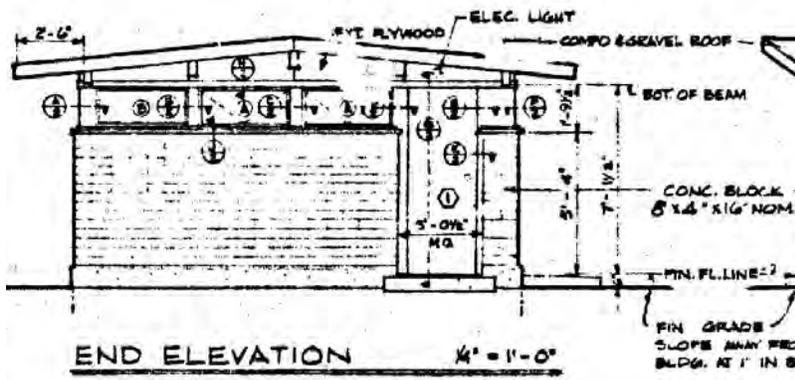


Figure 3-77. Comfort Station (CS3076) (source: Anderson Hallas Architects, 2019).



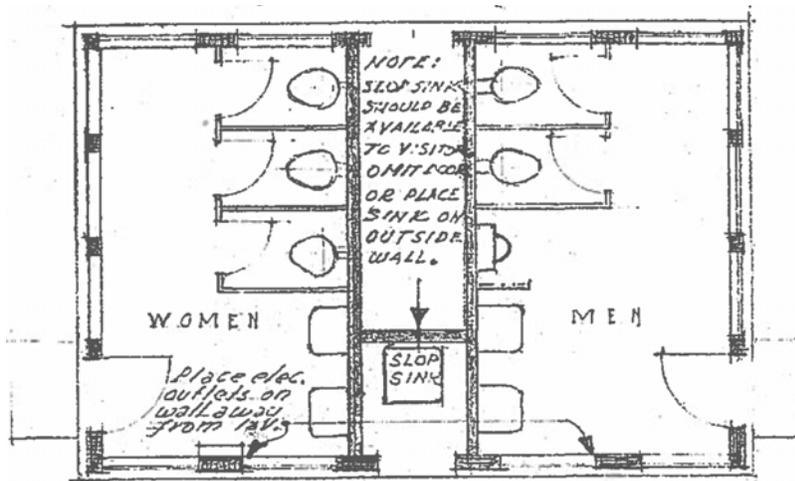
FRONT ELEVATION

NOTE: A roof loading schedule is used to satisfy various snow load conditions.



END ELEVATION

1/4" = 1'-0"



PLAN

Figure 3-78. Mission 66 Comfort Station (source: NPS, Campground Study, Region Four, 1959).



Figure 3-79. Comfort Station (CS3077) (source: Anderson Hallas Architects, 2019).



Figure 3-80. Comfort Station (CS3078) (source: Anderson Hallas Architects, 2019).



Figure 3-81. Comfort Station (CS3079) (source: Anderson Hallas Architects, 2019).

Conness Campfire Circle

Conness Campfire Circle was built by the CCC between 1931 and 1935 within Campground Cluster C. The semi-circular campfire circle was built as a sloping amphitheater with large timber benches constructed from CCC-felled trees.

The originally felled trees appear to have been wholly replaced. The original sloping topography and well-defined rows of seating has been modified, although the fire ring remains at the center of the campfire circle.

The structure retains integrity in location and feeling but has lost integrity in materials, craftsmanship, and design. The setting/site of Conness Campfire Circle contributes to the campground but the structure is non-contributing.

Conness Campfire Circle was built during the period of significance, but has been extensively modified since the 1990s.



Figure 3-82. Conness Campfire Circle, 1957 and present-day (source: YOSE Archives X_647, Mundus Bishop, 2019).

Dana Campfire Circle

Dana Campfire Circle was built in 1957 as part of the Mission 66 program on the hillside above Campground Road B. The campfire circle is a semi-circular sloping amphitheater surrounding a central fire pit.

The original Port Orford cedar benches were replaced in the 1990s with recycled lumber benches. At the time the original galvanized iron frames were noted to have remained. These appear to have been removed and new features added including a low stone wall and painted steel railing on one side of the amphitheater. The number of rows of benches has increased from the original campfire circle. Much of the site is now asphalt paved and the slope of the amphitheater appears flatter than it was historically.

Dana Campfire Circle was built during the period of significance, but has been extensively modified since the 1990s. The structure retains integrity in location and feeling but has lost integrity in materials, craftsmanship, and design. The setting/site of Dana Campfire Circle contributes to the campground but the structure is non-contributing.



Figure 3-83. Dana Campfire Circle, 1957 and present-day (source: YOSE Archives X_649, Mundus Bishop, 2019).

Informal Campfire Ring

An informal campfire ring is located north of Comfort Station (CS3023) in Campground Cluster C. The campfire ring is accessed by several informal social trails from adjacent campsites and Comfort Station (CS3023). The campfire ring includes a one-foot wide concrete band flush with grade. The original date of construction is unknown.

This structure was built after the period of significance and is a non-contributing feature.



Figure 3-84. Informal Campfire Ring (source: Mundus Bishop, 2019).

Tuolumne River Bridge

Tuolumne River Bridge was built as an integral component of the construction of Tioga Road (1931 to 1934). The bridge spans the confluence of Lyell and Dana Forks and is east of the campground. It is characterized by large granite rubble blocks for piers and abutments and a concrete deck. Aggregate, measuring 35,000 cubic yards, was excavated from a borrow pit within the adjacent Tuolumne River to provide material to build the bridge.

This structure was built during the period of significance and is a contributing structure.



Figure 3-85. Tuolumne River Bridge (source: Mundus Bishop, 2019).

Entrance Kiosk (3026)

Entrance Kiosk is a more recent addition to the campground. It is set in the center of the Entrance Road within a small gravel island. The structure has painted wood siding and a gable roof with asphalt shingles. Large operable windows are on both sides of the structure facing the road for transactions with visitors entering and exiting the campground.

This structure was built after the period of significance and is a non-contributing structure. It's simple design and small scale are compatible with the historic buildings and cultural landscape.



Figure 3-86. Entrance Kiosk (source: Mundus Bishop, 2019).

Comfort Station (CS3051)

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

This structure was built after the period of significance and is a non-contributing feature.

Laundry

Laundry was remodeled in 1991 to house laundry services for employees. It includes three dryers, three washers, and a refrigerator.^{3.32}

The building is a nine-foot by twelve-foot structure with plywood exterior and metal gable roof. The structure was originally used to store the back-up generator for Tuolumne Meadows Store.

This structure was built after the period of significance and is a non-contributing feature.

Shower House and Restroom

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

This structure was built after the period of significance and is a non-contributing feature.



Figure 3-89. Comfort Station (CS3051) (source: Mundus Bishop, 2019).



Figure 3-88. Laundry (source: Mundus Bishop, 2019)



Figure 3-87. Shower House and Restroom (source: Mundus Bishop, 2019).

Tent Cabins

Several simple platform tent cabins with seasonal canvas roofs are within the Tioga Road Cluster. The tent cabins are set within the forest and are south of The Store.

These structures were built after the period of significance and are non-contributing features.

Gas Station Utility Shed

This structure is eleven-foot by fifteen-foot. It has a gable metal roofing and board and batten wood siding painted Wosky Brown. The structure houses telephone and utility equipment.^{3.33}

This structures was built after the period of significance and is a non-contributing feature.



Figure 3-90. Tent Cabins (source: Mundus Bishop, 2019).



Figure 3-91. Gas Station Utility Shed (source: Mundus Bishop, 2019).

Table 3-6. Buildings and Structures

Feature	Description	Condition	Contributing/Non-Contributing
Comfort Station (CS3021)	NPS / CCC (1934)		Contributing
Comfort Station (CS3022)	NPS / CCC (1934)		Contributing
Comfort Station (CS3023)	NPS / CCC (1934)		Contributing
Comfort Station (CS3024)	NPS (1931)		Contributing
Comfort Station (CS3076)	Mission 66 (1961)		Contributing
Comfort Station (CS3077)	Mission 66 (1961)		Contributing
Comfort Station (CS3078)	Mission 66 (1961)		Contributing
Comfort Station (CS3079)	Mission 66 (1961)		Contributing
Contact Station (CS3005)	Circa 1940	Fair	Contributing
Comfort Station (CS3051)	Circa 1982 on Tioga Road west of The Store, built after POS	Poor	Non-Contributing
Conness Campfire Circle	NPS / CCC (1935) Remains in same location, extensively modified after POS;	Fair	Site: Contributing Structure: Non-Contributing
Dana Campfire Circle	Mission 66 (1957), 1990s rebuild; remains in same location, extensively modified	Good	Site: Contributing Structure: Non-Contributing
Informal Campfire Ring	Built after POS, located north of Comfort Station (CS3023)	Good	Non-Contributing
Tuolumne River Bridge	NPS / CCC (1931 to 1934)	Good	Contributing
The Store	1940 to 1954	Good	Contributing
Entrance Kiosk (3026)	Post-1961	Poor	Non-Contributing
Laundry	Built after POS, south of store, remodeled in 1991 for laundry services	Poor	Non-Contributing
Shower House and Restroom	1982 south of store, built after POS	Fair	Non-Contributing
Tent Cabins (15)	Mid-1980s south of store	Poor	Non-Contributing
Gas Station Utility Shed	Built after POS on Tioga Road near non-extant gas station	Poor	Non-Contributing

Small Scale Features

Existing Condition

Small scale features within the campground primarily serve visitor and operational functions.

The campground entrance includes a gate, entrance sign, two pay phones, utility boxes, regulatory signage, and wayfinding signage. Campground roads and trails include regulatory signage and wayfinding signage. Boulders are placed along the edges of the campground entrance, roads, and trails to delineate vehicular circulation routes.

Comfort stations include large trash and recycling receptacles, interpretive panels, regulatory signage, and potable water hydrants. Boulders are placed to delineate vehicular and pedestrian routes. Several comfort stations (CS3076, CS3077, CS3078, and CS3029) include wooden privacy fencing at entrances.

Each campsite includes a bear boxes, picnic table, fire pit/cooking grill, and campsite marker. Group Camp, Backpacker Site, and Horse Camp include these amenities along with bulletin boards. Many campsites also include boulders and potable water hydrants.

SAR campsites include bear boxes, picnic tables, fire pit/cooking grill, and campsite marker. The campsite also include wooden palettes defining storage/ gathering space.

Analysis of Integrity

Small scale features are non-contributing contemporary additions serving operational and visitor use. Historic photographs and superintendent reports indicate small scale features during the period of significance included campground entrance signs, picnic tables (wood tables were added during CCC improvements, metal and wood tables were added during Mission 66 improvements), wood garbage stands, fire pits/ cooking grills, and campsite markers. Potable water hydrants were sited so that campers would not need to travel more than three hundred feet to a water source.^{3,34} These features are non-extant.

Current small scale features such as trash and recycling receptacles are sized for peak campground use and set in locations where they are convenient to for visitors to find and for operations to access. Small scale features facilitate contemporary use but detract from the setting of the campground.

Campground Cluster A, B, C, D, E, F, and G, Group Camp, and Backpacker Site are modified by modern small scale features. The NPS installed bear boxes at each campsite in 1984. Bear boxes are highly visible throughout the campground, particularly where campsites are densely sited, and alter the setting and views of the campground. Metal and wood tables remain at sites throughout the year. Snow loads distort picnic tables and most are in poor to fair condition.

Wood privacy fencing at comfort stations (CS3076, CS3077, CS3078, and CS3029) were added after the period of significance.

Figure 3-92. Metal and wood tables were added to 250 campsites in 1957 and were likely similar to these standards (source: NPS, Campground Study, Region Four, 1959).

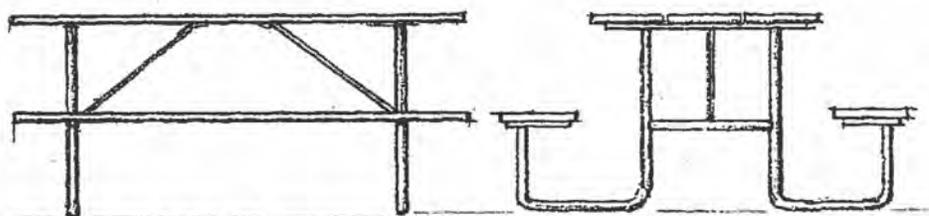




Figure 3-93. Small scale features include signage and campsite amenities (source: Mundus Bishop, 2019).

Table 3-7. Small Scale Features

Feature	Description	Condition	Contributes to Historic Character/ Non-Contributing
Regulatory Signage	Throughout campground	Good	Non-Contributing
Wayfinding Signage	Throughout campground	Good	Non-Contributing
Campground Cluster A, B, C, D, E, F, and G Campsite Amenities	Bear boxes, picnic tables, fire circle, fire pits/ cooking grills, and campsite markers	Good	Non-Contributing
Group Camp Amenities	Bear boxes, picnic tables, fire pits/cooking grills, and campsite markers, bulletin board	Good	Non-Contributing
Backpacker Site Amenities	Bear boxes, picnic tables, fire pits/cooking grills, and campsite markers, bulletin board	Good	Non-Contributing
Comfort Station Amenities	Trash and recycling receptacles, interpretive panels, potable water hydrants	Good	Non-Contributing

Vegetation

Existing Condition

Vegetation within Tuolumne Meadows Campground includes native forest and meadow consisting of riparian woodland and sub-alpine grassland. Riparian woodland extends from the alluvial plain of Tuolumne River and transitions to sub-alpine grassland and forest. Forest extends outward from the meadow until it reaches its ecological limit at an elevation of approximately 10,000 feet.^{3,35}

Campground development is set within the forest. This minimizes the impact of development on the landscape and capitalizes on views to and across the open meadow.

The campground is primarily Sierra lodgepole pine (*Pinus contorta* var. *murrayana*) forest. The sub-alpine forest is comprised of moderately dense stands of lodgepole pine with an open understory.

The shrub layer is sparse. *Ribes montigenum* occurs in scattered locations indicating moist conditions. The forest typically occurs on lower portions of slopes or on benches where soils have sandy loam or gravelly loam textures.^{3,36} Campsites are set within forested clearings with sparse understory vegetation and native groundcover.

Riparian woodland parallels Tuolumne River and Lyell Fork. Their confluence is marked by shrubland with stands of willow (*Salix* sp.).^{3,37} Riparian woodland vegetation is removed from the western bank of Lyell Fork. Riprap is placed along the segment to protect campsites from floods.

Invasive plant species include common dandelion (*Taraxacum officinale*) throughout campsites and along Tuolumne River and Lyell Fork and lower priority and early detection invasive species at the Horse Camp.^{3,38}

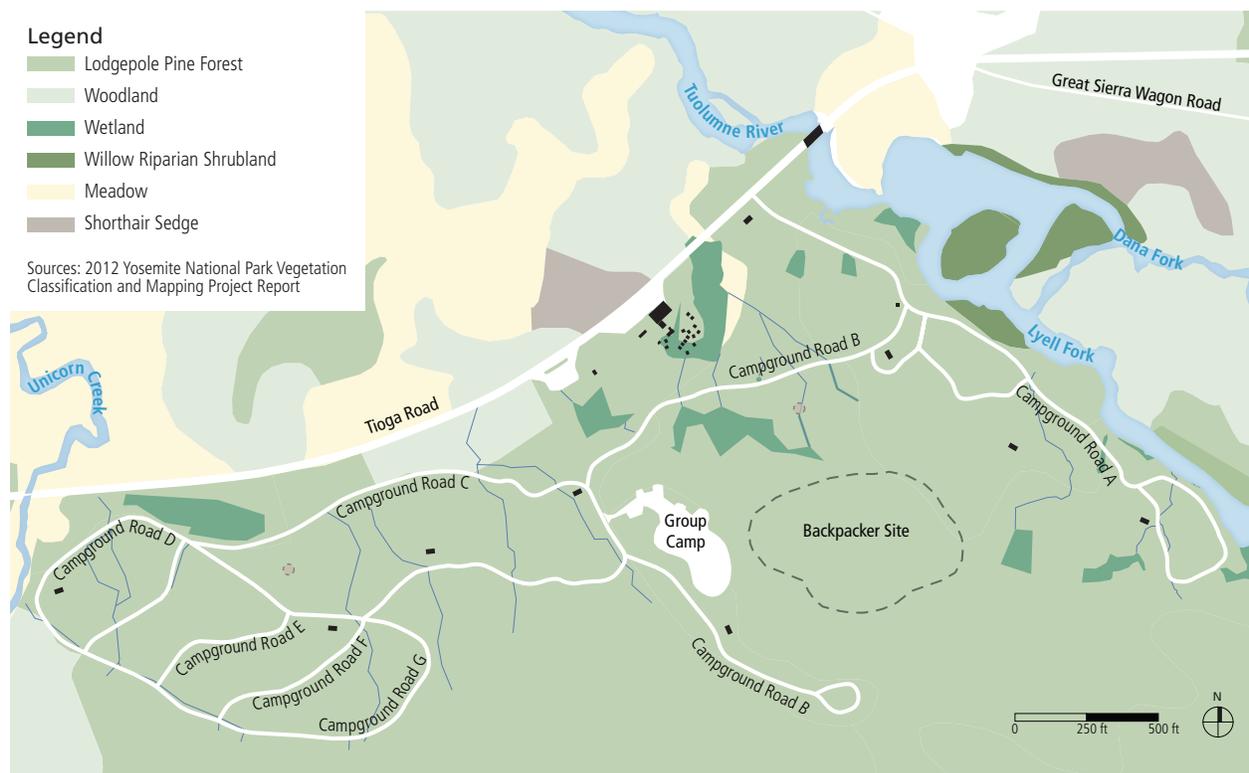


Figure 3-94. Vegetation, Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

Figure 3-95. Lodgepole Forest at Tuolumne Meadows Campground (source: Mundus Bishop, 2019).



Figure 3-96. Riparian woodland along the alluvial plain of Tuolumne River (source: Mundus Bishop, 2019).



Figure 3-97. Tuolumne Meadow (source: Mundus Bishop, 2019).



Analysis of Integrity

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

Native vegetation patterns informed the original development of Tuolumne Meadows. Development was clustered within forested areas at the edge of the meadow. The natural boundary between meadow and forest allowed campground development to occur within the more ecologically resilient forest while remaining close enough to the meadow to feel near it. The forest concealed development and framed views to and across Tuolumne Meadow.^{3.39} This relationship remains but is impacted by larger shifts in vegetation communities.

Recent studies suggested Tuolumne Meadows is undergoing a shift in vegetation from sub-alpine meadow to lodgepole pine forest. This shift would alter historic vegetation patterns. The change may be contributed to historic activities (i.e., draining ponds, building roads across meadows, and extensive sheep grazing), recent activities (i.e., heavy foot traffic and siting of facilities in sensitive areas), and global climate change. Historic features (i.e., roadbeds and drainage remnants) and contemporary features (i.e.,

inadequate culverts along Tioga Road) intercept and channelize surface flows critical to the supply of water and nutrients to meadows.^{3.40} This impacted the ecological function of meadows. The park has actively managed forest encroachment since the early 1930s. This practice continues and is intended to conserve views and vistas and preserve the meadow ecology in its current state.^{3.41}

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

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

Table 3-8. Vegetation

Feature	Description	Condition	Contributes to Historic Character/ Non-Contributing
Riparian Woodland	Shrubland which parallels Tuolumne River and Lyell Fork with stands of willow (<i>Salix</i> sp.)	Good	Contributing
Sub-alpine Grassland	Meadows up to 10,000 elevation	Good	Contributing
Sierra Lodgepole Pine Forest	Moderately dense stands of lodgepole pine with an open understory	Good	Contributing

Endnotes

- 3.1 United States Department of Interior, National Park Service, *The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*. (Washington DC: Cultural Resource Stewardship and Partnerships, Pacific West Regional Office, 1996).
- 3.2 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 6.
- 3.3 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 21.
- 3.4 United States Department of Interior, National Park Service, *Foundation Document Overview – Yosemite National Park, California* (Yosemite: Yosemite National Park, 2017), 6.
- 3.5 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 38.
- 3.6 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 38.
- 3.7 Sappenfield, Brad. Tuolumne River, California. Accessed March 18, 2020. <https://www.rivers.gov/rivers/tuolumne.php>. Tuolumne River was designated a wild and scenic river in 1984 for its importance as one of two of California's major watersheds that provide drinking water to millions of people. Forests and meadows of the watershed provide ecological resilience to offset climate change. Tuolumne River is managed to protect natural processes to ensure they are mostly undisturbed, and to ensure flora and fauna are protected and flourish.
- 3.8 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 93.
- 3.9 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 93.
- 3.10 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 93.
- 3.11 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 95.
- 3.12 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 95.
- 3.13 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 103.
- 3.14 Linda W. Greene, *Yosemite: the Park and its Resources; a History of the Discovery, Management, and Physical Development of Yosemite National Park, California* (Denver: Denver Service Center, National Park Service, 1987), 102.
- 3.15 United States Department of Interior, National Park Service, *TASK ORDER (TO) NUMBER 140P2020F0035, YOSE 229677, Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience; Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 7.
- 3.16 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 38.
- 3.17 The 1929 master development plan was the first coordinated planning effort for Tuolumne Meadows and Yosemite National Park, and was prepared by John Wosky, resident landscape architect. The plan was prepared as part of a system-wide effort, Wosky's master development plan includes a public campground to eliminate issues associated with unrestricted use, i.e., damage from soil compaction, vehicle use in fragile areas, and sanitation concerns.
- 3.18 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 3.
- 3.19 Tuolumne Meadows Campground was a key component of the 1929 Development Plan for Yosemite National Park, prepared by resident landscape architect John Wosky, whose recommendations were documented in the 1929 plan, followed by the "Park Development Outline" in November 1931, and the completed master development plan in 1934. The 1929 master development plan was the first coordinated planning effort for Tuolumne Meadows and Yosemite National Park. Prepared as part of a system-wide effort, Wosky's master development plan included a public campground to eliminate issues associated with unrestricted use, i.e., damage from soil compaction, vehicle use in fragile areas, and sanitation concerns.
- 3.20 Thomson, C.G. Yosemite National Park California *Final Report Tuolumne Meadows Comfort Station*, (November 1932), 2; United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 63.
- 3.21 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 13.
- 3.22 The main campground road built in 1932 (present-day campground road D and D, E, F, G campsites) was paved with aggregate and fifteen-feet in width. The three smaller unpaved campground roads were nine-foot in width and built at the same time. The second campground road and cluster built in fall 1932 campground road was 3,126 feet long and eight-feet wide, 'appending the main' campground road already in place.
- 3.23 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 152.
- 3.24 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 151.
- 3.25 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 152.

Endnotes (continued)

- 3.26 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 2.
- 3.27 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 142.
- 3.28 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 8.
- 3.29 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 16.
- 3.30 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 8.
- 3.31 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 8.
- 3.32 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 119.
- 3.33 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 119.
- 3.34 Thomson, C.G. Yosemite National Park California Final Report Tuolumne Meadows Comfort Station, (March 1932), 2.
- 3.35 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 94.
- 3.36 United States Department of Interior, National Park Service. *Yosemite National Park Vegetation Classification and Mapping Project Report*. (Yosemite: Yosemite National Park, 2012), 414.
- 3.37 United States Department of Interior, National Park Service. *Yosemite National Park Vegetation Classification and Mapping Project Report*. (Yosemite: Yosemite National Park), 2012, 707.
- 3.38 United States Department of Interior, National Park Service. *2020 Invasive Plant Work Plan*. (Yosemite: Yosemite National Park, 2020), 36.
- 3.39 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 94.
- 3.40 United States Department of Interior, National Park Service, *Tuolumne Wild and Scenic River: Comprehensive Management Plan and Environmental Impact Statement* (Yosemite: Yosemite National Park, 2014), 2-7.
- 3.41 United States Department of Interior, National Park Service, *Tuolumne Meadows Cultural Landscape Inventory* (Oakland: National Park Service, Pacific West Regional Office, 2007), 94.
- 3.42 Young, Terence, *E.P. Meinecke and the Development of the Modern Auto Campground*. (Ideas Online. Journal, 12 (2018) Accessed February 6, 2020. <http://journals.openedition.org/ideas/3502>), 15.



CHAPTER 4
TREATMENT

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CHAPTER 4: TREATMENT RECOMMENDATIONS AND IMPLEMENTATION

Introduction

This chapter presents treatment guidance to inform current and future planning and design for Tuolumne Meadows Campground within Yosemite National Park. General treatment guidance provides actions and recommendations to guide the rehabilitation of the entirety of the campground. Detailed treatment guidance is provided for site design and individual landscape characteristics—cluster arrangement, circulation, buildings and structures, views and vistas, small scale features and vegetation.

Treatment guidance is based upon the NPS rustic style and principles set forth in the initial design and construction of the campground, and Mission 66 design principles that guided additions and modifications through 1961. The campground and buildings were designed by NPS landscape architects and architects in the 1920s/1930s and during Mission 66 to blend unobtrusively with the sub-alpine forest setting. The campground is a blending of the carefully crafted work of the Civilian Conservation Corps and the functionality of the work completed during Mission 66.

This treatment guidance encourages the rehabilitation of Tuolumne Meadows Campground through preservation and repair of contributing features and the campground’s historic character. The guidance proposes conservation of the natural landscape and allows addition of appropriate compatible features and sensitive modifications.

This chapter is organized to present General Treatment Guidance first. Detailed treatment guidance for specific topics and individual landscape characteristics is presented next. Treatment guidance is provided in narrative and graphic form to describe acceptable actions.

Relevant Planning Documents

The treatment guidance integrates recommendations from two relevant planning documents previously prepared for Tuolumne Meadows and Tuolumne Meadows Campground.

Design Guidelines for Tuolumne Meadows Campground, draft July 2009 provides a range of recommendations of which some are consistent with the findings of this CLR. Others are superseded by the treatment guidance presented in this document.^{4.1}

Design Guidelines presented in the park-wide document, *A Sense of Place*, provide the basis for treatment recommendations within this CLR. This particularly relates to treatment guidance for new development, modifications, and new additions.^{4.2}

“The predominance of the NPS Rustic style of architecture, the concentration of development in limited areas, and the absence of modern improvements attest to the intense concern for and love of the meadows maintained by the conservation community over the decades.”

A Sense of Place Design Guidelines^{4.32}

“The campground’s original rustic setting and natural sounds and scenery will be preserved”

Design Guidelines for Tuolumne Meadows Campground (Appendix M, TRP)^{4.33}

Rehabilitation Treatment Approach

The selected treatment for Tuolumne Meadows Campground is rehabilitation. This treatment approach emphasizes preservation of the public campground with a recommended period of significance of 1929 to 1961. The rehabilitation approach recommends the repair of contributing features and allows addition of compatible improvements including buildings, structures, and features.

Tuolumne Meadows Campground is an exemplary example of rustic naturalistic design practiced by the NPS' Western Field Office in the 1920s and 1930s and the NPS' Mission 66 program in the mid-twentieth century. Rehabilitation focuses on preserving the established patterns, features, and scale of the historic campground while allowing new additions to enable the campground to evolve as an important visitor facility within Yosemite National Park.

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, or additions if those portions or features that convey its historic, cultural or architectural values are preserved.

Rehabilitation allows for new additions to be integrated within the cultural landscape in a manner that preserves established patterns, cluster arrangements, spaces, features, and scale of the historic campground. Additional actions include those that preserve, restore, or repair contributing features and qualities that contribute to the campground's historic character.

Tuolumne Meadows Campground is an exemplary example of rustic naturalistic design practiced by the NPS' Western Field Office in the 1920s and 1930s and the NPS' Mission 66 program in the mid-twentieth century.

Rehabilitation focuses on preserving the established patterns, features and scale of the historic campground while allowing new additions to enable the campground to evolve as an important visitor facility within Yosemite National Park.

General Treatment Guidance

General treatment guidance applies to the entirety of Tuolumne Meadows Campground. This section provides guidance for site design, compatible additions, and alterations to contributing features while also protecting Tuolumne Meadow's natural environment.

This guidance is to be followed when proposing modifications to contributing features and to qualities that contribute to the campground's historic character, and for new development with Tuolumne Meadows Campground. Modifications to contributing buildings, structures, and the historic campground in its entirety are to follow this treatment guidance.

The intent of the general treatment guidance is to ensure proposed modifications and new development promote conservation of the natural landscape and follow similar rustic naturalistic design principles employed in Tuolumne Meadows Campground's initial construction and in later compatible modifications. This guidance adopts these principles.

Future planning and design should follow similar principles to those that originated with the initial NPS/CCC construction and were continued with the Mission 66 initiative. Clustering development to small areas, reusing previously developed or disturbed sites, and protection of Tuolumne Meadow's natural and scenic resources were tenets of both phases of the campground's historic development.

All preservation, restoration, repair, and new additions or modification are to be in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties and the NPS' Guide to Treatment for Cultural Landscapes.^{4.3 4.4}

For new development within Tuolumne Meadows Campground consult The Secretary of the Interior's Standards for the Treatment of Historic Properties for guidance to ensure compatibility.^{4.5}

Future planning and design should follow similar principles to those that originated with the initial NPS / CCC construction and were continued with during the Mission 66 initiative.

Clustering development to small areas, reusing previously developed or disturbed sites, and protecting Tuolumne Meadow's natural and scenic resources were tenets of both phases of the campground's historic development.

Preserve the Cultural Landscape

Tuolumne Meadows Campground is an exemplary example of the 1920s and 1930s NPS-designed and CCC-built park rustic style, enhanced by the Mission 66 modifications of the 1950s/1960s.

Treatment guidance is based upon the NPS rustic style and principles set forth in the initial design and construction of the campground, and the Mission 66 design principles that guided additions and modifications through 1961. The campground and buildings were designed by NPS landscape architects and architects in the 1920s/1930s and during Mission 66 to blend unobtrusively with the sub-alpine forest setting. The campground is a blending of the carefully crafted work of the Civilian Conservation Corps and the functionality of the work completed during Mission 66.

Respect the historical and architectural significance of Tuolumne Meadows Campground.

- Ensure all preservation, restoration, and repair actions and new additions or modification are in accordance with the Secretary of Interior Standards for the Treatment of Historic Properties and the NPS' Guide to Treatment for Cultural Landscapes.
- Consult The Secretary of the Interior's Standards for the Treatment of Historic Properties for guidance on new development within Tuolumne Meadows Campground
- Protect contributing features and those qualities that contribute to the historic character of Tuolumne Meadows Campground.

Respect the rustic naturalistic design of the original NPS and CCC campground design.

- Preserve the original clusters of campsites, campground roads, comfort stations and structures set within the sub-alpine forest.
- Preserve the original visitor facilities and patterns of development along Tioga Road within the study area.

Respect Mission 66 additions to Tuolumne Meadows Campground.

- Preserve the clusters of campsites, campground roads, and comfort stations built during this period.

The public campground was planned, designed, and built as one of several clusters of development within Tuolumne Meadows to provide visitor and governments services in the 1930s.

Each development cluster was set into the lodgepole pine forest at the southern edge of Tuolumne Meadows and surrounded by undeveloped wilderness. The clustered development concentrates uses and functions within condensed defined areas reducing impacts to the meadow ecosystem.

Utilize similar design approaches to those employed by the NPS, CCC and Mission 66 when designing additions or modifications.

- Encourage development patterns that are compatible with the NPS/CCC patterns characteristics of Tuolumne Meadows Campground.
- Concentrate function and use into smaller defined areas to protect resources and minimize disruption to the sub-alpine forest.
- Sub-ordinate development to natural and scenic character to harmonize new additions or modifications with the natural and cultural setting.
- Minimize disruption of the meadow and river ecosystem and the forest's natural character.
- Follow practices that provide functional design and solutions adapted to the campground's climatic conditions.

Allow removal of select features.

- Allow removal of non-contributing features and removal of those features that do not contribute to the campground's historic character.
- Allow removal of features that diminish the campground's integrity.
- Allow modifications to areas and features with diminished integrity to assist in their repair and preservation.
- Refer to Existing Condition and Analysis for contributing and non-contributing features

Follow Rustic Naturalistic Design and Mission 66 Principles

The NPS Western Field Office's designed the campground's clusters to concentrate camping and visitor use to a defined area with defined campsites. This was to offer an immersive experience and connection to Tuolumne Meadows' natural landscape.

Ideals of sub-ordinating development to natural and scenic character, the use of naturalistic practices of landscape design, a focus on landscape preservation, and harmonization of built features were employed in the 1930s campground construction. Implementation of these principles ensured in the conservation of the meadow and river ecosystem and resulted in minimal disruption of the forest's natural topography and blending of man-made features with the natural surroundings.

Mission 66 built upon these rustic principles by integrating 1950s additions and modifications within clusters and patterns of the original campground. The program's modern approach to construction introduced functional design and streamlined forms but continued earlier practices by subordinating structures to the natural landscape, and adapting structures to local climatic conditions and regional construction.

Design additions and modifications in keeping with this treatment guidance.

- Design new additions to be located out of scenic views and vistas.
- Design additions to harmonize with natural setting through sensitive site design, and through the use of compatible materials using a cohesive aesthetic.
- Design additions to be products of their own time and compatible with the rustic design style of the NPS/CCC structures.
- Consider reuse of existing or previously disturbed or developed sites for additions and expansion of campsites.
- New development including parking or roads shall be clustered in forested areas or in areas that are naturally screened.
- New development should not be visible from Tuolumne Meadow or from the peaks and domes that surround Tuolumne Meadow Campground.
- Design utility routes and features to preserve and protect the cultural landscape.

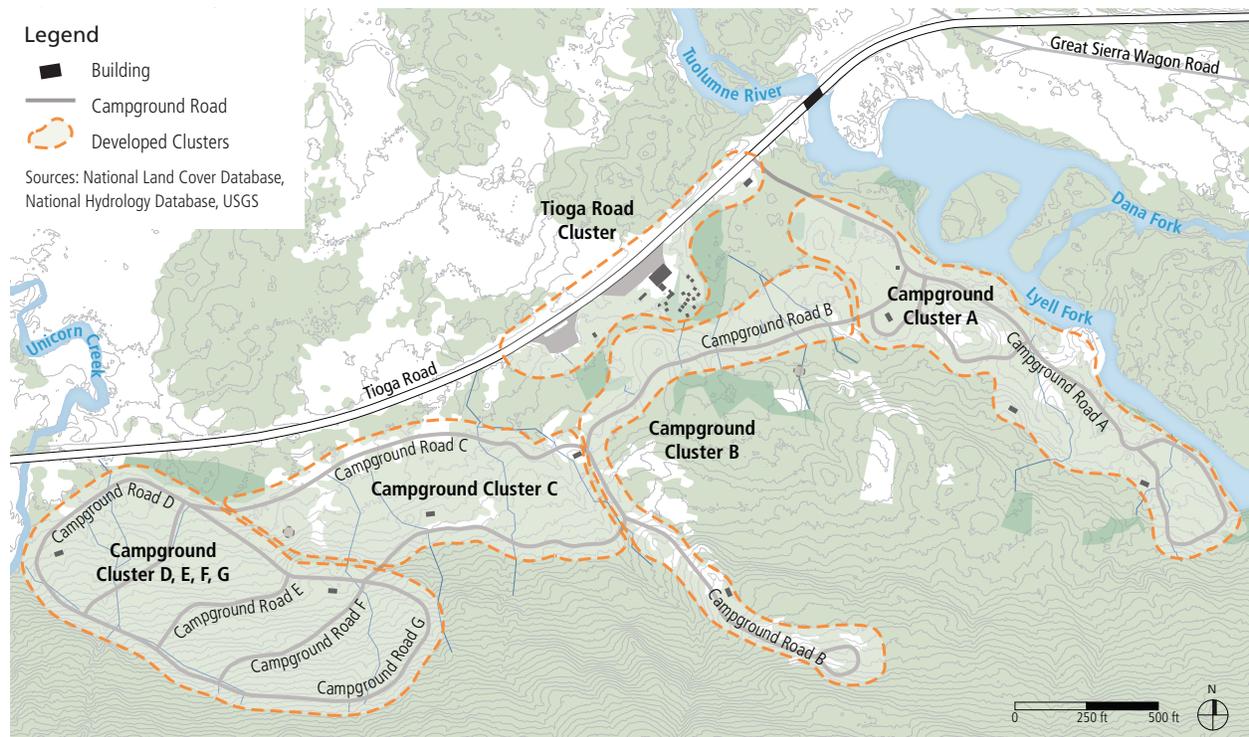


Figure 4-1. Design new additions to be located out of scenic views and vistas (source: Mundus Bishop, 2020).

Protect the Natural Setting of Tuolumne Meadows Campground

The campground's location takes advantage of its natural setting adjacent to Tuolumne River and Tuolumne Meadow. The campground is nestled into the lodgepole pine forest in a defined cluster to concentrate uses and reduce impacts to the meadow ecosystem. The natural setting will be preserved and protected, and repair measures will be undertaken.

Protect Tuolumne River and watershed in accordance with the Tuolumne River Plan (TRP).

- Follow protections for Lyell Fork and Dana Fork.

Protect and repair the lodgepole pine forest in which the campground is set.

- Mitigate soil compaction and erosion through repair and restoration of the forest understory.
- Consider relocating campsites from severely compacted or eroded areas to new locations compatible with the contributing cluster arrangements and circulation patterns of the campground. Avoid adding new campsites to contributing cluster arrangements.
- Protect mature trees and vegetation patterns that contribute to the historic character of the public campground.
- Protect the pattern, spaces, and features of the campground's cluster arrangement, circulation and contributing features when undertaking erosion control and sanitation upgrade measures.

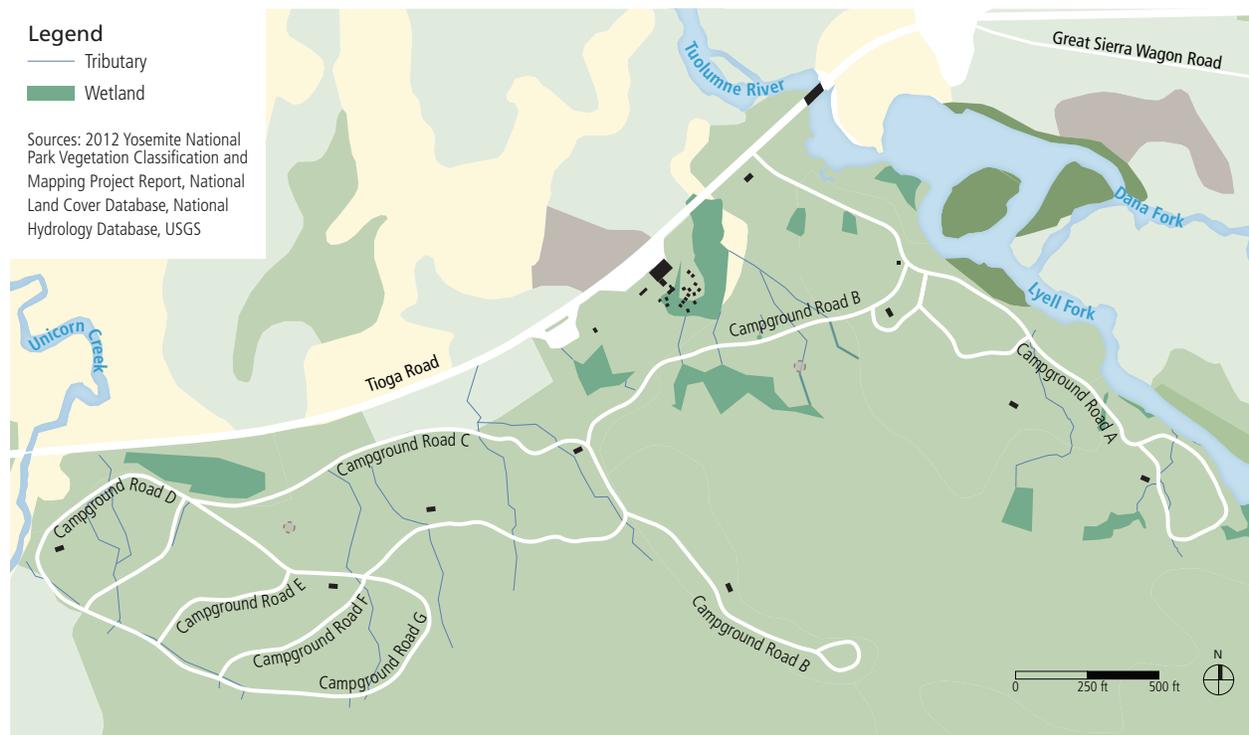


Figure 4-2. Protect the natural systems and features of Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

Preserve and Protect Scenic Views and Vistas

The public campground was oriented to take advantage of spectacular views towards Lembert's Dome, Fairview Dome, Puppy Dome, Tuolumne River and Tuolumne Meadows from forested campsites. These views will be preserved and protected, and repair measures undertaken to reestablish diminished or missing historic views.

Preserve and protect views and vistas from the campground.

- Preserve and protect views to Tuolumne River, Lembert's Dome, and Puppy Dome from campsites and Campground Road A.
- Preserve and protect views and vistas from campsites and campground roads into the forest and towards natural features.

Preserve and protect views and vistas from Tioga Road and towards Tioga Road Cluster.

- Preserve and protect views and vistas to Tuolumne Meadow, Lembert's Dome, Pothole Dome, and Fairview Dome and discrete views of Cathedral Peak.
- Preserve and protect views towards contributing features within Tioga Road Cluster.

Preserve and protect views from the northern edge of Tuolumne Meadows Campground.

- Preserve and protect views and vistas to Lyell Fork and Dana Fork, to Lembert's Dome and Puppy Dome, and discrete views into the forest.

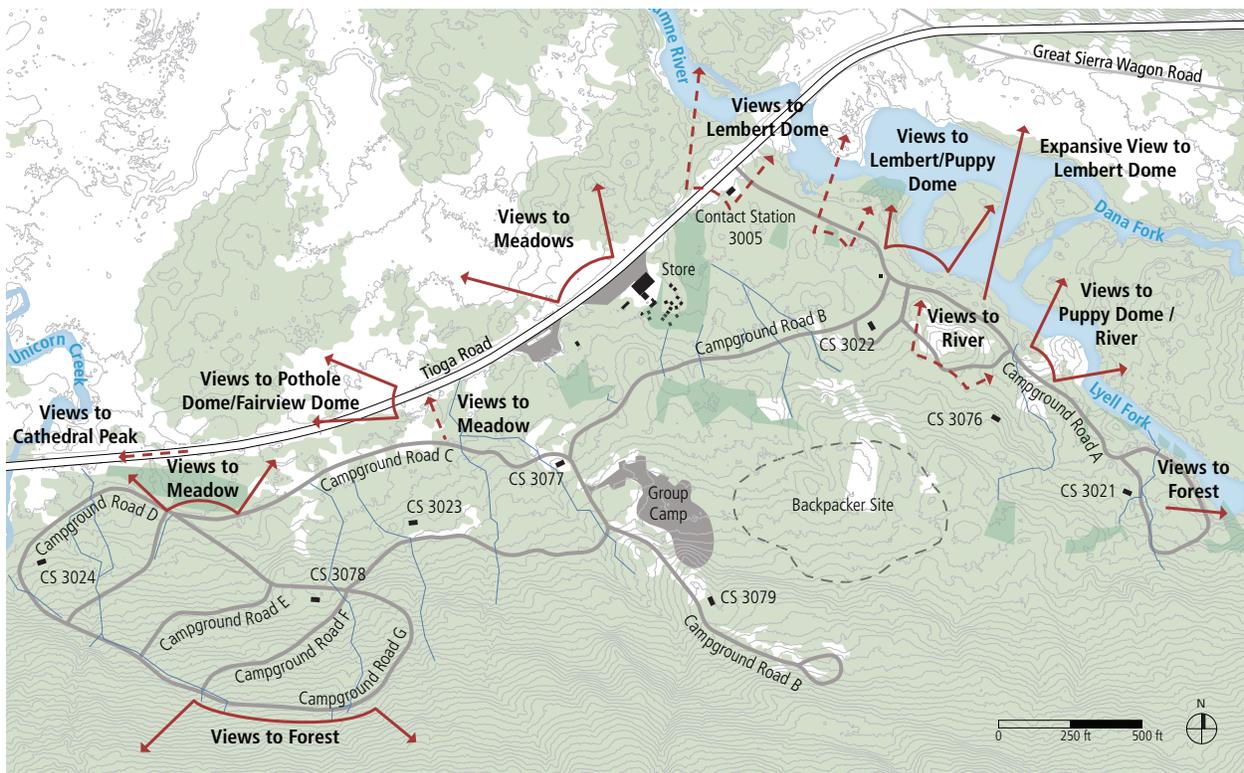


Figure 4-3. Preserve and protect views and vistas from Tuolumne Meadows Campground (source: Mundus Bishop, 2020).

Encourage Measures for Accommodating Accessibility

Meet current ABAAS accessibility requirements for campsites, parking, and visitor access while protecting the historic character of Tuolumne Meadows Campground and contributing features.

- Integrate measures for accessibility to ensure protection of the cultural landscape, contributing features, and those qualities that contribute to historic character.
- Consider providing a range of accessible visitor experiences including walk-in accessible campsites.
- Locate accessible campsites in a variety of loops to provide a range of experiences. Provide moderately accessible paths (natural-material or well-maintained natural soil) to primary elements such as comfort stations and spigots should be provided, where appropriate.^{4,6}

Encourage Measures for Accommodating Sustainability

Meet current design imperatives for sustainability that protect the health, safety, and welfare of staff and visitors.

- Ensure proposed sustainability infrastructure or facilities are planned, sited, and designed to protect Tuolumne Meadows Campground's cultural and natural landscape.
- Ensure scenic, geological, and hydrological resources and natural habitat are protected and not negatively impacted by location, construction, or maintenance of sustainable infrastructure.

- Locate sustainability infrastructure in areas traditionally used or identified as operations areas.

Ensure scenic views and vistas are protected. Ensure infrastructure or resultant reflections are not visible from significant views.

- Ensure views from campsites, campground roads, and trails are not negatively impacted by placement of sustainability infrastructure or by reflections from infrastructure.
- If infrastructure is proposed for a roof, ensure it does not protrude above the roof or overhang the edges of the roof.
- If infrastructure is proposed for ground level or placement on a pole, ensure it does not obscure scenic views or vistas or negatively interrupt the visitor experience at campsites.

Ensure sustainable infrastructure is of a scale, material, and color that harmonizes with Tuolumne Meadows Campground's natural setting and rustic naturalistic aesthetic.

- Minimize and design artificial lighting to reduce impacts on night skies.
- Ensure outdoor lighting is the minimum amount required to provide safety.
- Shield or direct light downward to minimize impacts to night skies.

Detailed Treatment Guidance

This detailed treatment guidance provides direction for the planning and design of appropriate additions, modifications, and expansion of Tuolumne Meadows Campground. Guidance is provided to repair and protect the campground and its scenic and natural setting, and to sensitively incorporate modifications and additions to campground clusters, campground roads and structures additions within the historic cluster arrangement of the campground.

SITE DESIGN

Tuolumne Meadows Campground is an exemplary example of the NPS rustic style and principles as expressed in the campground's initial construction followed by modifications during the NPS' Mission 66 program that integrated similar naturalistic principles in later modifications. The original campground setting—on a low rise within the lodgepole pine forest, adjacent to Tioga Road and at the meadow's edge with the Lyell and Dana Forks to the east—and its intent to reduce impacts to the meadow ecosystem will be preserved. Contributing features and those aspects of the campground that contribute to its historic character will be preserved and repaired.

Preserve the campground's cluster arrangement of campsites and visitor facilities, and arrangement of campground roads.

- Preserve and repair contributing features including campground roads, trails, campsites, comfort stations, and visitor contact building.

Preserve the campground's historic character by protecting and repairing features and qualities that contribute to the historic character.

- Protect and repair vegetation and vegetation patterns that contribute to the campground's historic character.
- Protect and repair views and vistas, patterns, and relationships that contribute to the campground's historic character

Allow modifications to non-contributing campsites clusters, campsites, and parking spurs to repair the historic campground.

- Design additions to harmonize with natural setting through sensitive site design, and the use of compatible materials using a cohesive aesthetic.
- "Locate and orient buildings, gathering spaces, and interpretive points to benefit from views of the park's natural features."^{4.7}

"Desirable conditions within and surrounding the campgrounds include: the design and siting of human-made features so that natural sounds, vegetation, and scenery predominate; a hierarchy of roads and trails that is easily understood by users and distinguishes those areas where the public is allowed to drive and park; the concentration of uses within well-delineated campsites and pedestrian paths; and visual separation between campsites, provided by natural vegetation, topography, boulders, etc."^{4.34}

A Sense of Place Design Guidelines

CLUSTER ARRANGEMENT TREATMENT GUIDANCE

The campground is one of several development clusters within Tuolumne Meadows that the NPS completed as part of its nation-wide planning to sensitively accommodate visitor and government uses within pristine natural areas. The campground is organized into distinct clusters developed in the 1930s and modified in the 1950s—Tioga Road Cluster, four campground clusters, and Group Camp.

Repairs, modifications or future expansion will preserve original development patterns of the NPS/CCC cluster arrangement and the Mission 66 modifications. New development will follow the same principles, i.e., working in harmony with the natural setting, sensitively siting roads and campsites, and clearly defining individual campsites by understory vegetation and/or topography, natural features and logs or boulders.

Preserve Tuolumne Meadows Campground as a distinct cluster of development within Tuolumne Meadows.

- Preserve and repair contributing features and qualities that contribute to the historic character of the campground.

Preserve the distinct cluster arrangement of the campground characterized by smaller clusters organized by function and use.

- Preserve the distinct clusters—Tioga Road Cluster and the four campground clusters.
- Allow modifications or new development within non-contributing clusters (Group Camp and Backpacker Site).
- Allow repairs to portions of campground clusters with diminished integrity including removal of drive spurs and campsites. Preserve campground clusters where integrity remains.

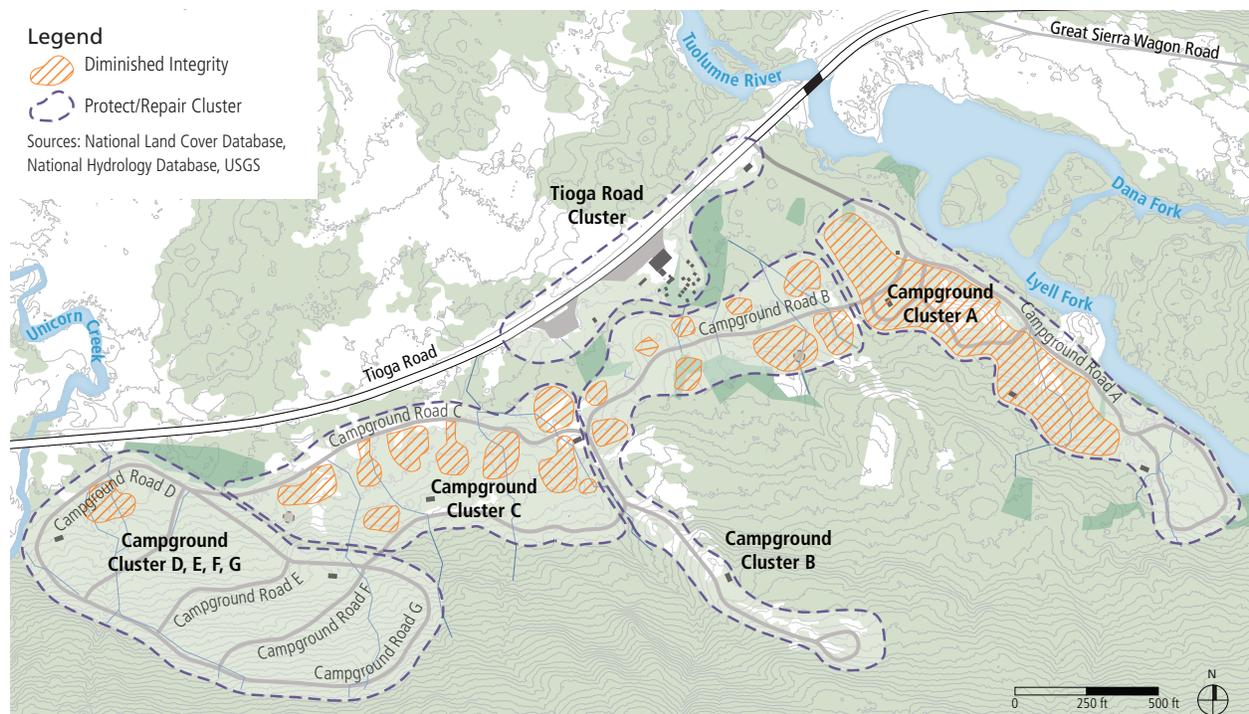


Figure 4-4. Preserve the campground's distinct cluster arrangement and allow repairs to campground clusters and campsites with diminished integrity to repair the historic campground. Preserve campground clusters where integrity remains (source: Mundus Bishop, 2020).

Preserve and repair Tioga Road Cluster.

- Preserve the pattern of development of buildings and structures oriented towards Tioga Road and set back from the road with minimal parking in front.
- Preserve views to, and from, the Contact Station (CS3005) and The Store from Tioga Road.
- Allow parking or improvements to parking as long as these minimize negative visual impacts from Tioga Road, the meadow, and surrounding peaks and domes. Consider minimizing the number of spaces to ensure the Contact Station (CS3005) and The Store remain visible from Tioga Road.^{4.8}
- Screen utility areas from Tioga Road by using features such as fences with rustic boards or quarter-round log segments, placed vertically, similar to what is found elsewhere in the area. The finish should be natural, with no stain, and allowed to weather.^{4.9}

Allow modifications to Campground Cluster A where the cluster arrangement has been extensively modified and has diminished integrity.

- Allow modifications to campground clusters on Campground Road A along Tuolumne River and on the ridge above the road as these have been extensively modified and no longer retain integrity.
- Repair vegetation and take measures to repair soil compaction and erosion to protect Tuolumne River and the sub-alpine forest.
- Preserve Campground Road A in alignment, width, and surfacing. Allow a change from shared vehicular/pedestrian to pedestrian where needed.

Allow new campground clusters' as additions to Tuolumne Meadows Campground when integrated as components that harmonize with the campground's cluster arrangement and the natural landscape.

- Preserve the pattern of the original campground cluster arrangement.
- Allow a new campground cluster in previously disturbed areas and where existing uses can be repurposed, i.e. Backpacker Site.
- Ensure new campground cluster(s) follow the park rustic style of the existing campground clusters in arrangement, orientation, sensitivity to natural topography and features, and protection of contributing features.
- Ensure new utilities and features are sited and routed to protect and preserve contributing cluster arrangements, campground roads, buildings and structures and features, and to protect the natural landscape.

Preserve and repair Campground Cluster B and allow modifications where Campground Cluster B has diminished integrity (SAR campsite, campsites at shared parking spurs, and Group Camp).

- Preserve Campground Cluster B's arrangement characterized by campsites set along both sides of Campground Road B and within the gently sloping topography. Preserve Campground Road B in alignment, width, and surfacing.
- Consider repairing the campsite arrangement by removing extraneous parking spurs, and reestablishing parking spurs along Campground Road B.
- Consider modification, removal, or relocation of the SAR campsite to reestablish the original arrangement of parking separated from campsites.
- Consider modifications where campsites are accessed by shared drive spurs to separate those to reestablish the original arrangement of parking separated from campsites.
- Consider repairing individual campsites using understory vegetation, topography, and natural features to reestablish each as a space with a definitive boundary.

"Where ample natural screening is still on the ground there should arise no difficulty as to the definiteness of outline... gaps may be partly filled by sparingly placing heavy boulders or short pieces of a large log in line with the supposed campsite boundary"^{4.35}

Dr. Emilio Meinecke

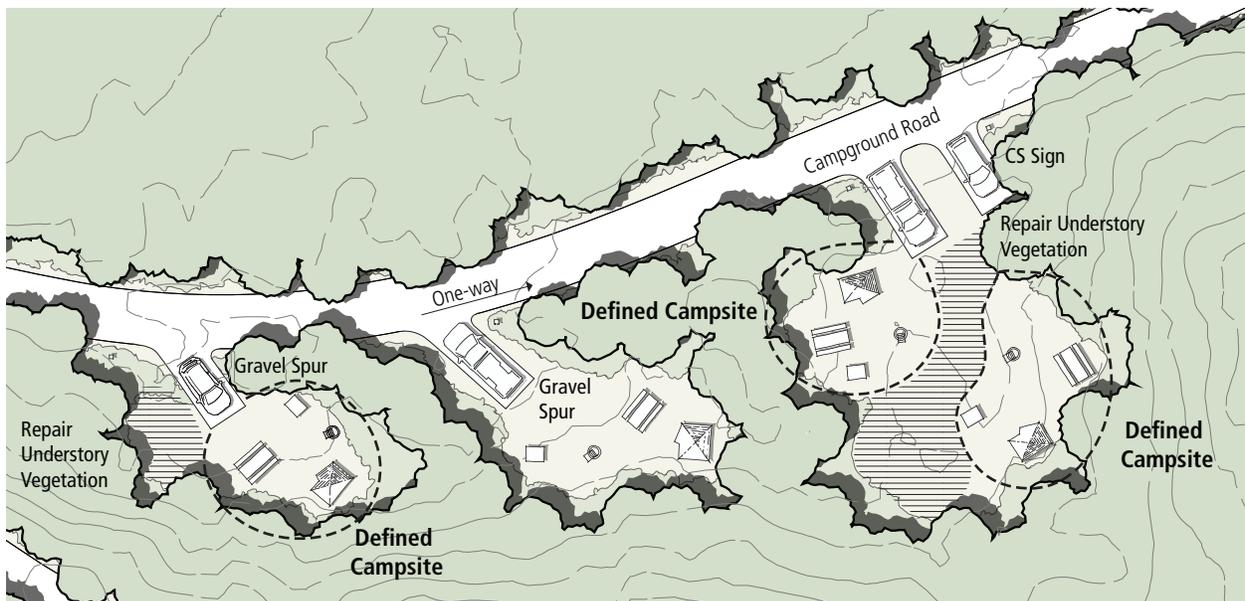


Figure 4-5. Consider repairing campsite arrangements within Campground Cluster's B and C by reestablishing the patterns of parking spurs along campground roads with defined campsites as illustrated in this example (source: Mundus Bishop, 2020).

Preserve and repair Campground Cluster C and allow modifications where Campground Cluster C has diminished integrity (campsites at shared drive spurs and Backpacker Site).

- Preserve Campground Cluster C's arrangement characterized by campsites set along both sides of Campground Road C and between the two segments of the road, set within gently sloping topography.
- Preserve Campground Road C in alignment, width, and surfacing.
- Consider removing extraneous drive spurs within campsite areas to reestablish the campsite arrangement. Consider reestablishing the pattern of drive spurs only along campground roads that separated vehicles from campsites for safety and experience.
- Consider repairing individual campsites to reestablish each as a defined space using understory vegetation, natural features, and topography.

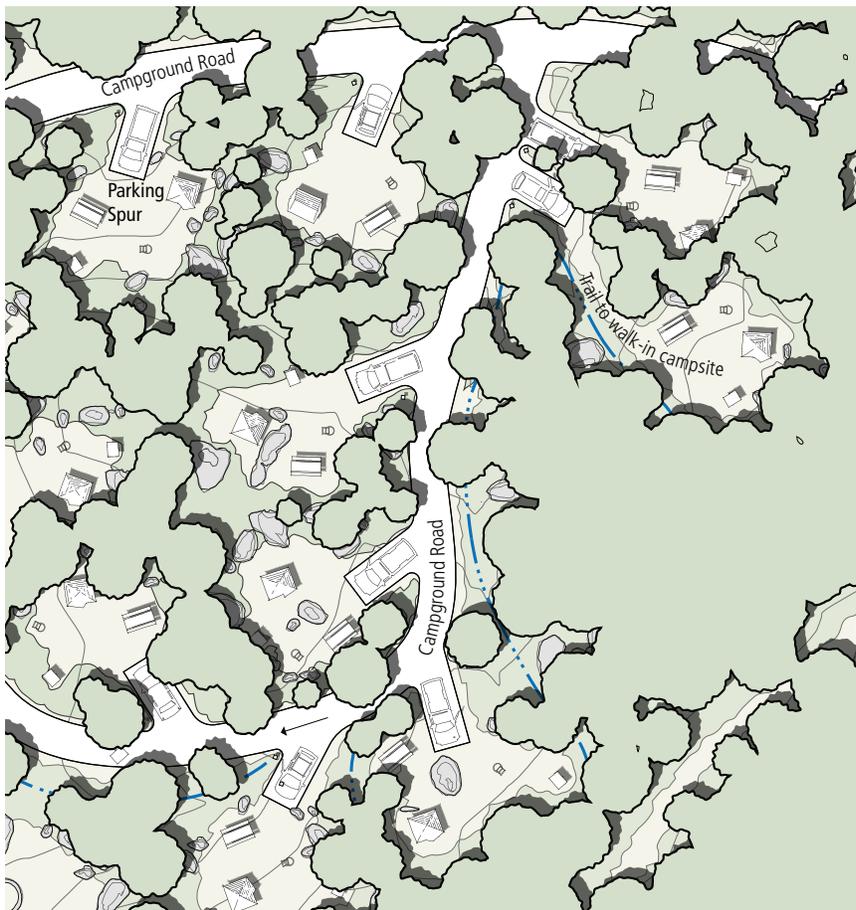


Figure 4-6. Locate and design additional campground cluster arrangements to follow the principles of the park rustic style and clustering of campsites along narrow campground roads as illustrated in this example (source: Mundus Bishop, 2020).

Preserve and repair Campground Cluster D, E, F, G.

- Preserve Campground Cluster D, E, F, G's arrangement characterized by four equal sections of campsites along four campground roads of varied widths and set within sloping topography.
- Preserve Campground Roads D, E, F, G in alignment, width, and surfacing.
- Consider repairing individual campsites to reestablish each as a defined space using understory vegetation, natural features, and topography.

The initial public campground— Campground Cluster D, E, F, G and associated campground roads— remain intact from the original 1931 and 1932 construction. These campsites are set within the forest and arranged to work with the natural topography. Campground Cluster D, E, F, G will be preserved.

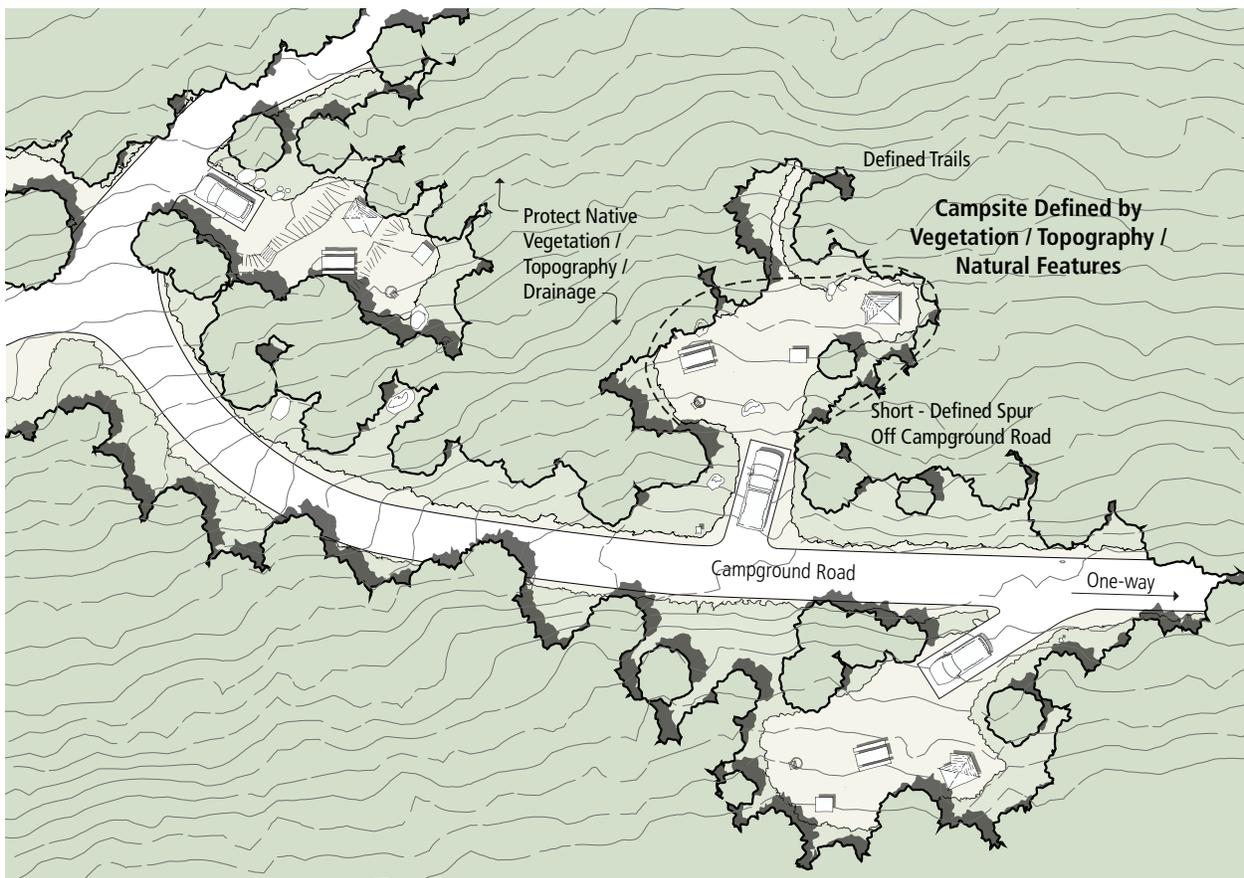


Figure 4-7. Preserve campground roads and repair campground clusters by separating parking from campsites as illustrated in this example (source: Mundus Bishop, 2020).

Allow modifications to Group Camp.

- Consider repairing this campground cluster through improved organization of campsites and parking.
- Consider modification, removal or relocation of the Group Camp or individual clusters to reestablish understory vegetation and repair soil compaction and erosion in the current location.
- Consider alternate areas for this use including the northeast area of Campground Cluster B at the Horse Camp.
- Consider locating vehicular parking on short individual parking spurs to provide access and to reduce impacts on the sub-alpine forest. Avoid large areas of pavement.

Allow modifications to Backpacker Site.

- Consider modification, removal, or relocation of the cluster or provide smaller clusters to reestablish understory vegetation and repair soil compaction and erosion in the current location.
- Use site topography and vegetation to provide a natural screen from the parking area. Where additional screening is necessary, plant native vegetation so plantings blend into the surroundings using a natural pattern.^{4.10}

Locate and design additional campground clusters to follow the principles of the park rustic style with clustering of campsites along narrow roads.

- Use similar patterns and cluster arrangements of the principles of park rustic design and campground development from the 1930s campground.
- Consider locating additional campground clusters within previously developed spaces; i.e., northeast edge of Horse Camp at the 1961 Campground Road extension or to the southwest of Campground Cluster A.
- Follow natural topography and protect natural features when placing campground clusters, road, and features.
- Provide universally accessible campsite with a range of visitor experiences, preferably located for ease of access to trails and amenities such as comfort stations.

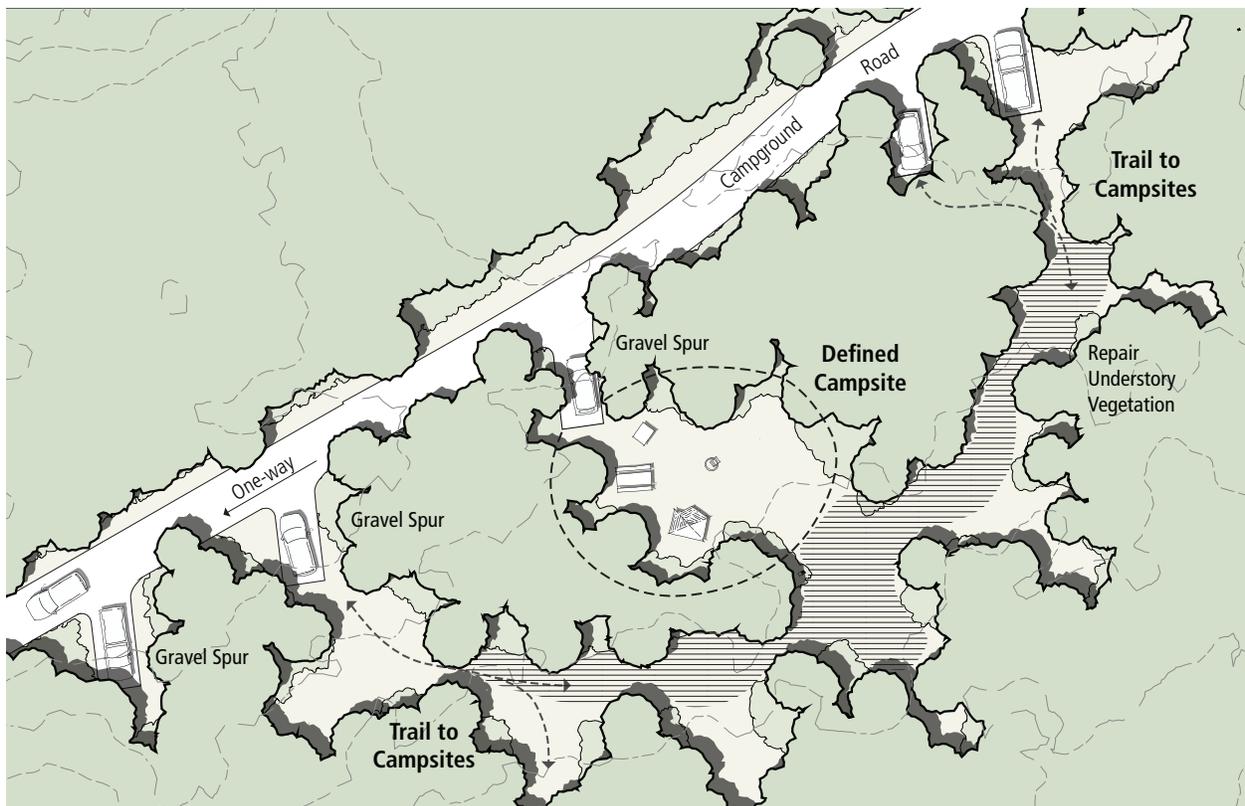


Figure 4-8. Preserve campground roads and repair campground clusters by separating parking from campsites as illustrated in this example (source: Mundus Bishop, 2020).

CIRCULATION TREATMENT GUIDANCE

Tioga Road, Entrance Road, Campground Roads A, B, C, D, E, F, and G, and two trails—John Muir Trail and Elizabeth Lake Trail—remain from the period of significance. This system of vehicular and pedestrian circulation contributes to the historic character of Tuolumne Meadows Campground and will be preserved and repaired to retain the historic pattern and to reestablish the historic separation between parking and campsites. Later additions (after 1961) that impact campsites and social trails that impact the natural landscape will be modified or removed.

Ensure all additions and modifications are compatible with the NPS/CCC patterns of development.

- Design campground roads and routes using similar principles as the NPS/CCC to follow topography, be subordinate to the natural landscape, and minimize visual impacts.

Preserve the campground's system of contributing roads—Tioga Road, Entrance Road, and Campground Roads A, B, C, D, E, F, and G.

- Preserve the alignment, width, and surfacing of Campground Road A as a contributing feature. Allow reuse as a trail but retain the original width if reuse occurs.
- Preserve the alignment, width, and surfacing of Campground Roads B, C, D, E, F, and G as contributing features.
- Consider modifications to relocate non-contributing shared drive spurs within Campground Cluster's B and C. Consider modifications that set these at road edges as parking spurs to reestablish the separation between parking and camping uses, and repair soil compaction and erosion.

- Provide surfacing for parking spurs along campground roads that clearly distinguish these from campsites surfacing. Acceptable surfacing includes compacted earth for campsites, crushed natural stone surfacing for parking and drive spurs, asphalt paving for campground roads, and concrete paving at accessible parking spaces and pedestrian routes.

Locate and design new campground roads or road extensions using patterns and widths that meet the principles of the park rustic style and campground development of the original 1930s campground.

- Sensitive design new campground road additions to protect the campground's historic character and the natural landscape.
- Locate new roads along previously developed routes or in areas already disturbed. Where new routes are needed follow the principles of the park rustic style in selection of the route.
- Design new roads to be narrow one-way routes fitted between vegetation along existing natural topographic patterns. Ensure minimal disruption to topography and vegetation. Locate parking spurs along new roads to separate these from camping uses.
- Allow the addition of a second access at the extant 1930s route near Campground Road D. Follow the historic alignment and set new access within the previously disturbed route.

Design new campground roads and parking spurs as compatible features with similar form, scale, and materials of the contributing campground roads.

- Ensure new campground roads are similar in aesthetic and of similar materials and widths as contributing campground roads.
- Clearly define parking along campground road shoulders using road surfacing and topography.
- Allow the use of naturalistic barriers such as rocks, berms, granite curbing, and grading to delineate parking. Ensure additions blend with the natural environment.^{4.11}
- Where needed use natural features such as partially buried boulders or logs to define parking spurs and to further define natural areas and features to protect.^{4.12}
- Design new parking spurs to follow historic patterns with parking spurs along campground roads. Ensure separation between parking and camping uses.
- Provide surfacing for new parking spurs that distinguish these from campsite surfacing. Allow parking blocks or buffers to define ends of parking spurs.

“Four main parts make up the individual campsite—the parking spur, the cooking stove, the table, and the tent. The car is not allowed to move outside of the road, and is confined to a parking spur which branches off at a convenient angle from the road. On leaving, the car backs into the road and goes on in the prescribed direction. The parking spur is clearly defined, and obstacles on the ground, such as larger trees, boulders or logs, indicate plainly its outlines.”^{4.36}

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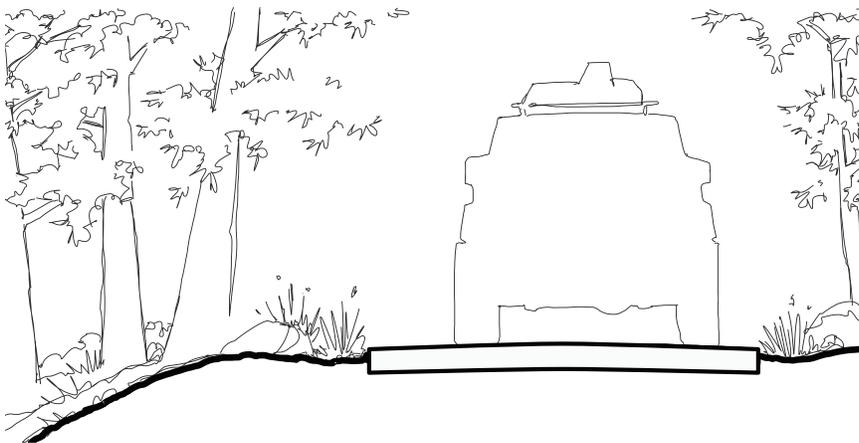


Figure 4-9. Design new campground roads and parking spurs as compatible features with similar form, scale, and materials to the contributing campground roads. (Mundus Bishop, 2020).

Preserve contributing trails—John Muir Trail and Elizabeth Lake Trail.

- Preserve the alignment, width, and surfacing of contributing trails.
- Sensitively design new connections to protect the character of the contributing trails.

Design new trails to follow a similar form, scale, and materials of the contributing trails.

- Ensure new trails to be similar in aesthetic, material, and widths as contributing trails, but ensure they are clearly distinguishable as new trails.
- Ensure new trails are narrow well-defined routes that provide access between campsites, parking and amenities.
- Remove social trails and revegetate disturbed areas with native species to prevent erosion and to reestablish the historic feeling of being within nature.

Provide universally accessible pedestrian routes between accessible campsites, parking, and ABAAS compliant comfort stations.

- Ensure new routes are sited and designed to minimize disruption to the natural landscape and preserve and protect contributing features.



Figure 4-10. Preserve the alignment, width, and surfacing of contributing trails (source: Mundus Bishop, 2020).

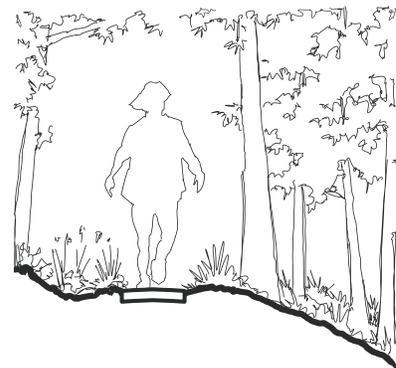


Figure 4-11. Design new trails to follow a similar form, scale, and materials of the contributing trails (source: Mundus Bishop, 2020).

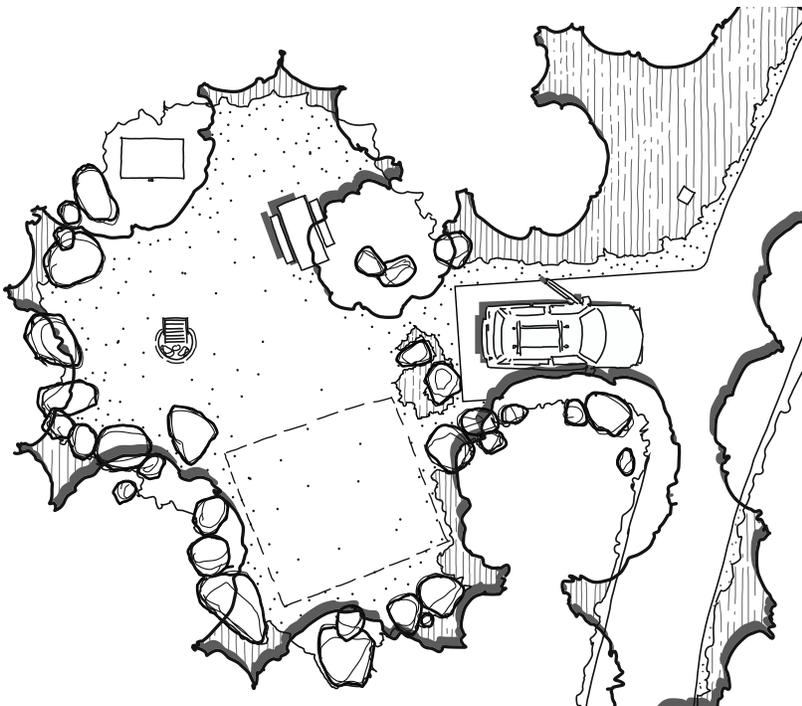
CAMPsites TREATMENT GUIDANCE

Many campsites within Tuolumne Meadows Campground exemplify the NPS rustic style of the initial construction and Mission 66 modifications. Others are modified and not as well-defined as originally designed.

Existing campsites will be repaired and those with diminished integrity or near Lyell Fork may be removed and new campsites may be added. All work will protect the natural setting and the campground's contributing features and those aspects that contribute to its historic character.

Design new campsites and consider repairing existing campsites to be well-defined individual spaces integrated with topography, natural features, and vegetation.

- Design new individual campsites as a defined space with a definitive boundary with parking and camping uses separated.
- Consider repairing existing campsites.
- Use topography, natural materials, i.e., logs and boulders, and vegetation to assist in defining campsites, and to minimize soil impacts, assist in vegetation growth and screen campsites from one another. Use appropriate sub-alpine zone shrubs and forbs.^{4.13 4.14}



“Each camp must be so readily recognizable as a unit that there is no question as to boundary lines...where ample natural screening is still on the ground there should arise no difficulty as to the definiteness of outline...gaps may be partly filled by sparingly placing heavy boulders or short pieces of a large log in line with the supposed campsite boundary...It should merely indicate, more by suggestion than by actual fact, where the boundary of the campsite is supposed to run.”^{4.37}

“A similar neutral zone of green should protect the camp from the dust and noise of the road”^{4.38}

Dr. Emilio Meinecke

Figure 4-12. Design new campsites and consider repairing existing campsites to be well-defined individual spaces set into topography, natural features, and vegetation (source: Mundus Bishop, 2020).

Design new campsites to blend with the natural environment in form, texture, and color.

- Locate new campsites on previously impacted areas whenever possible.^{4.15}
- Locate new campsites on shallow sloping sites to reduce vegetation impacts and soil erosion.^{4.16}

Ensure campsites are separated and buffered from parking, adjacent uses, and one another.^{4.17}

- Separate campsites from campground roads and trails.^{4.18}
- Visually buffer large RVs and trailers from adjacent campsites and views and vistas.^{4.19}



Figure 4-13. Design new campsites and consider repairing existing campsites to reestablish each space as a campsite using understory vegetation and topography to provide a definitive boundary (source: Mundus Bishop, 2020).

Allow new campground amenities.

- Allow new tables, fire pits, and bear boxes as functional amenities. Ensure features blend with the natural environment.
- Locate bear boxes to be accessible but sited to not dominate natural settings. Keep out of contributing views and vistas.^{4.20}
- Bear boxes and trash and recycling receptacles should be offset a minimum of three feet from the road. An asphalt or other slip-resistant natural material platform should be provided for the receptacle area.^{4.21}
- All new picnic tables, fire pits, and grills should meet accessibility requirements.^{4.22}
- All new bear boxes should be accessible.^{4.23}
- Ensure campsite design complies with the TRP.
- Include water quality measures, bioswales, and/or oil/water separators to collect and filter runoff from roads and other developed areas.^{4.24}



Figure 4-14. Ensure campsites are separated and buffered from parking, adjacent uses, and one another (Mundus Bishop, 2020).

BUILDING AND STRUCTURES TREATMENT GUIDANCE

Buildings and structures associated with Tuolumne Meadows include those on Tioga Road that provide visitor amenities including the Contact Station (CS3005), and those within the campground that provide specific functions—entrance kiosk and comfort stations.

Contact Station (CS3005) and four comfort stations (CS3021, CS3022, CS3023, CS3024) built in the 1930s followed the NPS/CCC rustic design style. Four comfort stations characteristic of the Mission 66 style were built in the 1950s/1960s. These remain from the period of significance and are contributing features. Later additions include the entrance kiosk and tent platforms and are non-contributing features.

Contributing buildings and structures and their settings will be preserved and rehabilitated to continue their functions and uses into the future. Non-contributing buildings and structures may be removed, especially if they diminish the integrity of the campground. New buildings or structures will be compatible with the architectural vocabulary of the extant historic buildings.

“If year-round buildings are to be added to this area, consider a traditional building shape with gable ends and a shed porch at the eave side to accommodate entrance, signs, and receptacles”^{4.39}

“New or replacement structures should maintain the general spacing, scale, and color of the existing structures.”^{4.40}

“New structures should be constructed of materials that are compatible with the temporary, seasonal, minimal style currently and historically found there.”^{4.41}

A Sense of Place Design Guidelines

Preserve and repair contributing buildings associated with the 1930s park rustic naturalistic style—Contact Station (CS3005), four comfort stations (CS3021, CS3022, CS3023, CS3024).

- Rehabilitate the interior of the comfort stations for improved function and to provide accessible fixtures.
- Preserve and retain the fenestration and openings patterns but allow minor modifications to the exterior doors and entrances to accommodate ABAAS access. Design modifications to preserve the character-defining features.
- Revegetate natural areas surrounding each building to reestablish the historic setting where buildings harmonized with the natural landscape.

Preserve and repair the settings of contributing buildings and ensure access for all.

- Provide clear defined pedestrian routes and vehicular parking for comfort stations and other visitor use structures.
- Provide ABAAS access to comfort stations, designed to be compatible with the campground's historic character and to protect contributing features.

Preserve and repair contributing buildings built during the Mission 66 Initiative—four comfort stations (CS3076, CS3077, CS3078, CS3079).

- Rehabilitate the interior of the comfort stations for improved function and to provide accessible fixtures.
- Preserve and retain the fenestration and openings patterns but allow minor modifications to the exterior doors and entrances to accommodate ABAAS access. Design modifications to preserve the character-defining features.
- Comfort stations can be rehabilitated to better accommodate the campground's extreme climatic conditions including snow load.
 - Allow modifications to roof lines and materials which retain the low slope (4/12 or less) and chevron shape of the roof and are compatible with the Mission 66 building style.
 - Retain the ribbon windows.
 - Preserve exposed roof structure members as they contribute to the building character.
- Repair the setting of each comfort station by clearly defining parking spurs and revegetating natural areas to reestablish the historic setting of buildings set to harmonize with the natural landscape.

Allow additions to the Tioga Road Cluster of development.

- Minimize the addition of new signs that distract from the natural environment. New signs shall be carefully controlled and not be visible from the road. At The Store, confine new signs to the porch area.^{4.25}
- Utility areas shall be screened from Tioga Road by features such as fences with rustic boards or quarter-round log segments, placed vertically, similar to what is found elsewhere in the area. The finish should be natural, with no stain, and allowed to weather.^{4.26}
- New roofs shall be black or brown, and of similar form and character to the adjacent structures. New structures in the Tioga Road Cluster should be the same material and color of extant contributing buildings.^{4.27}

Preserve and repair Conness Campfire Circle and Dana Campfire Circle.

- Allow repair of the setting for improved function and to provide accessibility.
- Design modifications to preserve the settings and contributing features. Preserve and retain the form, scale, and organization of each circle including the circular settings and stepped seating.

Allow removal of non-contributing buildings and structures, especially where they diminish the integrity of the campground.

Allow additions of buildings or structures when integrated as components that harmonize with the natural landscape and respect the cluster arrangement of the campground.

- Maintain the pattern and spacing of comfort stations with the campground buildings and structures. Avoid placing temporary or permanent structures within spaces surrounding contributing buildings, especially the foreground when viewed from parking and trails.^{4.28}
- The character of new buildings and structures should be compatible with the park rustic style and should be of a scale, form, massing, material, and color that blends with the campground's natural setting.
- New design elements can be drawn from the NPS/CCC and/or Mission 66 building and structure designs and styles present within the campground.

Architectural language including scale, massing, fenestration, and materials should be consistent throughout the campground.

- New comfort stations should retain the rectangular plan consistent within all extant comfort stations.
- Roof configuration may be steeply sloped as in the NPS/CCC buildings or may be of a low slope consistent with the Mission 66 buildings.
- New roofs shall be black or brown, and of similar form and character to the adjacent structures.^{4.29}
- Exterior materials shall be compatible with the natural surroundings and existing buildings
 - These may include but are not limited to horizontal wood siding, stone, concrete, and CMU.

Design of new additions shall provide a feeling of material continuity and consistency to the façade. Scale of the masonry should be considered within the context of the building and surrounding area.

- Fenestration shall follow established framework within the existing structures.
- Windows should be in the middle and upper portion of the façade. Use of textured and tinted glazing can provide privacy.

SMALL SCALE FEATURES TREATMENT GUIDANCE

Small scale features within Tuolumne Meadows Campground include contemporary features that provide campground functions including picnic tables, fire pits, grills, and bear boxes.

Similar features were provided with the original 1930s campsites with the exception of bear boxes. Original rustic wood picnic tables and stone fire pits were replaced during Mission 66 with steel post and wood top tables and manufactured steel post fire pits. Extant small scale features are similar to these. Other small scale features include wood campsite markers identifying each campsite and painted wood board fences that screen entrances to the Mission 66 comfort stations (CS3076, CS3077, CS3078, CS3079).

Preserve and repair contributing small scale features.

- Repair painted wood board fences at each Mission 66 comfort station (CS3076, CS3077, CS3078, CS3079).

Allow the addition of compatible small scale features to provide contemporary amenities.

- Allow replacement of picnic tables and fire pits to provide amenities for visitors. Ensure new amenities are compatible with the historic character of the campground.
- Place features within campsites to assist in organizing these for improved function and use.
- Allow bear boxes at campsites or organized into groups of boxes and located near campsites to provide safety while minimizing visual disruptions to the campground's character. Locate bear boxes to be unobtrusive but readily accessible.

Design small scale additions to be of a simple and timeless aesthetic.

- Ensure small scale features are designed to be compatible with the park rustic style of the original NPS/CCC campground and with the Mission 66 modifications and additions.

VEGETATION TREATMENT GUIDANCE

Tuolumne Meadows Campground vegetation includes native forest, riparian woodland, and sub-alpine grassland. Riparian woodland extends from the alluvial plain of Tuolumne River and transitions to sub-alpine grassland and forest. Forest extends outward from the meadow. Campground development is set within the Sierra lodgepole pine forest. This minimizes the impact of development on the landscape and capitalizes on views to and across the open meadow.

Preserve vegetation and vegetation patterns that contribute to the historic character of Tuolumne Meadows Campground.

- Preserve the sub-alpine forest setting of the campground including natural tributaries, meadows and wetlands, and riparian edges.
- Preserve mature lodgepole pine trees to maintain the campgrounds overhead canopy.
- Reestablish the native understory vegetation between campsites, along campground roads, around comfort stations, and within the SAR campsites and Group Camp to repair soil compaction and erosion.
- Include measures to ensure protection of existing vegetation including log/boulder barriers to prevent trampling of such areas.^{4.30}
- Where pedestrian barriers are needed, use low mounds planted with low sub-alpine vegetation with boulders so that vegetation is allowed to reestablish.^{4.31}

Follow historic patterns and intent when revegetating campsites.

- Establish native vegetation between campsites to provide shade, indicate campsite boundaries, provide privacy/a neutral zone between campsites, and frame views.
- Provide a neutral vegetated zone between the camp and the road.
- Reestablish native understory and groundcover vegetation.

Allow removal of invasive exotic plant species such as common dandelion.

Protect and enhance riparian vegetation.

- Remove all development from within one hundred feet of the river as required by the TRP. Protect and preserve contributing features within this corridor, including Campground Road A alignment.
- Remove riprap along Lyell Fork and restore to natural condition.
- Incorporate native species into new plantings, ensuring species are consistent with the historic character of the campground.

Restore and re-vegetate impacted areas to improve the natural character and scenic quality and reinforce delineation of natural and visitor use areas.

Conform with the *Yosemite National Park Fire Management Plan* to mitigate fire hazards.

Endnotes

- 4.1 United States Department of Interior, National Park Service. *Tuolumne Meadows Campground Design Guidelines - DRAFT*. (Yosemite: Yosemite National Park, 2009), 15.
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- 4.5 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 184.
- 4.6 United States Department of Interior, National Park Service, *Tuolumne Wild and Scenic River: Comprehensive Management Plan and Environmental Impact Statement* (Yosemite: Yosemite National Park, 2014), M-16.
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- 4.15 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 230.
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- 4.17 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 188.
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- 4.20 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 230.
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- 4.22 United States Department of Interior, National Park Service, *Tuolumne Wild and Scenic River: Comprehensive Management Plan and Environmental Impact Statement* (Yosemite: Yosemite National Park, 2014), M-16.
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- 4.32 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 184.
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- 4.35 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 13.
- 4.36 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 12.
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- 4.38 Meinecke, E.P. *Camp Planning and Camp Reconstruction*. (California Region: United States Forest Service, 1936), 9.
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- 4.40 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 186.
- 4.41 United States Department of Interior, National Park Service. *A Sense of Place: Design Guidelines for Yosemite National Park*. (Yosemite: Yosemite National Park, 2012), 186.

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APPENDICES

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APPENDIX A: BIBLIOGRAPHY

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A-4 Tuolumne Meadows Campground Cultural Landscape Report

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APPENDIX B: TERMINOLOGY

The following terminology is used in this CLR to describe recommended actions.^{3.1}

Consider is to routinely evaluate if a treatment action can be undertaken. Budget constraints and long-term maintenance may result in delayed treatment action. As circumstances change, the treatment action should be reevaluated and eventually completed.

Design intent refers to the creative objectives that were applied to the development of a historic property.

Introduce is the addition of a new, nonhistoric feature compatible with the cultural landscape. This may also include the replacement of a missing historic feature.

In-kind refers to the replacement of features extensively deteriorated or missing parts of features using materials that match the historic detail, configuration, and appearance as closely as possible.

Maintain refers to measures that sustain the form, integrity and materials of contributing features, either on a regular basis or as a nonrecurring event.

Preserve refers to those measures necessary to sustain the existing form, integrity, and materials of contributing features. It includes initial stabilization work, where necessary, as well as ongoing preservation maintenance and repair of historic materials and features.

Protect refers to actions to safeguard a historic feature by defending or guarding it against further deterioration or loss. Such action is generally of temporary nature and anticipates future preservation treatment.

Reconstruct refers to the act or process of depicting, by means of new work, the form, features, and detailing of a non-surviving historic structure or any part thereof, for the purpose of replicating its appearance at a specific time in its original location.

Rehabilitate refers to the act or process of allowing a compatible use through repair, alteration, or additions as long as those features that convey the historical, cultural, or architectural values are preserved.

Repair refers to those measures that are necessary to correct deteriorated, damaged, or faulty materials of features. These measures are more extensive than regular maintenance and undertake work necessary to bring a contributing feature or area to good condition.

Restore refers to those measures necessary to accurately depict the form, features, and character of a property as it appeared during a particular period of time by means of the removal of features from other periods in history and reconstruction of missing features from the restoration period.

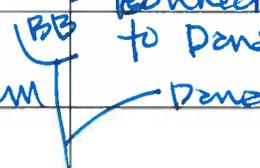
Retain are those actions that are necessary to allow a feature (contributing or noncontributing) to remain in place in its current configuration and condition.

Stabilize refers to those measures that require more work than standard maintenance practices, and that are necessary to prevent the further deterioration, failure, or loss of contributing features.

3.1 Adapted from The Secretary of the Interior's Standards for the Treatment of Historic Properties as amended and annotated, 1995 and <http://www.nps.gov/dscw/definitions.htm>.

Project: Tuolumne Meadow Campground

Circulation

Field ID	Feature Name	Description	Condition	Work Needed
<u>Loop A</u> Road	Entry Road/Loop A	= paved asphalt w/ gravel shoulders - lined w/ large boulders (BFPs)		
	Loop A Road	- gravel - just past intersection @ 3/4 - descends to river elevation to 1/4 - up/down direction to HP @ 54,55		
	Loop A - 	east part @ 71A of end loop - rocky gravel		
	Loop A =	upper loop 21 - 53 + narrow / gravel		
<u>Walk-in Trail</u> Backpacker trail	Backpacker trail	- gravel drive @ entry next to CS 17 <u>15' wide +</u> separated from CS w/ lg boulders (BFPs) - turns in 5' +/- soft surface trail - connects w/ trail (soft surface w/ varied width) to Dana Campfire Circle		
	185 pieces from btwn			
	Loop Road A -	to West A to 13 - asphalt paved w/ shoulder		
	Loop A btwn 14 and 20	- gravel - widens out @ connection to road @ 13		
	Loop A @ 66:67	- has a small loop around tree - gravel paved		

Project: Tuolumne Meadow Campground

Loop Road
- B
Circulation

Field ID	Feature Name	Description	Condition	Work Needed
	<u>Loop B Road e</u>	<u>Horse Camp</u>		
	1, 2, 3, 4	- asphalt paved / gravel shoulder - wide space for horse play e CS2 - swale on upside of road e CS2 - road built to be elevated above CS - provides level space for trailers		
	<u>Trail along wilderness</u>	<u>Trail (high Sierra)</u>		
	1952 proposed trail			
	<u>Horse camp trail</u>	- steep soft surface horse route		
	2ft plus			
	<u>Trail to Ruiz, both lakes</u>	- soft surface		
	<u>Parking e M66 pp e Horse Camp</u>			
		- asphalt paved w/ gravel shoulder - rocks along play edge - grouped bear boxes		
	<u>Loop B 37 to B</u>			
		- asphalt paved / no shoulders + follows topography	- one way →	
	<u>Trail to store/6ss from Loop Road B</u>			
	+ e 24B from road to store			
	• soft surface			

Project: Tuolumne Meadow Campground

Loop A

A-P81

Field ID	Feature Name	Description	Condition	Work Needed
Campsites 1, 2, 3				
	2A 1A	Campground Host Campground Host	- large cleared area - plug/camp site indiscernible from one another	
		• set immediately on A road paved asphalt w/ gravel - west-side of road + dec btwn 1A/2A	- within lodgepole forest - near river - view screened by forest & river - view to L. Dome screened	
		3A • gravel pull in w/ log edge		
	48	• road edge - view toward river - likely to be relocated - 150' from river	- less dense forest - boulders of varied sizes	
	49/50	- open view to L. Dome next to river		
	49-pull-in 50-pull-in	/carved in tent pad		
	Campsites 51 and 52			
		- access from upper loop w/ drive - similar relationship proximity to river - higher elevation above road A	- screened views to L. Dome	
	Campsite 53A	- same close to river / across road screened view to L. Dome - at river elevation	- wide spot for parking	
	Campsite 54, 55A			
		- high spot - at rocky edge of river - expansive view of river / L. Dome		
	Campsite 63A	- similar proximity to river - wooded setting - forest screened view to L. Dome		

PK road edge

Project: Tuolumne Meadow Campground

Loop A

road noise

A-P82

Field ID	Feature Name	Description	Condition	Work Needed
<u>Campsite 66, 67, 68, 69</u>		<ul style="list-style-type: none"> west side of Loop A road wooded setting w/ boulders separated from river by boulders across Loop A road screened view of Dome 		
<u>Campsite 80, 89, 86, 89, 85 (+/-)</u>		<ul style="list-style-type: none"> on ridge - generally over looking river in forested setting on edge of forest to east - with undisturbed vegetation 85 - a little less so - further from river 		
<u>Campsite 84, 83, 85, 82, 77, 75, 74, 73, 72, 71, 70</u>		<ul style="list-style-type: none"> forested setting, no distinct views - topo/boulders social trails an interior of loop some CS separated by drainages (small) pull-ins not always obvious 		
<u>72, 73, 70, 71 - close to CCCRR</u>				
<u>Campsite 42, 43 45, 44, 43</u>		<ul style="list-style-type: none"> on ridge above river barron - disturbed - no discernible pkg vs tent site filtered Dome view - some river view 		
<u>Campsites 36, 37, 35, 38, 42, 41, 40, 39, 34, 30, 33, 32, 31, 29, 28, 27, 26, 25, 24, 23, 22, 21</u>		<ul style="list-style-type: none"> within trees heavily disturbed ground plane hard to distinguish between pull-ins/spurs/campsites intermittent drainages 		
<u>42 - adj to small drainage - *heavier upstream channel</u>		<ul style="list-style-type: none"> social trail to N social trail from RR to drainage 	grouted stone	

some road noise

↑

Project: Tuolumne Meadow Campground

Loop A

A-PB3

Field ID	Feature Name	Description	Condition	Work Needed
<u>Camp sites 41</u>		- somewhat disturbed - forested setting on lower ridge near river		
	21, 2			
Camp sites 21, 27 could go here				
<u>Campsite 42</u>		- on ridge - near river - somewhat disturbed - filtered views		
<u>Campsites 17, 18, 19</u>		• 17 next to walk-in backpackers trail - across Loop A road from Backpackers Camp w/ loading (15-minute)		
	• forested + distinct pull-ins			
<u>Backpackers</u>		- was this the 1961 converted to walk-in sites # sites from OTAK - limits of general opening - trees w/ pods of campsites - some amenities as BS - trail access - trail ends in loop		
		BP w/ openness		
<u>Campsites 7, 15, 14, 16</u>		- somewhat forested - individual sites have more privacy than 8 etc but less forested than (17, 18, 19) - distinct pull-ins		
<u>Campsites 8-13</u>		- pod of CSs - within trees - pkg vs tent pods not discernible		
<u>Campsites 4, 5, 6</u>		- wide pull-ins - larger sites	- discernible ^{individuals} sites - - forested / no views - groupings of trees	
<u>Campsite 41</u>		- on ridge adj to Mace PK - forested - steep drive - drive shared w/ PK		+ Altered view to top of Dome

Project: Tuolumne Meadow Campground

Loop B

B-1

Field ID	Feature Name	Description	Condition	Work Needed
Camp sites B-1, 2, 3, 4 - horse camp				
		<ul style="list-style-type: none"> wooded / forested generously sized sites + paved asphalt road / gravel shoulder - on one way loop 	CS	
		- horse trough btwn 1 & 2	CS	set below road
3, 4 =		more understory vegetation		in denser forest
	# 2 stone ring fire place	HB (2) = one might be abandoned	#1 HB	
		- pull-ins e 1/2		
		3/4 road pkgs		
		- meadow edge fourth		
Camp sites 43, 44, 45, 46, 47, 48, 49				
		- set below below road		
		+ individual sites / set further apart		
		• pull-ins		
		- oriented inward toward forest		
		+ forested setting		• plus advantage of boulders
Group Camp site				
	+ grouping of trees	- extends up hill to MCG RR		
		- gravel paved		
		- group sites w/ tables & tent pads		
		set w/ trees		
		- disturbed		
C, D, E, F				
		- set below road w/ forest (denser)		
		• edged w/ logs		- sloping sites
G				
		• sparse forest + understory		
	center - no #	2 tables in same trees		
A & B : G				
		• sparse, exposed		

Project: Tuolumne Meadow Campground

LOOP B

B-2

Field ID	Feature Name	Description	Condition	Work Needed
<u>Campsites 40, 41, 42</u>				
	- off road - forested	- individual sites - understory btwn sites		w/ trees
<u>Campsites 38 / 39</u> ⚡				
	o accessible - hardened drives - accessible bear box	- straight lined space w/ table/tent pad - five pins - treated logs - peeled		
	38 - drive/pull-in has gravel			- no views
	<u>Campsites 34, 34, 32, 31, 29, 25, 23, 22</u>			
road noise	- forested w/ veg - no views	btwn sites - distinct sites		trees/understory
road noise	+ drainage on east side of CS 32 & 33			of 25B
	<u>Campsites 37, 35, 33, 31</u>			
	- on edge facing meadow - lush understory veg	btwn sites		35 - some gravel on pull-in 31 - not ⚡
	+ drainage east of 33	- individual sites - w/ tree groupings		
	<u>CSs 30, 27, 28, 26, 24</u>			
	+ on edge facing meadow + slight ridge above meadow to north	- rocky / disturbed - no veg btwn sites		
	- drainage east of 24B & 25B			
	<u>Trail east of 24B to store/6cs ends @ LOOP B road</u>			
	<u>CSs 19, 16, 15, 14, 13, 12, 8 - SPA</u>			
	SPA			
	<u>CS 21, 18, 20, 17, 11, 10, 9, 7</u>			
	- on edge facing meadow - sm drainage c 21	- lush vegetation btwn sites 21 - gravel pull-in		
	+ drainage thru east side of UB • drainage west side of 7B and thru 8B			

Project: Tuolumne Meadow Campground

LOOP C

C-1

Field ID	Feature Name	Description	Condition	Work Needed
<u>CS 1 C</u>		- accessible site - sq timber edging (treated?)		
		+ larger than other accessible		
		+ tent pad / fire ring in soft surface		
		o soft surface pull-in		2 conc blocks e end of stall
<u>CS 2, 3, 4, 17, C, 5</u>		o wooded on edge of meadow		- no views - some to forest
		- soft surface spur access CSs		
		o individual sites w/ some distance		
		+ drainage btwn these sites and 15, 19, 25		
		o understory veg to north/east		
		drainage west of sites - cobbled / slightly drained		
<u>CS 15, 19, 25</u>		+ parallel drainage and road		o limited understory veg
		o set below road	- forested	- individual sites
			- on edge of meadow	25 next to open meadow
<u>CS 8, 9, 10, 11, 12, 13, 14</u>		+ drainage on west side of 25		
		- on shared spur	- limited to no understory	+ spur partially paved (aggregate / not asphalt)
		- forested - openings for each CS		
		trees in groupings btwn sites		
<u>CS 16, 17, 18, 20</u>		o off road - above - forested no views		
		o individual sites	- trees / understory btwn the spurs	btwn after 20 and 24
			- trees btwn CSs but non to limited understory	
<u>CS 20, 21, 22, 23, 24</u>		- on shared spur - 1st section paved		- aggregate / not asphalt
		- drainage btwn 20 and 21		

spur to CS 2 spur

Project: Tuolumne Meadow Campground

Loop C

C-2

Field ID	Feature Name	Description	Condition	Work Needed
<u>CS 26 and 29, 34, 35</u>		- oriented toward Loop Road in sm meadow - 27 - view to sm meadow / filtered view to foot meadow forested w/ tree'd edges - no understory + drainage btwn 26 and 27 toward road / meadow		
<u>CS 28, 29, 30, 31, 32, 33</u>		- on shared spur + loop spur not defined	• paved center w/ grey aggregate like other • individual sites • forested - trees btwn sites	- some understory
Meadow		- social trails to store/gas - grasses defined by trees		
<u>CS 34 to 36, 37, 38, 39, 40, 41</u>		- on shared spur - very wide spur - individual site w/ some trees groupings that separate them - no understory 41 i. 36 - views towards forested area next to Loop Road		
<u>CS 42, 43, 44, 45, 46, 47, 48</u>		- shared spur - now just a very wide open gravel space - partially asphalt - CS set in forested ring vs individual openings + no views		
<u>CS 49, 50, 51, 52, 53, 54</u>		- on wide gravel spur - spur connects to Connors circle + some separated from spur by topo = 53, 54 higher		
<u>CS 55</u>		- of loop road C - short pull-in • oriented toward wooded meadow + foot path thru center	+ forested • no understory	

sites in woods
w/ gravel CS

CS separate

CS 54, ~~53~~
- overlook Camp Fire circle and CSs to west
- separated by topo from drive

Project: Tuolumne Meadow Campground

Loop C



C-3

Field ID	Feature Name	Description	Condition	Work Needed
<u>CS 56, 57, 58, 59, 60, 61</u>				
		<ul style="list-style-type: none"> shared spurs 56 & 57 58 & 59 oriented to north - to Tuol Meadow - view to wooded meadow + individual sites 		
		<ul style="list-style-type: none"> 56, 57 separated by trees/topo/veg from 58/59 ridge behind 		
		<ul style="list-style-type: none"> Trail - social trail to north from 56C 		<ul style="list-style-type: none"> 63 to 60 - on ridge above others - w/ vegetated slope btwn
<u>CS 62, 63, 64, 65</u>				
		<ul style="list-style-type: none"> along Road C - set on uphill - backdrop of vegetated ridge individual sites with pull-ins (short) trees around ca site 		
		<ul style="list-style-type: none"> veg ridge CS/66 table/tent site above w/ veg slope btwn 		
		<ul style="list-style-type: none"> site site site boulders 		
<u>CS 65, 67, 66, 68</u>				
		<ul style="list-style-type: none"> on downhill side + individual sites w/ individual pull-ins + on low ridge forested - drainage on uphill side of 67 		
<u>CS 68</u>				
		<ul style="list-style-type: none"> next to F1 - similar + forested site above road - clearing for tent pad on edge of forest to south 		
<u>CS 69, 70, 71</u>				
		<ul style="list-style-type: none"> downhill side of C Road indiv sites/pull-ins on ridge forested veg 		<ul style="list-style-type: none"> II - e road intersection social trail to lower camp sites

have a setting

Project: Tuolumne Meadow Campground

C-4

Field ID	Feature Name	Description	Condition	Work Needed
<u>CS 73, 74, 76, 77</u>		- forested w/ some understory - below Road C + indiv sites / spurs		77. next to CCC Pt
		o separated from lower C sites by some veg o somewhat close to road		
<u>CS 72, 75, 78, 79</u>		- above Road C - sloped back drop - veg between 75 & 76	- indiv sites / pullins + longer pullins - w/ CS separated from pullin o forested	
<u>CS 78, 79</u>		o above road o understory veg and forested o short pullin - hard to find	- closer to road than 75 & 76 - tucked into veg	
<u>CS 80</u>		+ right at road o no veg	- barrier	
<u>CS 83, 84, 85, 86, 88, 91, 93, 95</u>		84, 85 shared spur - 85 above all above road w/ varied distance from road	85 / separated by top of trees / understory 84 spur	
<u>CS 81, 82, 87, 89, 90, 92, 94</u>		+ below road o open sites + drainage basins of 82	- forested btwn sites - more btwn 81 / 82	o indiv sites o varied distance from Road C

Project: Tuolumne Meadow Campground

LOOP D

D-1

Field ID	Feature Name	Description	Condition	Work Needed
<u>CS 1, 2, 3</u>		- oriented to road/meadow - openings w/ forested groups of trees surrounding - indiv sites - indiv pull-ins 4D/3B spur wide and eroded - understory veg w/ trees		- no views
<u>CS 4, 5, 6, 7, 8</u>		- drainage west of 3 p - oriented to road/meadow - view from 8D - CS CSs stacked, separated by topo & veg		
□ 5 □ A)		4, 8 - lower 5, 6, 7 - higher sites	openings w/ forest surrounds some understory	
<u>CS 9, 10</u>		- undefined CS next to RR (CCC wood) - no understory - sm boulders	- some trees - disturb	- view to mtns to north
		- setting around is nice		
		creek (dry bed) alluvial fan - CL reference + splits into 3 tributaries @ CS 11 + 12		
		trail - VC/cathedral lakes head - across from north of 11 soft surface / rocky - bridge crossing upstream wood bridge / stone abutments fenced		
millside		<u>CS 11</u> - on forest backdrop / adj to creek - individual - indiv spur & forested veg - no understory - understory at forest		
0 12 veg 0 13		<u>CS 10 12 13</u> - oriented S, W to forest (S to road) - indiv sites / spurs - disturbed areas		- some veg to trail sites understory / trees

Project: Tuolumne Meadows Campground

LOOP D

? spur is very small
does it serve both

D-2
E-1

Field ID	Feature Name	Description	Condition	Work Needed
CS 14	- spur next to 13b	- trail into CS w/ forested setting		
		- next to drainage on east (boulders)		
		- understory vegetation around (nestled in forest)		
		- uphill from PR (CCC road)		
CS 21, 20, 19, 18, 17, 16, 15	- shared spurs 20/21, 15/14	- indiv sites		
		- sun openings in forest		
		- Veg/understory & trees separate sites		
		- sun spurs w/ step drop-offs 20/21, 15/14 (narrow)		
		- sites 'stacked' - 20/21		
		- 18 close to road		
		- 15 ↑		
		- set in forest (no orientation)		
21b	- more understory			
<u>LOOP E</u>				
CSE1, E2	- larger sites			
	- wide drive (allows 2 vans)			
	- CS surrounded by forest w/ understory veg, understory/			
	- sites separated by some topo			
	- across from D 20, D19			
	- somewhat alternated			
			wide	
			joint pad near road	
<u>social trails/erosion btwn sites in E loop</u>				
CS 3, 4, 5, 6	- 1 entry spur	- shared soft surface		
	- 4/5 off loop & end of spur			
			GE - indiv spur from shared	
3, 4, 5	= sites in forested ring around	spur loop		
	traces/some understory			
	- some topo/understory			

Project: Tuolumne Meadow Campground

E-2

Loop E

Field ID	Feature Name	Description	Condition	Work Needed
E7	- indiv site	- fenced site - sput w/ some vegetation		
	- drainage	- forest setting - from the road		
→ E8	- corner site			
	+ drainage on west side of <u>E6</u>			
CS E9 , <u>E11, E12</u>	+ forest edge with boulder hill behind	- forested site w/ understory		
	- drainage on west side of <u>E9</u>			
	- small indiv site	E11/E12 share spur		
	- south of road			
CS <u>E10</u>	◦ north of road	- oriented south to forest beyond		
	◦ forested setting w/ boulders			
	- small site			
CS <u>E13</u>	+ forested setting			
	◦ indiv site - set apart from all others			
	- understory veg surrounding sites			
	-			
	- road south of forest in between 13 and 14 -			
CS <u>E14</u>	- set below road	- understory veg		
	- opening in broader forest setting			
	+ individ sites			
CS <u>15, 16, 17, 18</u>	◦ sm openings for sites	- set w/ forest		
	◦ shared spur	- understory veg surrounding sites		
	- 15 has spur off upper road	- tent pad hardened		

to similar
to ~~E13~~
checking
tree

very close to
site

Project: Tuolumne Meadows Campground

Loop F

F-1

Field ID	Feature Name	Description	Condition	Work Needed
<u>1F</u>	<u>re: C68</u>	combine these	1F on road intersection	
<u>CS 2, 1, 3, F</u>		shared spur - partially aggregate - longer spur # 3F - eroded		
	<ul style="list-style-type: none"> • larger sites • set w/ forest w/ understory • shaded - forest orientated 		3F - set for into site close to 8F & 4F	
3F	could move forward to road to improve forest / separation from sites			
	3F - buildings around fire ring			
<u>CS 4 #3</u>		<ul style="list-style-type: none"> • close to road • small opening in forest w/ understory 	<ul style="list-style-type: none"> • indiv site • indiv spur 	extra spur
<u>CS 5, 6, F, 7, 9</u>		<ul style="list-style-type: none"> • below road to north - oriented to forest to west south/east - CS 5 opening larger than 6/7 - forested setting - understory / forest btwn sites 		
6F	right on road	short spurs		
7F				
<u>CS 8</u>		<ul style="list-style-type: none"> • gravel at road • long spur - steep drop-off from new asphalt road blocked - eroded spur 	CS 8F - similar to 3F close to 3F	
		social trails from 9 up thru 6 - south		
		from 9 to 10 and RR (m 66)		

pot more? 0

CS 10

- m site
- gravel spur
- next to RR

Project: Tuolumne Meadows Campground

LOOP G

G-1

Field ID	Feature Name	Description	Condition	Work Needed
CS 61	multi tent pad sites	- rocks in center / debris space	- long spur	gravel at entry soft surface
CS 33, 34, 35	forest with spur	10:36 - largest with		
		36 - curved spur to opening - forest w/ understory surrounding		
		will be behind		
		56 - closer to road than 36		
		steeper rocky spur		
		sm opening w/i forest / understory		
CS 61	10/11	sites set above road / separated by spur	topo: boulders	more veg
		sm sites on rocky overlooks		
		forest backdrop 2 tent sites		
		topo / veg btwn 6:8 and btwn 10/11		
		10/11 - broad forest btwn these and 6:8		
		less boulders - same setting / forest backdrop		
		11 - doesn't have slope		
		social trail on w side 11 - goes up hill		
CS 14, 13		similar topo to 10/11 but sites share / spur / space of #10		
		14 - uphill site		
		13 - small CS right on road		
		14		
		13		
		separated forest / understory		

CS spur rocky slope

Project: Tuolumne Meadow Campground

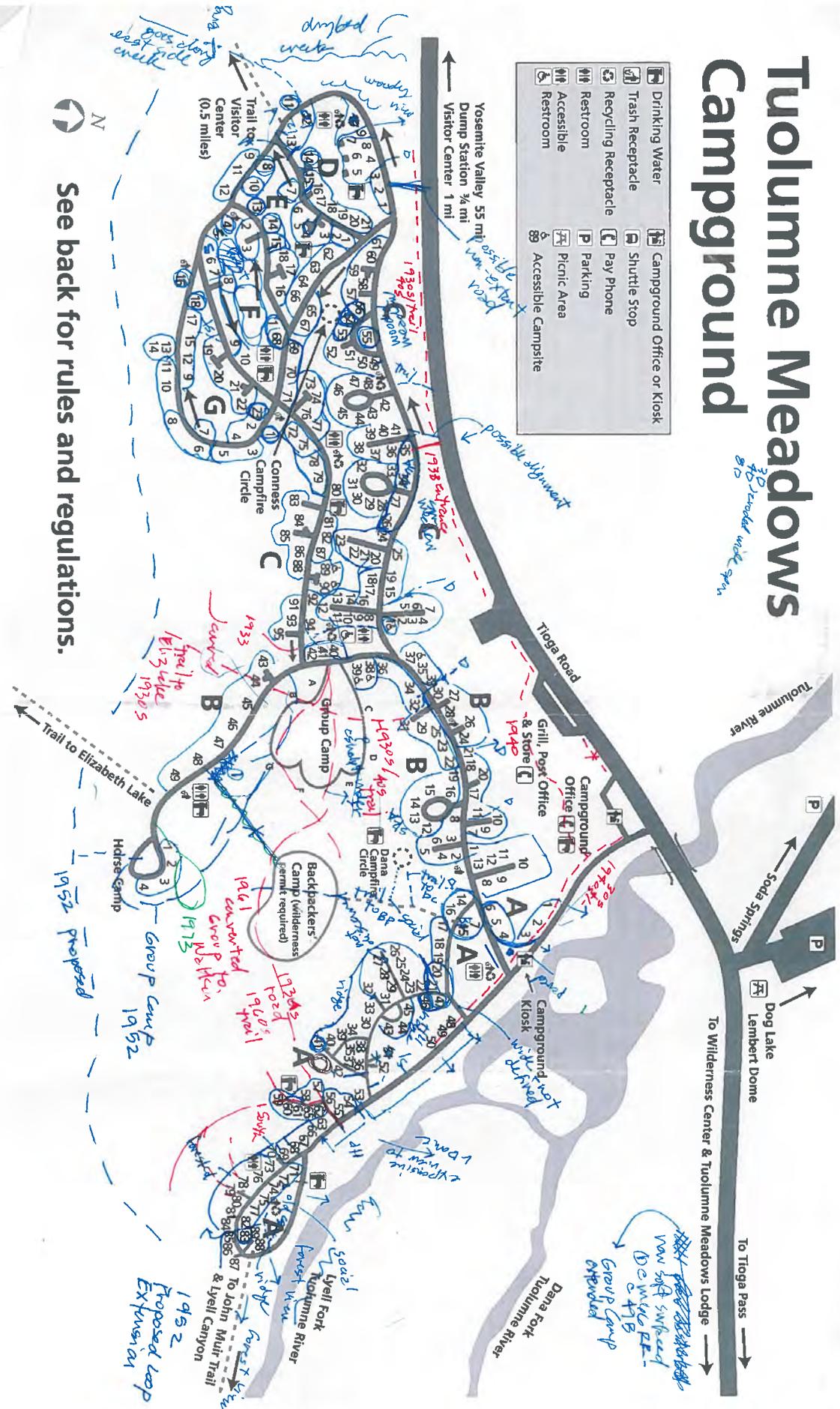
LOOP G

G-2

Field ID	Feature Name	Description	Condition	Work Needed
CS 16	- short spur	- forested - same topo		
	- forest	backdrop		
CS 18	- stepped site	- sm outcropping above		
	- short spur	- defined spaces for table / turf		
	- sm opening	with forested trees / w/ understory		
Forest btwn	18, 17, 15			
CS 17	stepped spur	17c		
	below road	- steep drop e spur w/ gravel		
	stepped spur	- sm opening w/ i forested w/ understory		
		veg		
Forest btwn	17 and 15			
CS 15, 12, 9, 7	- steep spur	rocky - gravel e cutm		
	- CS in lower	forested setting w/ forest i. understory		
	- indiv spur	surrounding		
9/12	closer to road			
Forest btwn	15 and 12			
		drainage - east side of 9		
		9 - less veg e site interior		
CS 7	rocky spur	Forest btwn 7 and 4		
CS 4, 2	rocky	remaining sites		
	w/ topo	some separation of trees		
	- lg boulder behind 4, 2			

Tuolumne Meadows Campground

- Drinking Water
- Trash Receptacle
- Recycling Receptacle
- Restroom
- Accessible Restroom
- Campground Office or Kiosk
- Shuttle Stop
- Pay Phone
- Parking
- Picnic Area
- Accessible Campsite



See back for rules and regulations.

MUNDUS BISHOP
LANDSCAPE ARCHITECTURE & PLANNING

Project Name: _____ Date: _____

Project Number: _____

Subject: _____

Loop A - primer + down view

Loop B - Views, Character of the land, Density, soil composition

1920s - road/trail

Loop C - relationship between roads,

buildings and settlers - comfort station

Fine Art photographs - Valley Library - Lisa?, Virginia Guichard →

Linda Greene - history

Project: Tuolumne Meadows Campground

Circulation - Vehicular

Field ID	Feature Name	Description	Condition	Work Needed
	Troop pad	- Contrib. (148 cur)		
	Entry pad	to Camp-kiosk		
	A spine			
	B spine			
	C North	- one way		
	C South			
	D/E/F. 6 Loop			
	B to group campsites/Horse Camp			
	Group Loop			
		- A road benches (trails?) - Horse Camp benches (trails?)		
	Office Office parking			
	Site parking			
	parking north of bench			
	Group parking			
	Horse parking			
	Campsite parking			

Project: Tuolumne Meadows Campground

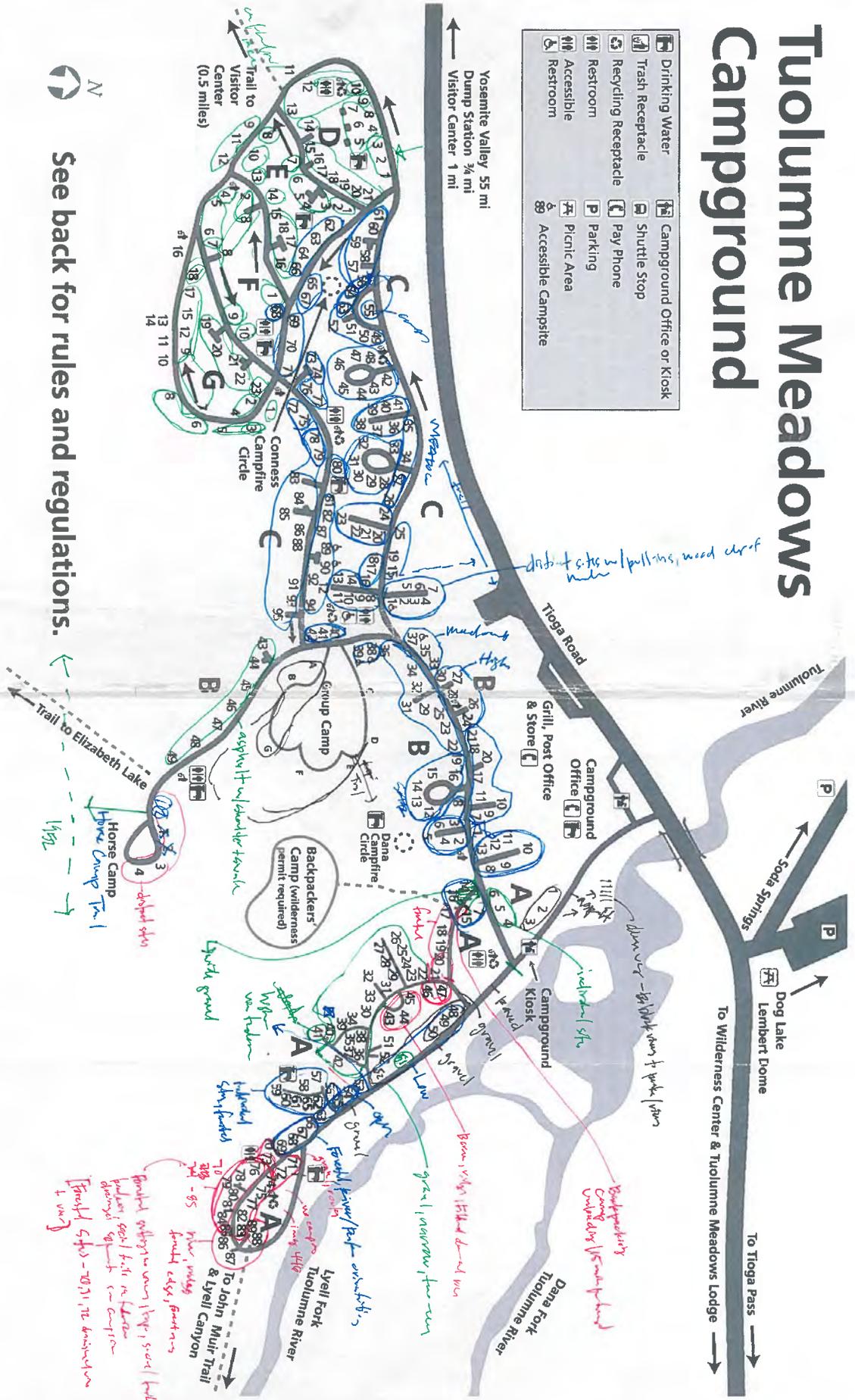
Bridges + Structures

Field ID	Feature Name	Description	Condition	Work Needed
	bus stop	Comfort Station (114 UCI) Street # 3021, 3022, 3023		
		↳ Contributing - 1934 construction		
	bus stop	Comfort Station (115 UCI) Structure # 3024		
		↳ Contrib. 1931		
	Mass. on the US	(115 UCI) Structure # 3076, 3077, 3078, 3079		
		↳ contrib. 1961		
	Comfort Station	(115 UCI) Structure # 3005		
		↳ contrib. 1936		
	Panor. Campfire Circle	(114 UCI)		
		↳ contrib. 1957		
	Tuolumne Park Barbs	(116 UCI)		
		↳ contrib. 1937		
	Fee Collection Kiosk	(116 UCI)		
		↳ was non-contrib.		
	Congress Campfire Circle	(117 UCI)		
		↳ non-contrib.		

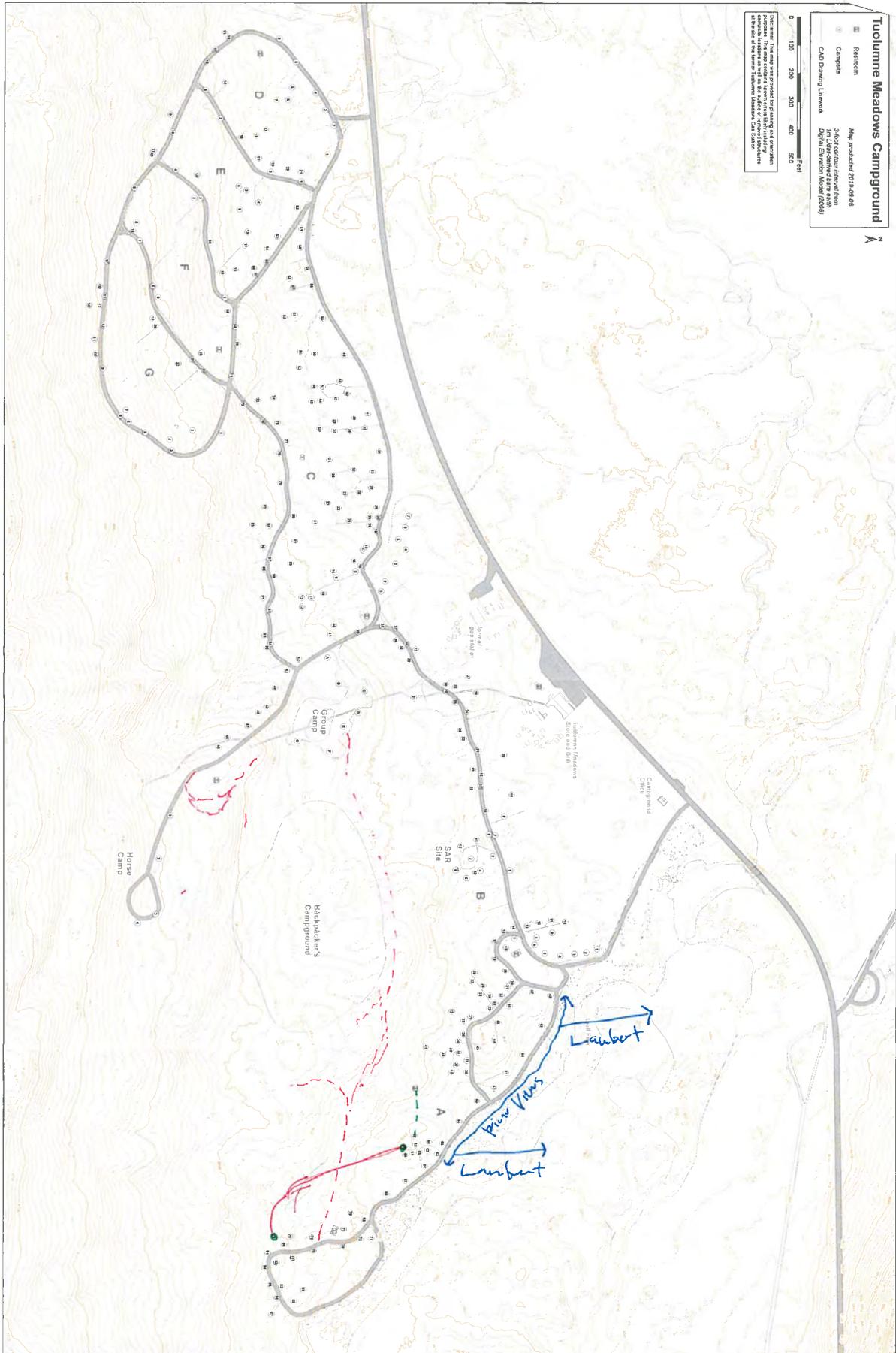
Tuolumne Meadows Campground

- Drinking Water
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Yosemite Valley 55 mi
 Dump Station 3/4 mi
 Visitor Center 1 mi



See back for rules and regulations.



GENERAL STORE, POST OFFICE (2 PAGES)

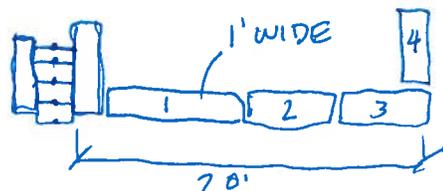
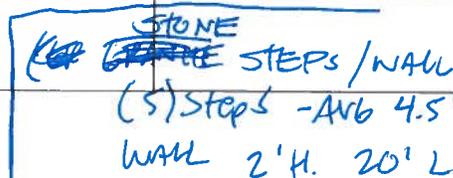
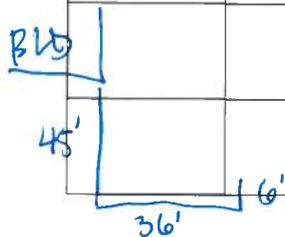
Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
BLD-1	GRN. POST OFFICE + STORE			GOOD CONDITION
	(1) SHED	.15' X 12' WOOD ELEC. SHED (ATT) W/ METAL & BLUE ROOF ↳ ORIENTED NE / SW - DOOR ON W. ~ 175' W OF R.R.		
BLD 6 + STRUCTURES	(2) BATHROOM	35' X 11' WOOD FRAME RESTROOMS - ON CONC SLAB, W/ METAL ROOF ↳ CONC SLAB TO DOOR IN BACK FOR LOADING (DOOR IN FRONT TOO) ↳ 2 SKYLIGHTS - CONDITION OVERALL - OKAY ↳ 5' X 5' "L" SHAPE HORIZONTAL WOOD FENCE - 6'H.		(6) 6' L 1 1/2" THK WOOD PICNIC TABL W/ MTL FRAME - MOVEABLE
BLD 6 +	(3) STORE STRUCTURE	85' X - WOOD STRUCTURE - 1/2 MTL ROOF • 15' X 15' OPEN AIR MTL STRUCTURE ATTACHED ON SW CORNER ↳ CONDITION - OKAY / POOR		- 1/2 ROOF REMOVED SEASONALLY
	(4) BATHROOM	REAR - EMPLOYEE ONLY - 25' X 10' CMU BLOCK W/ WOOD SHINGLE GABLE ROOF - ON CONCRETE SLAB. CONDITION - GOOD • 4 DOORS ON S. } • 6 DOORS ON N. } BOTH SIDES HAVE 3 CONCPAD ATTACHED		
CONCRETE		• 10' X 10' CONCPAD N. OF R.R.		
	(5) 9' X 13' WOOD SHED W/ MTL ROOF	DIRECTLY N OF REAR BATHROOM		CONDITION: OKAY (FAIR)
	(6) 14' X 12' WOOD PAD (W/ COMPONENTS FOR SHADE)			
WOOD	↳ ON CONC FTGS	••••• } 9 TOTAL FTGS ••••• } ••••• } 15 TOTAL = ALL S OF STORE ↳ 4 W/ PERM. WOOD FRAME 9 W/ REMOVEABLE MTL FRAME		
		↳ CONDITION : FAIR FOR ALL.		
SMALL STRUCTURE FEATURES	TOTAL SITE DEPTH	FEATURES: (1) BEAR BOX @ EACH (13) PICNIC TABLES		
	ROAD → WOOD PADS			↳ 1 MTL / PLASTIC ↳ 1 3" X 4" WOOD ↳ 1 WOOD W/ MTL ATTACHED INTO GROUND
	≈ 250' L.			↳ 10 WOOD W/ MTL MOVEABLE (4) COMPOSITE MOVEABLE BENCHES 4' L.
				(1) 75' L 6' H WOOD FENCE, RUNS N OF WOOD PADS - N → SW TO SCREEN EMPLOYEES / R.R.

Project: Tuolumne Meadows Campground

*LOADING
*FOUR STORE TENTERS
NE HEADS SE TO

Field ID	Feature Name	Description	Condition	Work Needed
	GENERAL STORE / POST OFFICE	FACE 3		12' W ASPH. ROAD
SMALL SCALE FEATURES	<u>BY AREA.</u>			
	(1) @ PUBLIC RESTROOM.			
	(6) Moveable wood/mtl picnic	4 ON E - 10' ON SE CORNER - 2'		
	(2) Wood Bulletin Board signs	1 ON S - 15'		
		↳ Both 10' NE OF BLD6 - 1.5' APART.		
	(1) NEW BEAR PROOF TRASH	10' - N' OF BLD6		
	(2) BEAR DUMPSTERS ON ASPHALT PKG	35' NW OF BLD6 CORNER		
	(2) BOUNDERS @ ENTRANCE	3X3X3 ON EA SIDE OF ASPH. WALK		
	(2) @ STORE BLDG			
	(6) moveable picnic	55' N OF BLD6 @ BUS STOP		
	(1) BUS STOP SIGN	55' N OF BLD - 7' H 3" DIA MTL PIPE - ROUND		
	(6) BUS SIGN	7' H (2 - 2" X 4" REC. POSTS)		
	(4) NEW BEAR TRASH	1 - @ PICNIC 1 - W CORNER 1 - @ Center of BLD 1 - E CORNER		
	(1) Composite Bench	5' N OF BLD6 - 4' Long		
	(1) Large Bear Dumpster	8' NW Corner of BLD6		
	(2) "	" 50' NE OF CORNER		
	(1) Working payphone	1.5' NE CORNER BLD6		
	(2) LARGE BEAR CONTAINERS	10' E OF BLD		
		20' X 8' X 8' H SIDE BY SIDE		
	(4) TEMP FENCES @ LARGE BEAR CONT.	6' L, 5' H - WOOD ON WOOD BEAMS		
	(1) Fence - SE CORNER	"L" shaped		- 45' L 8' H
	(5) STONE STEPS / WALL			- 36' L 8' H



Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
	CAMPGROUND OFFICE (@ ENTRANCE)		GOOD.	
BLDG + STR.		CCC stone column structure w/ wood frame interior • simple wood gable roof - w/ chimney • 5' W x 18' L stone entrance (patio) w/ (1) 6x6 wood post in center • 24' x 34' L.		
SPATIAL		• ALL ORIENTATION (STR/VIEWS/ETC) are E/W. • STRONG LINEAR RELATIONSHIP TO TIOGA ROAD. - PARALLEL ↳ Approx 50' FROM ROAD ↳ 15' veg buffer from road to asphalt. ↳ asphalt → BLDG ≈ 35' wide.		
CIRC		↳ Prominent views down road to L. Dome and filtered view to E. W. to meadow. ↳ BLD. tucked into trees, yet pops off from road. ↳ footpath parallel to road ≈ 140' TO 6-STORE/POST OFFICE ↳ Asphalt drive - pull up / drop off - 1 ADA 3 REG] DEFINED. ↳ 2 Entrances - E/W of BLDG.		
VEG		• PINES (LADGEPINE) Foots of immature trees - enclose site on E/S/W sides - opening to road.		
SM. Scape features		• (2) PROPANE TANKS - @ S. OF BLDG. • (1) 1'x1'x1' CONC BLOCK w/ 2 WOOD BOUTED TOPS - 1'S OF BLDG • BOULDER EDGE ALONG ASPHALT (15) 2-4" TYP. • (2) TRASH/RECYCLE N OF BLDG - 35' • (2) Functioning psy phones 1' E of BLDG • (1) LOB Bulletin Board/sign - 25' E OF BLDG. • (1) ARTIFICIAL BOULDER - CONC UTILITIES - 10' E of BLDG. • (1) water spigot - single wood post 24' E of BLDG. • (1) 1 1/2 THICK WOOD top / mtl frame moveable picnic table - 25' SE OF CORNER OF BLDG. • (1) LARGE BEAR BOX - 10' x 6' x 8' H - 50' SE OF CORNER OF BLDG.		
		• FOOTPATH E → BRIDGE - WELL TRAVELLED - CONNECTS TO T. CAMPGROUND / NEARBY TRUCKS • FOOTPATH OFF ROAD FROM STORE TO OFFICE/HOST SITES ≈ 100' FROM ROAD ↳ Footpath heading S/SW FROM OFFICE BLDG TO PICNIC		
S.S. FEATURES		(1) Sat. DISH - 10' H - 18' S. OF BLDG. (2) PICNIC TABLES - SAME BUILD - 125' SW OF BLDG CORNER (STAFF) (1) "ELEVATED" PORTOLET - 12' SW OF BLDG		

- (3) NO PARKING SIGNS ON N. OF DRIVE
- (1) ADA SIGN w/ 5' AISLE
- (1) STAFF PROBLEM REPORT MACHINE ON 10'x5' CONC SLAB
- (1) PICNIC same build ↳ 35' NE OF BLDG.
- (3) 5' ± 3x3 wood posts @ parking → PREP ADA?

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CF #2	CONNEX CAMPFIRE CIRCLE		FAIR	
BUDGET STRUCT	NONE	<p>4 STUMPS AT LOG ORIENTATION ↑ N</p>		
SPATIAL		<ul style="list-style-type: none"> • M+HOLE ≈ 60' N OF LOG • SEATING ON ALL SIDES, NO SPECIFIC ORIENTATION • C SITES ON ALL SIDES, CLOSEST IS C S1 ≈ 45' N.E. • VERY OPEN FEEL • VIEWS UP THE HWY TO ER (MILSON (66) TO THE SOUTH • 18" - 24" DIA LOGS 8 TOTAL LOGS FACING CIRCLE. 		
CIRCULATION		<ul style="list-style-type: none"> • HEAVY FOOT TRAFFIC ALL DIRECTIONS • VEHICLE SPUR TO NW ≈ 10' FROM BACK LOG. • MAJOR FOOTPATHS ARE • SOUTH • PIT AREA - VERY FINE • N MATERIAL - UNREF. • NE / NW. 		
VEG		<ul style="list-style-type: none"> • MOSTLY MATURE PINE, SPARSE / NOT DENSE • ↳ AVG 18" - 26" DIA. • SOME NATIVE GRASS UNDERSTORY TO E / SE • TOPO - SIGNIFICANT GRADE SLOPE UP TO SOUTH (TOP ≈ 25' HIGHER?) - SIGNIFICANT DRAINAGE IN S. FOOTPATH 		
SMALL SCALE FEATURES		<ul style="list-style-type: none"> • (8) 18-24" SITTING LOGS - 3 IN POOR CONDITION ↳ AVG LENGTH ≈ 14' 5 - OKAY / FAIR • (4) 12" SITTING STUMPS ≈ 12" H. ↳ 18-24" FROM FIRE PIT. • (1) 6' DIA FIRE PIT ↳ ROCK UNER 6"-12" L ROCKS AVG. • (1) WATER SPIGOT - SINGLE WOOD POST ↳ ≈ 25' SW OF BACK LOG. • (2) MTL 4" TALL SUPPORTS (MAYBE A SIBS) ↳ W/ CONC FOOTING 		

- (2) ROCK / EDGE - (1) SW OF PIT (NEAR) W. SPIGOT
AVG 6-12" L X H 20' L
- (2) SE / E OF PIT.
AVG 18-24" L / H 28' L

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
DANA	CAMPFIRE CIRCLE			
BLD/ STR.	NONE.	<ul style="list-style-type: none"> • CAN SEE (SCREENED) CS. TO N. • CAN SEE BACKPACKERS AREA TO S. • ORIENTATION IS NORTH 		
SPATIAL		<ul style="list-style-type: none"> • FAN AMPHITHEATER - APPROX 250 SEATING CAPACITY • 4 FANS, 7 ROWS EACH, 2' BETWEEN BENCHES • FRONT ROW 7' FROM FIRE RING - (8' DIA RING) • AISLES BETWEEN FANS +, 5' 		
CIRCULATION		<ul style="list-style-type: none"> • ENTRANCES ALL SIDES - MAJOR - N, N/E *NORTH ENTRANCE MINOR - S, S/E IS ASPHALT • AMP/CAMP - ASPHALT. 		
VEGETATION		<ul style="list-style-type: none"> • PINE, PREDOMINATELY LODGEPOLE (6"-48" DIA RANGE) ↳ ENCLOSE ALL SIDES OF CAMPFIRE • SPARSE NATIVE GRASS N OF CAMPFIRE RING • BUILT INTO HILLSIDE N - LOWER $\approx \pm 15'$ S - HIGHER $\approx 20'$ 		
SMALL SCALE FEATURES		<ul style="list-style-type: none"> • 2' H, 2' DIA WOOD STUMP • (2) BEAR BOXES • METAL FENCE 2 1/2" DIA ROUND POLE, 3.5' TALL ↳ ONLY ON WEST SIDE BENCHES BY STEEP SLOPE ↳ 40' LONG, "L" SHAPE - <u>POOR</u> CONDITION • SINGLE POST WATER SPIGOT - 3' TALL, SOUTH OF FIRE RING (WOOD) ↳ $\approx 60'$ SOUTH OF BACK CENTER ROW • STONE RETAINING WALL @ METAL FENCE / SLOPE ↳ 30' LONG "L" - HEIGHT RANGES 4" - 18" ↳ ASPHALT OVER THE TOP - CONDITION - <u>OKAY</u>, SOME LOOSE STONES • ASPHALT PATH W/ STONE EDGE ↳ $\approx \pm 40'$ LONG, BOULDERS ON E 40' L ↳ RANGE FROM 6" - 24" ON W 20' L 		

• BENCHES - COMPOSITE L/H
W/BACK ↳ MTL FRAME.
↳ 1' DEPTH CONDITION - GOOD
14" BACK HEIGHT
LENGTH VARIES (8' MIN)

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS #1	COMFORT STAT. (CCC)	CCC COMFORT STATION TYPE1	GOOD	
BUD/STR.		<ul style="list-style-type: none"> stone base w/ stone columns on corners w/ wood /wood roof (gable) 5 WINDOWS EA SIDE E/W w/METER BOX ON W MANHOLE 25' TO NW 		• 5' X 6' STONE ENTRANCE
SPATIAL		<ul style="list-style-type: none"> 2 ROADS EITHER SIDE N - 20' TO ASPHALT S - 24' TO GRAVEL 		• DRAINAGE DITCH 35' FROM SE CORNER OF BLDG
		• NEAREST CS (SA) ≈ 45' FROM ENTRANCE		
CIRCULATION		<ul style="list-style-type: none"> ENTRANCES ON N and SOUTH. N (WOMENS) S (MENS) 		• 3' WIDE GRAVEL PATH ON W SIDE RUNNING S → NE APPROX 30' FROM BLDG
		• BROKE UP ASPHALT FROM ROAD TO DOOR, BOTH SIDES, FANS OUT FROM DOOR		
VEGETATION		<ul style="list-style-type: none"> Predominantly Pine - Lodgepole (10 on E, 12 on W) RANGE 6" - 24" DIAMETER 		
SMALL SCALE F.		<ul style="list-style-type: none"> BEAR SAFETY SIGN ON E (10' FROM BLDG) 3' X 3' BOULDER N SIDE @ ROAD. WATER SPIGOT <u>HOOKUP</u> W/ 2 WOOD POSTS 30' FROM SW CORNER OF BLDG. 		

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS #3	COMFORT STATION #3 (MISSION 66)		GOOD	*NOT ON MAP
BLDG/ STRUCT		<ul style="list-style-type: none"> • RECTANGULAR CMU/BRICK BASE W/ WOOD FRAME TOP • (5) BEAM WOOD FLAT ROOF W/ AGGREGATE TOP • MEN/WOMEN OPPOSITE SIDES, 2 STORAGE IN MIDDLE. 		
SPATIAL		<ul style="list-style-type: none"> • PAINTED CONC SLABS (4'X3') at 3/4 DOORS • FENCE (M. 66) IN "L" @ R.R. DOORS • 2'X4' HORIZONTAL WINDOWS ALL SIDES. 		
		<ul style="list-style-type: none"> • ORIENTED ON ANGLE - NW↔SE (W NW MEN SE) • TOP OF HILL - ROAD IS 15'-20' BELOW • CAMP BOUNDARY IS ~45' SW OF BLDG. ↳ BIG CLEARING - ~36' DIA BY CS 41 		
CIRCULATION		<ul style="list-style-type: none"> • FOOT PATHS FROM E/W • CS 41A @ TOP OF HILL W/ R.R. - DRIVE INCLUDED ↳ DRIVE FROM NORTH 		<u>NO SEPARATE</u>
VEG.		<ul style="list-style-type: none"> • ALL PINE (LADDERPOLE) - MOST IN N/NW SIDE because of CS 41 TO W. 		
SMALL SCALE FEATURES		<ul style="list-style-type: none"> • BEAR SAFETY SIGN - 20' S OF BLDG • MISSION 66 FENCE (2) 6'H, 12'X5' L LENGTH • BOULDERS - MOSTLY SOUTH SIDE - 2'-6' LENGTH • 1'X2' WOOD STEP ON NORTH SIDE WHERE DOOR IS MISSING CONC SLAB (CONDITION - POOR) 		

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS #4	COMFORT STATION #4	- MISSION 66	POOR	ROOF COLLAPSE
		<ul style="list-style-type: none"> MADE ABAAS - W/ WALKWAY 		
BLDG/ STRUCT.		<ul style="list-style-type: none"> BLDG IS SAME CONSTRUCTION AS C. STATION #3 ROOF DAMAGE ON NE CORNER 		C. STATION #3
		<ul style="list-style-type: none"> VERY "URBAN" → LOTS OF EXPOSURE / SIGHT MANHOLE 8' N OF BLDG. 		
SPATIAL		<ul style="list-style-type: none"> ORIENTED E/W, PARALLEL W/ LOOP ROAD VERY OPEN, (4) BEAR PROOF DUMPSTERS, PROPANE RECYCLE 5' CONC SLAB PATH FROM E and NE TO BOTH R.R. DOORS, CONNECT IN BACK (SOUTH) CORNER OF TWO ASPHALT EADS - HIGH TRAFFIC 		
CIRC		<ul style="list-style-type: none"> VEHICLE PULLOFF / DROPOFF ON N. SIDE. CONC REPAIRED PED PATHS ON NE/S/E SIDES. 		
VEG		<ul style="list-style-type: none"> PINE - SPARSE 3-4 Large pines FLAT, DRAINAGE AREA TO SW 		1-N 1-E 1-NE
SMALL SCALE FEAT.		<ul style="list-style-type: none"> MISSION 66 FENCE - 6' H, 10' L - <u>NO "L" BOTH SIDES</u> (4) BEAR RECYCLE/TRASH (1) PROPANE (1) BEAR SAFETY SIGN (1) WATER SPIGOT (1) POTABLE WATER SIGN 		ALL $\approx \pm 15'$ South/parallel of BLDG.
		<ul style="list-style-type: none"> (1) 4' W x 6' TALL Bulletin Board sign - 4' FROM NE CORNER OF BLDG. 		

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS #5	COMFORT STATION #5	MISSION 66	GOOD	
BLDG ↑ STRUCT.		<ul style="list-style-type: none"> • SAME CONSTRUCTION AS C. STATION #4 • CONC SLABS @ 3/4 DOORS (NOT IN WEST) • REMNANTS OF CONC SLAB NE OF BLDG ≈ 15' FROM CORNER 		
SPATIAL		<ul style="list-style-type: none"> • MANHOLE NEXT TO M. 66 FENCE ON N. SIDE. • PARALLEL TO ASPHALT ROAD ≈ 15' TO BLDG. • ORIENTED N ← S (WOMEN S, MEN N) • DENSE WOODED AREA TO N/E/S, WIDE ASPHALT ROAD TO W ≈ 45' WIDE (PULLOFF) (PROBABLY 10-12 PARKING SPACES) • VEG COVER APPROX. ≈ 8' ON S/E - TIGHT TO BLDG. 		• NEAREST CS, B49 ≈ 55' NW OF BLDG.
CIRC.		<ul style="list-style-type: none"> • PREDOMINANTLY FROM W, SOME FROM SOUTH • GRAVEL BETWEEN ROAD/PARKING ↑ BLDG. 		
VEG.		<ul style="list-style-type: none"> • TYPICAL FLAT - BEGINS TO SLOPE ^{DOWN} NE/E • MAINLY PINE-LODGEPOLE, DENSE ON S/E SIDE OF BLDG. (6"-36" DIA) • NATIVE GRASS UNDERSTORY TO E/SOUTH 		
SMALL SCALE FEATURES		<ul style="list-style-type: none"> • (6) BEAR BOXES N of BLDG (15' TO NEAREST BOX) • (1) WATER SPIGOT ≈ 15' N OF BLDG - 1 WOOD SINGLE POST • (1) BEAR SAFETY SIGN 15' N OF BLDG. • (2) 6' TALL, 12' L X 6' L "L" SHAPED MISSION 66 FENCE • (2) TRASH/RECYCLE DUMPSTERS, 30' SW OF CORNER OF BLDG • (1) BIKE RACK - MTL, MOVEABLE, 5' S OF BLDG. • BOULDER LINE @ PARKING - 10' FROM NW CORNER OF BLDG FOLLOWING PARKING / ROAD AT LEAST 150' - RANGE IN SIZE 1'-4' L, 1'-2.5' H 		

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS#6	COMFORT STATION #6	- CCC BUILD TYPE 2	GOOD	
BLDG 1 STRUCT		<ul style="list-style-type: none"> • ALL WOOD CONSTRUCTION ON CONCRETE SLAB ↳ WOOD GABLE ROOF - STEEPER THAN OTHER CCC BUILD 		
		<ul style="list-style-type: none"> • 13' X 25' L X W RECTANGLE. • N - WEST W - EAST, DOOR ON SOUTH (STORAGE) 		
SPATIAL		<ul style="list-style-type: none"> • SIMILAR WINDOWS TO OTHER CCC BUILD. • ORIENTED E ↔ W • FAIRLY WOODED 		• WATER BOX S + NE OF BLDG
		<ul style="list-style-type: none"> • ROAD (ASPHALT) CURVES AROUND FROM N. TO S ALONG W. ↳ CLOSEST ON W. SIDE ≈ 50' FROM BLDG. 		
CIRCULATION		<ul style="list-style-type: none"> • CLOSEST CAMPSITES TO N + S N ≈ 35' FROM C. STATION. - 9D • DROP-OFF AREA BY DUMPSTERS - GRAVEL - 10' WIDE • MAJOR ENTRY FROM DROPOFF ON WEST. - GRAVEL. • FOOTPATHS FROM N / S / E 		
VEG.		<ul style="list-style-type: none"> • PREDOMINANTLY PINES - LOTS OF MATURE (24" DIA) ↳ CLUSTERS ON ALL SIDES EXCEPT DUE NORTH 		- LITTLE UNDERSTORY VEG.
		<ul style="list-style-type: none"> • SLIGHT SLOPE FROM S → N (LOW) • DRAINAGE WAY 5' E OF BLDG HEADING NE 		
SMALL SCALE FEATURES		<ul style="list-style-type: none"> • (1) BEAR SAFETY SIGN - 10' N OF BLDG • FORMER WATER SPIGOT - 2 WOOD POSTS - NO LONGER USED - 15' S OF BLDG. 		
		<ul style="list-style-type: none"> • (2) TRASH/RECYCLE DUMPSTERS @ DROPOFF, 40' W OF BLDG 		
		<ul style="list-style-type: none"> • (2) LARGE BOULDERS 3'-6" LENGTH - 1 ON N (3' FROM BLDG) • BOTH ENTRANCES HAVE - 1 ON E (15') 		
		ASPHALT STAIRS - ≈ 3' X 3' - OKAY CONDITION		

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS #7	COMFORT STATION #7	- MISSION 66 BLD.	GOOD	
		→ 16' X 24' LENGTH		
BLDG + STRUCT		<ul style="list-style-type: none"> SAME BLD/CONSTRUCTION AS OTHER MISSION 66 COMFORT STATIONS. 3/4 DOORS HAVE CONC. SLABS - (NOT SCOTT) 		
SPATIAL		<ul style="list-style-type: none"> ORIENTED E ← → W WOMEN - E MEN - W 2 STORAGE IN MIDDLE N/S SITUATED ON CORNER OF 2 ASPHALT ROADS - HOWEVER, MUCH MORE HIDDEN/NATURAL THAN C.S. #4 		
CIRCULATION		<ul style="list-style-type: none"> 30' FROM PARALLEL ROAD TO N. - ALL GRAVEL IN BETWEEN LARGE CULVERT/DEPRESSION ON CORNER OF 2 ROADS PETERS FOOT TRAFFIC - DUMPSTERS ACROSS STREET @ CORNER CS ON <u>ALL</u> SIDES - F10 CLOSEST - 5' FEET S OF SE CORNER FOOTPATHS FROM <u>ALL</u> DIRECTIONS MAJOR ARTERIALS <ul style="list-style-type: none"> ↳ SE CORNER @ F10 DRIVEWAY ↳ N SIDE @ PARALLEL ROAD. 		
VEG		<ul style="list-style-type: none"> MINOR SLOPE IN N - ROAD → BLDG ≈ 3' BELOW - RELATIVELY FLAT. PINES SURROUND THE ALL SIDES - DENSEST @ THE S/W SIDE NATIVE GRASS UNDER STORY ON S/W SIDES. PINES 6" - 24" DIA. 		
SMALL SCALE FEATURES		<ul style="list-style-type: none"> (2) 6' H, 12' X 6' L "L" SHAPE MISSION 66 FENCE (1) SINGLE WOOD POST V. SPIGOT - 10' N OF BLDG. (1) 1' X 2' BOX - COVER FOR WATER - RECESSED. (1) BEAR SAFETY SIGN, 10' W OF BLDG. (2) LARGE CULVERTS @ CORNER ≈ 3' DIA. 2' DIA. 		

Project: Tuolumne Meadow Campground

Field ID	Feature Name	Description	Condition	Work Needed
CS #8	COMFORT STATION #8	CCC BUILD TYPE 1 -MADE ACCESSIBLE (ABAAS)	GOOD	
		• 18' x 30' L.		
BLDG + STRUCT.		• SAME CCC BUILD AS TYPE 1 - STONE BASE W/ COLUMNS - TILE FLOOR		
		• MANHOLE - 25' NW OF BLDG. • ORIENTED E ← → W	2 DOORS (MEN - W WOMEN - E)	
SPATIAL		• PAVED ROAD TO S ≈ 25' - PARALLEL • DUMPSTER DROP-OFF TO SE ≈ 18' FROM SE CORNER		
		• DENSE, WOODED AREA, ALL DIRECTIONS	MANY VISIBLE CAMPSITES	
CR.		• 4' WIDE CONC ABAAS SLAB - COMES OFF ROAD FROM SW - HITS MEN - RUNS AND HITS W. ON EAST.		
		MAJOR - DROPOFF TO S. - CAMPFIRE R TO NW ≈ 75' - N CAMPSITES		
VEG		MINOR - # PED FOOTPATHS ALL DIRECTIONS • RELATIVELY FLAT - SLOPES DOWN IN N - DRAINAGE TO E. • LOTS OF MATURE PINE (AVG 12" - 36" DIA)		
		L7 DENSEST ON E / SE • MINIMAL UNDERSTORY BECAUSE OF TRAFFIC - SOME TO E.		
SMALL SCALE FEATURES		• PARK REMOVED (2) 12" DIA PINE TO S. • (1) NON-FUNCTIONING 2 WOOD POST W. SPIGOT - 10' SW OF SW CORNER • (1) BEAR SAFETY SIGN - 10' S OF BLDG. • (2) TRASH / RECYCLE DUMPSTERS - 25' SE OF CORNER • (1) PROPANE RECYCLE - " "		

- PHOTOS 477/478
- ROAD WIDTH 11' TYP
- 1WAY HEADING NE

ROAD FG-10 (R.R @ INTER)

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* ALL 1 WAY

Field ID	Feature Name	Description	Condition	Work Needed
E-2	INTERSECTION - INTERSECTION (6F)			
		<ul style="list-style-type: none"> • NO SHOULDER N (LEFT SIDE) • DRAINAGE / DEPRESSION ON S. (RIGHT) 		1 way
E-3	6F → 9F	<ul style="list-style-type: none"> • NO SHOULDER EITHER SIDE 		
E-1	9F → 10F	<ul style="list-style-type: none"> • GRAVEL SHOULDER N. SIDE • NO SHOULDER S. SIDE 		
F-2	10F → INTER	<ul style="list-style-type: none"> • GRAVEL SHOULDER N. (W) • DRAINAGE ON S (E) 		
<hr/>				
G-1	INTER → 61	<ul style="list-style-type: none"> • NO SHOULDER ON S • GRAVEL SHOULDER ON N. — SMALL RIDGE AFTER FOR ABOUT 25' 		
	61 - 63	<ul style="list-style-type: none"> • NO SHOULDER EITHER SIDE 		
	63 - 66	<ul style="list-style-type: none"> • DRAINAGE ON SOUTH (LEFT) • NO SHOULDER ON NORTH (RIGHT) 		
	66 - 69	<ul style="list-style-type: none"> • NO SHOULDER ON LEFT SOUTH • GRAVEL SHOULDER ON NORTH 		
	69 - 612	<ul style="list-style-type: none"> • NO SHOULDER EITHER 		
	617 - INTER	<ul style="list-style-type: none"> • DRAINAGE ON SOUTH • NO SHOULDER ON NORTH 		
	<u>ROAD G. LOOP</u>	<p>PHOTOS 479/480</p> <p>ROAD WIDTH 12'-6" TYP</p> <p>1WAY LOOP HEADING S.</p>		

C. STATION #4 - JS C-55
 • TB HAS NOTES
 • ROAD WIDTH - 13' TYP
 • ROAD MEANDERS, FOLLOWS TOP
 • ONE WAY HEADING WEST
 • PHOTOS 486/487

Project: Tuolumne Meadow Campground

* ALL 1 WAY ON THIS PAGE

↳ some narrow bends

Field ID	Feature Name	Description	Condition	Work Needed
C-1	ROAD/CIRC. CONDITION	BEGIN C-55	• PHOTOS 488/489 • ROAD WIDTH 12-6" TYP	• 1 WAY WEST ↳ more narrow than prev
		↳ 1 WAY . C55 - C59 - GRAVEL RIDGE ON N SIDE	- NO SHOULDER ON S - - NORTH HAS TIGHT TREE LINE @ ROAD	
		↳ C60 - INTERSECTION - SMALL GRAVEL RIDGE BOTH SIDES		
C-2	INTERSECTION - 4 WAY			
		↳ 4' PULLOFF ON SOUTH SIDE		
<hr/>				
D-1	D-ROAD LOOP INTERSECTION → D1	PHOTOS 490/491 ROAD WIDTH - 12' ✓		
		↳ GRAVEL SHOULDER ON S. ↳ SMALL RIDGE ON N.		
		D2 - D3 → NO SHOULDER EITHER SIDE.		
		D3 - D4 - DEPRESSION / DRAINAGE ON S ≈ 6" BELOW - NO SHOULDER NORTH		
		D4 - D8 - Small shoulder on south NO SHOULDER ON N.		
		D8 - D9 - NO SHOULDER EITHER SIDE		
		D9 - DUMPER NO SHOULDER EITHER SIDE		
	D10	BACK TO BOULDER EDGE ON N/W SIDE		
	D10 - D12	GRAVEL SHOULDER ON LEFT (NORTH/EAST) DRAINAGE (DEPRESSION) ON RIGHT (SOUTH/WEST)		
		D12 - INTERSECTION • NO SHOULDER N • DRAINAGE ON S.		
E-1	INTERSECTION - E9	NO SHOULDER N (LEFT SIDE) RIDGE ON SOUTH SIDE.		
		E9 - INTERSECTION / E12 • DRAINAGE / DEP. ON S.		

ROAD B
 • 2 WAY
 • 17' WIDE
 • follows top
 ↳ most in consistent width, varies wider/narrower than 17'

ROAD C 76 - 95

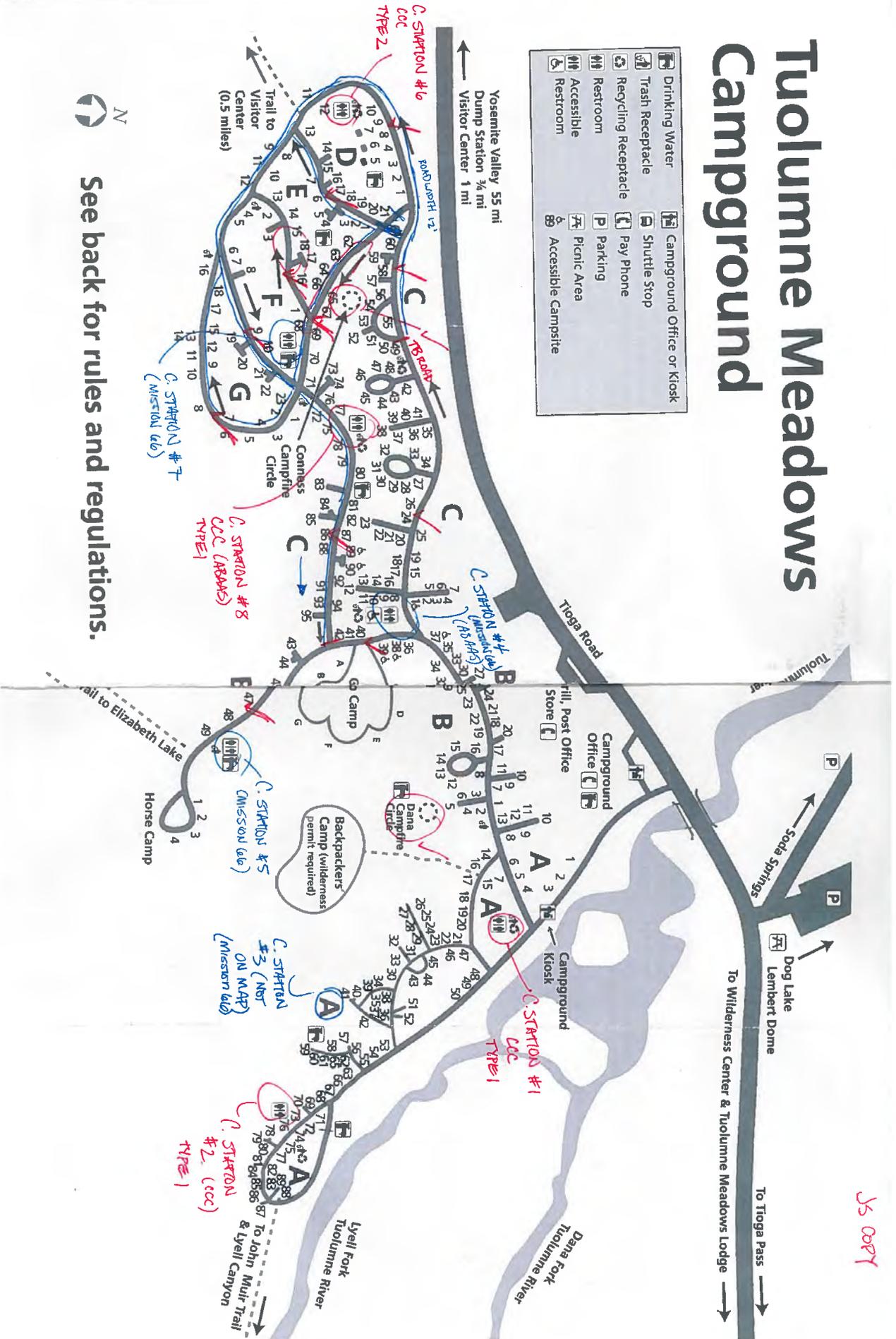
Project: Tuolumne Meadow Campground

* ALL 1WAY

Field ID	Feature Name	Description	Condition	Work Needed
QAS1	INTERSECTION @ G/F (RR) → 76C	• NO SHOULDER EITHER SIDE		
	76C → 77C	GRAVEL SHOULDER ON N. SIDE (LEFT) • NO SHOULDER ON S. (RIGHT)		
	77C → 79C	• NO SHOULDER EITHER SIDES		
	79C → 85C	• GRAVEL SHOULDER ON BOTH SIDES		
	86C → 88C	• RIDGE ON SOUTH • NO SHOULDER ON NORTH.		
	88C → 91C	• GRAVEL SHOULDER BOTH SIDES		
	91C - 93C	• GRAVEL SHOULDER ON AND OFF BOTH SIDES		
	93 → INTER	NO SHOULDER EITHER SIDE - FOLLOWS TOPO.		
		• 1WAY HEADINGS NE		
		• ROAD WIDTH - 10'-6" - w/ narrow spots defined by features (Boulders) / trees		
		• PHOTOS 481 / 482		
		• Follows topography - lots of meander		
	ROAD - GROUP / B SPUR TB HAS NOTES		ROAD B SPUR TO B CONNECTOR (B-42-36)	
	• ROAD IS 2-WAY		• TWO WAY BUT MORE NARROW	
	• 17' WIDTH		• GRAVEL BOTH SIDES	
	• GRAVEL SHOULDER BOTH SIDES		• PHOTO 485	
	• PHOTOS 483 / 484		• ROAD WIDTH 12' TYP.	

Tuolumne Meadows Campground

- | | | | |
|--|----------------------|--|----------------------------|
| | Drinking Water | | Campground Office or Kiosk |
| | Trash Receptacle | | Shuttle Stop |
| | Recycling Receptacle | | Pay Phone |
| | Restroom | | Parking |
| | Accessible Restroom | | Picnic Area |
| | | | Accessible Campsite |



See back for rules and regulations.

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Tuolumne Meadows Campground
Yosemite National Park

Cultural Landscape Report

January 31, 2021