



United States Department of the Interior

NATIONAL REGISTER OF HISTORIC PLACES
Mail Stop 7228
1849 C Street, NW
Washington, D.C. 20240



December 16, 2021

The Director of the National Park Service is pleased to send you the following announcements and actions on properties for the National Register of Historic Places.

Please visit our homepage: <https://www.nps.gov/subjects/nationalregister/index.htm>

WEEKLY LIST OF ACTIONS TAKEN ON PROPERTIES: 12/10/2021 THROUGH 12/15/2021

KEY: State, County, Property Name, Address/Boundary, City, Vicinity, Reference Number, NHL, Action, Date, Multiple Name

COLORADO, LARIMER COUNTY,
Fall River Pass Historic District,
Fall River Pass, Rocky Mountain National Park,
Estes Park vicinity, MP100007216,
LISTED, 12/10/2021
(Historic Park Landscapes in National and State Parks MPS)

COLORADO, LARIMER COUNTY,
Fall River Pass Historic District,
Fall River Pass, Rocky Mountain National Park,
Estes Park vicinity, MP100007216,
LISTED, 12/10/2021
(National Park Service Mission 66 Era Resources MPS)

COLORADO, LARIMER COUNTY,
Fall River Pass Historic District,
Fall River Pass, Rocky Mountain National Park,
Estes Park vicinity, MP100007216,
LISTED, 12/10/2021
(Rocky Mountain National Park MPS)

DISTRICT OF COLUMBIA, DISTRICT OF COLUMBIA,
U.S. Capitol Gatehouses And Gateposts (Additional Documentation),
Constitution Avenue NW at 7th, 15th and 17th Sts.,
Washington, AD73002120,
ADDITIONAL DOCUMENTATION APPROVED, 12/13/2021

NEW YORK, MONROE COUNTY,
Lawyers Cooperative Publishing Company Complex,
52 and 28-50 Aqueduct, 40-50 East Broad, 38-46 Graves, and 11 Race Sts.,
Rochester, SG100007212,
LISTED, 12/10/2021

Prefix Codes:

AD - Additional documentation	BC - Boundary change (increase and/or decrease)	FD - Federal DOE property under the Federal DOE project
FP - Federal DOE Project	MC - Multiple cover sheet	MP - Multiple nomination (nomination under a multiple cover sheet)
MV - Move request	NL - NHL	OT - All other requests (appeal, removal, delisting)
SG - Single nomination		

NORTH CAROLINA, ALLEGHANY COUNTY,
 Downtown Sparta Historic District,
 First blks. of North and South Main, and East and West Whitehead Sts.,
 Sparta, SG100007244,
 LISTED, 12/10/2021

NORTH CAROLINA, AVERY COUNTY,
 Guy, Edwin Cochran, House,
 320 Wanteska St.,
 Newland, SG100007245,
 LISTED, 12/10/2021

OHIO, CUYAHOGA COUNTY,
 Garfield Terrace Apartments,
 13344 Euclid Ave.,
 East Cleveland, MP100007225,
 LISTED, 12/15/2021
 (Apartment Buildings in Ohio Urban Centers, 1870-1970 MPS)

PENNSYLVANIA, MONTGOMERY COUNTY,
 Philadelphia & Reading Railway: Lansdale Passenger Station,
 80 West Main St.,
 Lansdale, SG100007217,
 LISTED, 12/13/2021

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National Register of Historic Places Registration Form

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

1. Name of Property

historic name Fall River Pass Historic District

other names/site number 5LR.14866

2. Location

street & number Fall River Pass, Rocky Mountain National Park (ROMO)

city or town Estes Park

state Colorado county Larimer zip code 80517

<input type="checkbox"/>
<input checked="" type="checkbox"/>

not for publication

vicinity

3. State/Federal Agency Certification

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

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

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

___ national ___ statewide ___ local

State Historic Preservation Officer

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Deputy State Historic Preservation Officer

History Colorado

Title

State or Federal agency/bureau or Tribal Government

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<input type="checkbox"/> n/a	not for publication
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In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

John Hefidas, Chair, Larimer County Board of Commis. 1/12.
Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Deputy State Historic Preservation Officer
Title

History Colorado
State or Federal agency/bureau or Tribal Government

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national **statewide** **local**

State Historic Preservation Officer

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Deputy State Historic Preservation Officer

History Colorado

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property

(Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

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

Name of related multiple property listing

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

Historic Park Landscapes in National and State Parks; Multiple Resource Nomination for Rocky Mountain National Park; National Park Service Mission 66 Era Resources

Number of contributing resources previously listed in the National Register

4

6. Function or Use

Historic Functions

(Enter categories from instructions.)

- GOVERNMENT
- LANDSCAPE/ national park
- DOMESTIC/ institutional housing
- RECREATION AND CULTURE/ outdoor recreation
- TRANSPORTATION/ road-related
- RECREATION AND CULTURE/ museum

Current Functions

(Enter categories from instructions.)

- GOVERNMENT
- LANDSCAPE/ national park
- VACANT/ NOT IN USE
- RECREATION AND CULTURE/ outdoor recreation
- TRANSPORTATION/ road-related

7. Description

Architectural Classification

(Enter categories from instructions.)

MODERN MOVEMENT/ Park Service Modern

OTHER/ NPS Rustic

NO STYLE

Materials

(Enter categories from instructions.)

foundation: CONCRETE

walls: STONE

WOOD/ Plywood, WOOD/ Vertical Siding

roof: WOOD/ Shake

other: EARTH

ASPHALT

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

The Fall River Pass Historic District is located high above tree line in Rocky Mountain National Park. The 137-acre district includes two distinct developed areas: the visitor service area at Fall River Pass proper and the Fall River Pumphouse and Catchment Basin, which sits in the valley below. This district includes 131 acres of alpine tundra, a significant character-defining feature. The district is accessed via both Trail Ridge Road (1932, 5LR.502) and Old Fall River Road (1920, 5LR.885), segments of which contribute to the district. Four of the six buildings—the Alpine Visitor Center (1963-1965, 5LR.11033), the Fall River Pass Ranger Station (1922, 5LR.1204), the Fall River Pumphouse (1938, 5LR.10936), and the Fall River Pass Generator House (1963, 5LR.14267)—contribute to the district. Other resources that contribute to the district include the Alpine Ridge Trail (5LR.14880), a segment of the Ute Trail (5LR.803.1), and landscape features such as the parking lot, the Public Plaza, alpine vegetation, and four panoramic viewsheds. This complex is generally open to the public from Memorial Day to mid-October, and it offers interpretation, guest services, and recreation opportunities related to the surrounding alpine tundra ecosystem to between 400,000 and 500,000 visitors each summer (park visitation was 4.6 million in 2019). The Alpine Visitor Center, at 11,795 feet above sea level, is the highest elevation visitor center in the National Park System.

Contributing Buildings

Alpine Visitor Center (1963-1965) – Building 0543, 5LR.11033

Dimensions: 139'-2" by 36'-0"

The Alpine Visitor Center faces northwest and is a one-story, rectangular, Park Service Modern building situated south of the large parking lot for the complex. The steel-frame and concrete building rests on a concrete foundation. It has a steeply pitched cross-gabled roof with exposed rafter ends and is covered in wood shake shingles. The roof features a grid of peeled logs which offer extra weight against high velocity winds. These logs rest directly over the rafter beams, intersecting at the ridge and extending beyond the roof line. Roof plane junctions feature prominent copper flashing. The long gable axis of the building stretches north and south with shorter cross-gable roofs extending to the east and west. The building is covered in a mixture of stone veneer and plywood painted dark brown.

The façade of the building is divided into four parts. The easternmost portion of the building contains public restrooms with both interior and exterior access. Dark brown, plywood wind walls extend from the corners of the building and shield each restroom entry door. Between these restrooms and the center's front door, located on the small grassy lawn north of the building, there is a concrete sign that identifies the Alpine Visitor

Center as a Department of the Interior, National Park Service property. The soaring primary entrance, with two glass double doors, forms the second portion of the façade. These doors are centered within a curtain wall of fixed, one-light windows in a projecting vestibule. This entry has a dramatic, front-gabled roof with overhanging eaves and offers access to a lobby with a large, wood, circular information desk. The next portion of the façade contains the exhibit space on the interior and features no window openings. The final (western) part of the façade is offset from the building's main axis. This part of the building currently houses two large rooms, one used as an employee break room and the other functioning as a small two-bed medical clinic. An east-facing pair of windows appear at the eastern edge of this final façade bay. A third window faces north and looks toward the front doors. These three, narrow, one-over-one, fixed pane, opaque windows feature dark brown, plywood kickboards. During the winter season, the windows are covered with plywood shutters.

The east side of the building features the two exterior entry doors for the restrooms. The gable face is a window wall, and stone veneer covers the lower portion of the elevation. Both the plywood wind walls and overhanging eaves offer protection for the two painted, metal entry doors.

On the south side of the visitor center, only the eastern half of the building is accessible to the public. The overall form mirrors the façade. The bay nearest the southeastern corner of the building features no windows and stone veneer. At the same corner, and extending toward the center of the building, there is a gridded concrete terrace offering open-air viewing of the alpine tundra landscape. For heated/ interior viewing there is a central pavilion. This pavilion is reached via east-facing double glass doors like those on the façade. The pavilion itself is located underneath a front-gabled projection immediately opposite the front entry. A number of small satellite dishes and antennae are visible on the roof slope on this side of the visitor center. A jutting stone-faced concrete wall separates the western half of this elevation from the pavilion. There are secondary entries, offering access to the staff breakroom and clinic, recessed under the overhanging eaves. Each entry door is solid wood and painted dark brown. Both doors also have wood storm doors with a screened opening in each upper portion. Sidelights flank both of these south-facing entrances. This administrative wing of the visitor center also contains modest window walls; these elements, however, are more utilitarian and lack the soaring grandeur of those within either the primary entrance or viewing pavilion. There is a concrete stoop with evidence of chipping (likely from ice removal with a metal shovel) in front of both of these two doors.

The western side of the visitor center features no windows. At the northwest corner of the building, there is an oversized metal door with a large fixed pane of security glass. This door allows medical professionals to wheel patients out of the west side of the clinic either to an awaiting ambulance in the parking lot or across that lot and Trail Ridge Road to the helipad.

There have been very few exterior changes to the Alpine Visitor Center since construction. Early postcards show wood front doors painted a rusty red (Figure 1). The change from these original doors to the current glass doors likely occurred in 1986 when the "lobby at the Alpine Visitor Center was completely renovated" (Superintendent Report, 1986). As materials on the rear terrace deteriorated, the park has replaced them numerous times and modified the design by adding a "barrier" of latticework; an undated historic drawing from the Rocky Mountain National Park archives showed this portion of the terrace with simple, wood rails. The park has installed numerous small satellite dishes to support both park operations and the Rocky Mountain Conservancy retail store plus provide internet service to park employees. The dishes are all located on the rear (south) side of the roof and are not visible from the front. As utilities have been upgraded over time, utility pipes have been removed and added. For example, the 500-gallon underground propane tank was abandoned in 2008 and replaced with a new 1000-gallon underground tank. This alteration required installation of steel gas piping attached to the exterior of the building. A new metal door was added to the northwest corner of the building in ca. early 2000s as part of the alterations for the small medical clinic. The building received a new roof in 2008, with replacement in kind of all materials.

Alpine Visitor Center Interior

Reflecting its Park Service Modern style and visitor center form, this building features an open plan interior with a spacious lobby and a nearly-centered, three-sided, information desk. The building possesses a distinct division between public and private spaces. The public spaces include the main body of the visitor center that houses the lobby, information desk, exhibit room, small bookstore, outdoor viewing terrace, and restrooms. The private spaces include both the employee break room and a small medical clinic.

The structural steel framing is visible and defines the soaring ceilings in the central portion of the building. To the east, off of the lobby, there are two hallways leading toward the restrooms: women (north) and men (south). The northern hallway also offers access to the utility room that contains heating and fire protection systems. An identical door on the southern hallway leads to a much smaller room where rangers store brochures, maps, and other interpretive materials. There is a small seating area behind the information desk. It faces the window-wall to the south, offering excellent views of the stunning scenery. Access to the outdoor viewing terrace is via a glass door in the east-facing wall and adjacent to the south-facing window wall. The Rocky Mountain Conservancy retail store is located near the southwest corner of the public space. Originally part of the exhibit area, it features wood shelves and a wood cashier desk attached to the information desk. The remaining exhibit space is located west of the lobby. This somewhat dark room features exhibits related to Native American history, ethnobotany, ecology, and wildlife; there is a central diorama of a coyote pouncing on prey. Large, color photographic panels line all of the walls in this area, and there are several smaller display cases as well.

The private areas of the visitor center are located in the building's western wing. Formerly two apartments, the space is divided into an employee break room and a small medical clinic. The employee break room features a small office area with two desks. One desk is near the door and faces south to take advantage of the views. Storage and shelving maximize this small space. The break room has a small kitchen addition and a round dining table. The clinic includes beds surrounded by privacy curtains and storage for medical goods. The clinic and the employee breakroom feature a single bathroom for each (total of two) each with a toilet, sink, and shower basin. The small, two-bed clinic is located west of the break room with a heavy metal door between the two rooms. There are two exterior doors in the clinic, one leading toward the narrow, covered porch to the south of the building and a second, newer, and much wider exit offering access to transport patients to either waiting ambulances or the helipad.

The interior of the Alpine Visitor Center has changed extensively. The center received a new information desk in 1972, although the materials appear to be similar to the original. In 1986, the park completed a major remodel. Modifications made then included removing the vestibule, replacing the original front doors, installing updated exhibits, and converting the southwest corner of the exhibit space to a small, open-plan bookstore that the park's non-profit friends group operates. Other interior changes since original construction of the visitor center include conversion of the original ranger apartments into a break room and small medical clinic in ca. early 2000s; these alterations occurred in the private portion of the building and, therefore, are less obvious to visitors. The visitor bathrooms have been updated numerous times, with accessibility upgrades occurring in 1999. In 2003, the Alpine Visitor Center received completely new exhibits.

Fall River Pass Generator House (1963) – Building 0692, 5LR.14267

Dimensions: 28'-0" by 20'-0"

Constructed during Mission 66 in accordance with drawings by P.A. Kay and other personnel of the Division of Architecture in the Western Office of Design and Construction and with Howard W. Baker serving as construction supervisor. This structure provides power to the Fall River Pass area. This structure is located northeast of the Trail Ridge Store. It is built into the full-height walls, concrete with stone-veneer, that are constructed along the eastern edge of Old Fall River Road. This resource contains power generators, fuel piping, fuel filters, secondary water pumps, water piping, and fire pump controls.

The generator house is a simple, rectangular, one-story building veneered with native stone and resting on a concrete block foundation. It has a side gabled roof covered in wood shakes; vertical 4x4 painted wood posts stabilize the header. The west-facing facade features a metal double door painted tan near its northwest corner and a possible secondary entrance, metal double doors with louvers in the upper portion and large unpainted metal kickplates, located near the center of the façade. There is an air exchange system on the north side of the building, set off-center closer to the west end of the structure. This system is located atop a tall, rectangular, concrete block (with stone veneer) support. The generator exhaust muffler runs up the center of the stack with an exhaust vent on either side. The two box units on top of the concrete cap represent later system modifications.

Modifications to the Generator House have occurred when the interior generators were replaced numerous times and required new venting access. During the 2019 generator replacement, the park attached two large, gray utility boxes to the façade and used existing openings for the conduit. Fuel oil, stored in a 3,000-gallon buried tank adjacent to the structure, powers the existing generators. Park employees routinely replace both the generators and underground fuel tank as part of cyclic maintenance (for instance 1998 the fuel tank was replaced); they are both non-contributing.

Fall River Pass Ranger Station (1922) – Building 0058, 5LR.1204 (Listed, via Rocky Mountain National Park Multiple Property Nomination, 9 January 1988, NRIS.87001140)

Dimensions: 12'-0" by 12'-0"

The National Park Service built this facility as a ranger station. Daniel P. Hull, Assistant Landscape Engineer in the NPS Yosemite Valley Office, designed this small building as a warming hut and rest house, and it temporarily (1932-1936) served as a museum (Figure 2). It is currently vacant.

This south-facing, small, rectangular NPS Rustic building is located west of the Alpine Visitor Center and is partially embedded in the alpine tundra slope of Fall River Pass. It has stone walls and a shed roof with exposed rafter ends. The roof is covered in rolled asphalt. There is a small stone chimney and numerous large rocks appear on the top of the roof and offer weight to protect the roof from brutal alpine tundra winds. There also is a trap door in the roof to provide secondary access when snow drifts block the main entry. The front door is wood, painted dark-brown, and features vertical ridges. Similar ridged wood shutters appear on all of the windows. There are two square window openings flanking the upper portion of the front door. Shuttered windows (rectangular, vertically-oriented) also are located near each corner of the façade. The east side of the building is the only other one with non-shuttered windows; these two are rectangular, horizontally-oriented, and aluminum frame.

The only visible changes to this property are the aluminum-frame windows on the east side of the building.

Fall River Pumphouse (1938) and Catchment Basin – Building 0171, 5LR.10936 (Listed 30 August 2006, NRIS.06000735)

Dimensions: 14'-0" by 12'-0"

This building and landscape feature sit in an alpine cirque, more than 1000 feet below Fall River Pass. The National Park Service built the Fall River Pumphouse and Catchment Basin to treat water for the Trail Ridge Store and, after 1965, for the Alpine Visitor Center. The Pumphouse is a one-room, NPS Rustic style building. The rebar-reinforced concrete walls are veneered with local stone. The flat roof is constructed of reinforced concrete and then layered with gravel-surfaced roofing and tar. The entry door, made of two opposed (vertical and diagonal) layers of planking, faces east and looks down the valley towards Estes Park. A hatch door is centrally located on the roof for access when snow drifts prevent use of the primary entrance. The north side features a six-light horizontal hopper window whereas the south window has been replaced with a single

“hammered” glass pane, presumably with hopper action as well. The building is powered via an electric line buried in the slope.

The south window of the Pumphouse has been replaced (date unknown).

The Catchment Basin collects water for the Fall River Pumphouse. An alpine stream runs on the south side of this basin, flowing in a west to east direction and forming a confluence with another tributary flowing southwest to northeast. This stream is fed into the catchment basin. The basin is constructed of concrete veneered with local boulders, similar to the rustic appearance of the Fall River Pumphouse. This water feature harmonizes with the surrounding alpine environment.

Contributing Circulation (Structures)

The circulation throughout the district facilitates the movement of both automobiles and people, although sometimes in conflict. Following the one-way (uphill) Old Fall River Road from the east side (Estes Park) of the park, NPS staff access the Pumphouse and Catchment Basin, not open to the public, via a vaguely defined social route to the building. Continuing along Old Fall River Road, travelers enter the Fall River Pass area near the Generator House and Trail Ridge Store loading docks, proceeding from there to the parking lot. There are three to four (depending on the size of the vehicle) reserved, administrative parking spaces near the loading docks and on the north side of the building. Pedestrians are discouraged in this constricted space, which is lined with retaining walls of concrete with stone-veneer.

From Trail Ridge Road, east and west bound travelers access the designated entrance and exit into the parking lot.

There are paved sidewalks for pedestrians throughout the complex. Both walls of various heights, nearly all concrete with stone-veneer, and signs constrain foot travel to these hardened areas. Many visitors take the Alpine Ridge Trail, with access stairs located along the eastern edge of the Old Fall River Road as it enters the parking lot, to experience the 360-degree view at the top. Pedestrians are encouraged to travel around the complex on concrete sidewalks and through the Public Plaza. However, cold temperatures and strong wind often force people to dart through parking areas and traffic, traveling in a more direct route between the Vault Toilet and Alpine Visitor Center.

Trail Ridge Road Segment (1932) - 5LR.502 (Listed 14 November 1984, NRIS.84000242)

Approximately 800 feet of this paved road are located within the Fall River Pass Historic District. The relevant portion begins at the metal snow gates nearest the Alpine Visitor Center. These gates appear about 400 feet west and slightly uphill from the entrance to the parking lot. The segment of the road within the district continues northwest past the parking lot exit. It ends at the boundary of the district near the interpretive sign with the #8 (these signs are found along Trail Ridge Road and indicate a location highlighted in the “Guide to Trail Ridge Road,” an interpretive booklet the Rocky Mountain Nature Association produces). The U.S. Secretary of Transportation designated Trail Ridge Road as an All-American Road in 1996. It is also a Colorado Scenic Byway. The road is open seasonally from Memorial Day to mid-October, weather permitting.

Trail Ridge Road has been resurfaced and restriped numerous times. It retains its original alignment and width through the Fall River Pass Historic District, with the exception of a right-hand turn lane into the parking lot that serves west-bound travelers.

Old Fall River Road Segment (1920) - 5LR.885 (Listed 20 July 1987, NRIS.87001129; Boundary Increase and Amendment 21 May 2018, NRIS.100002416)

Nearly a mile-long portion of this historic road is located within the Fall River Pass Historic District. The unpaved surface features numerous hair-pin turns and has a trail-like character. It is restricted to one-way traffic (uphill only) and ends when it enters the parking lot near the southeast corner of the Trail Ridge Store.

The Fall River Road was completed in 1920, but it was immediately determined to be both inadequate and difficult to maintain. With the construction of Trail Ridge Road in 1932, the eastern half of this route became a one-way scenic drive and it is still used in this manner. Fall River Road usually opens around early-July, providing access to Fall River Pass. The road received alignment and design changes in the 1950s, with few alterations since that time

Alpine Ridge Trail (1920) - 5LR.14880

This site is located northeast of the northeastern corner of the Trail Ridge Store. This popular natural feature with dramatic views is accessed via a flight of concrete steps that are located along the eastern edge of the Old Fall River Road as it enters the parking lot. These steps are inset within a portion of the tall, stone retaining walls that both define the edge of the alpine tundra adjacent to the intersection of Old Fall River Road with the parking lot and protect this fragile vegetation from visitors. The paved path up to the hill is flanked by metal rods that hold and direct white cording. This feature also is intended to protect the alpine tundra, keeping visitors on the two-way pathway that features a mix of upward sloping walkway and a series of stone, concrete, and stone-edged steps. Along the entire length of the path/ stairs, there are a number of signs (some naturalistic wood with routed wording, others painted wood with simple painted wording and motifs, and even more that are wood covered with vinyl and appear similar to highway markers) advising visitors to remain on the path. A ridge of rocks appears near the top of the hill. The path ends at a small, circular, paved platform at 12,005 feet above sea level. Short, removable metal posts connected with rope define the end of the path.

This trail has evolved over time. As visitors explored the Fall River Pass area over the years, they developed multiple paths to the top of the hill. Alpine tundra is susceptible to soil compaction from foot traffic so if the same route is used repeatedly, paths form within a few summers. Visitors chose a "direct" route to the top, thus the extant trail does not follow NPS design standards for grade and width. The trail's steepness and heavy use makes it difficult to maintain, so the park has experimented with numerous surfaces over the years. In the summers of 1984-1985, the park, in an attempt to make the trail more sustainable, added stairs made from pressure treated logs and roadbase (Figure 3). However, visitors found it easier to walk up the steep hill alongside the staircase, thus widening the trail. When the park installed a 20,000-gallon water tank near the trail in 2009-2010, visitors developed yet another social trail. This second trail followed a gentler grade from the parking lot to the water tank, which sits a few hundred feet up the trail. The park took the opportunity to install precast concrete steps, which were completed in 2012, following this new alignment. During this project, the Superintendent decided to terminate the trail at the summit, restoring a short section of trail that entered into the park's then proposed Wilderness. In 2019 the park installed short, removable metal posts connected with rope to define the end of the path at the summit. Park staff refer to this trail as the "Huffer Hill" Trail.

Ute Trail Segment (determined eligible 2013, 5LR.803.1)

A segment of the Ute Trail is included in the district boundary on the west. The trail is narrow, about 2 feet wide and unpaved; native soil makes up the tread. A sign indicates the distance to Milner Pass. The trail drops steeply off the paved surface of Trail Ridge Road, but then the grade flattens past the helipad, where it leaves the district boundary.

Parking Lot (1936, 1951, 1965, 1984, 1987, 2000) (part of Site)

Dimensions: 390'-0" by 150'-0"

This large, asphalt-paved parking area is located east of Trail Ridge Road. It offers reserved spots for government vehicles, RVs, motorcycles, over-sized vehicles, and buses. Accessible parking is provided for visitors with disabilities. Metal regulatory signs throughout the lot indicate reserved parking and direction of travel, which has changed numerous times in an effort to facilitate efficient movement of automobiles. The lot currently has capacity for 178 vehicles. For most of the summer, the number of vehicles in the parking lot exceeds capacity, so vehicles idle or make continuous circles while queuing for parking.

The lot has been resurfaced and striped numerous times. Curbing is repaired and replaced regularly. When the Vault Toilet was constructed in 2000-2001, the parking lot was enlarged to the north to accommodate bus and RV parking. Although materials, layout, and traffic patterns have changed, basic function and relationship to adjoining roads and circulation remains essentially unchanged from the historic period.

Contributing Landscape Features (part of Site)

Public Plaza (1965)

Dimensions: approximately 100' by 50'

This large, spacious viewing deck (site) borders the crest of Fall River Pass and offers panoramic views of the alpine tundra and landscape below. It extends from the east side of the Alpine Visitor Center toward the west side of the Trail Ridge Store. This Public Plaza ends at the parking lot to the north. A half-height stone wall defines the southern edge of this site. The section of wall nearest the Trail Ridge Store features a metal railing atop the stone feature. At this spot, stairs descend to the rear of the building. The plaza's concrete surface is scored to create large rectangles, a pattern that continues onto the sidewalk immediately in front of and behind the southeastern corner of the Alpine Visitor Center. A fence of large peeled logs and wood lattice defines the southern edge of the terrace behind the Alpine Visitor Center.

The Public Plaza has evolved over time (Figures 4 and 5). National Park Service Landscape Architect Jay O'Shea collaborated with architect William C. Muchow on the site plan for the Alpine Visitor Center, with O'Shea preparing a "Preliminary Drawing" in March 1962. This schematic shows the geometric grooved pavement that currently extends across the plaza and sidewalk areas located only along the northern edge of the plaza. Both this drawing and historic photos from the early 1970s show a small landscaped island with a few rocks and very low vegetation. It is not clear if the preliminary drawing represented the actual Public Plaza as constructed. Also, it is not clear when the landscaped island at the corner of the Public Plaza was removed. The barrier on the south side of the Public Plaza between the Alpine Visitor Center and the Trail Ridge Store has changed numerous times. This divider was originally a fence and, at an unknown time, the park constructed a concrete with stone-veneered wall. The park replaced handrails and stairs leading to the rear of the Trail Ridge Store and added a metal handrail to the top of the stone wall to meet safety standards (2017). Ongoing maintenance has included constant resetting of stones in the wall, repouring the concrete plaza, adding accessible ramps, and replacing curbing.

Contributing Viewsheds (part of Site)

Sweeping views of nearby alpine tundra and far away mountain ranges define the entire Fall River Pass area. There are four key observation points in the district that greatly contribute to the sense of place and integrity of setting, feeling, and association.

- A. The view from the Public Plaza to the south and east: In this 180-degree view, visitors can see the valley below, the top of Lava Cliffs, and Old Fall River Road as it approaches tree line. The peaks of the Mummy Range—Chapin, Chiquita, and Ypsilon—are prominent to the east.

- B. The view from the top of Alpine Ridge Trail: From here visitors enjoy expansive panoramic views of the Mummy Range to the east, the Never Summer Mountains to the west, and more distant mountain ranges to the northeast. This view stretches all the way to Wyoming. The high-altitude site is an excellent location for taking in the totality of the Fall River Pass Historic District from far above the buildings, structures, and sites that comprise this complex. The view from here is 360-degrees.
- C. The view into the Fall River Pass from Old Fall River Road: Coming from the east (Estes Park), Old Fall River Road makes a bend in the road about a quarter mile from the Fall River Pass. From this vantage, visitors get an approximately 90 degree wide glimpse of the Alpine Visitor Center, Public Plaza, and Trail Ridge Store from below in anticipation of arrival. The entry into Fall River Pass is distinctive, with visitors departing the "trail like" road and entering the hardened landscape of the Fall River Pass area. This area is the "utility" corridor of the complex and has evolved over time to meet operational, parking, and delivery demands.
- D. The view from Trail Ridge Road into the Fall River Pass complex: Approaching from the east, Trail Ridge Road makes a bend about a quarter mile from the Fall River Pass area. As the road descends the approximately 45 degree view features the first glimpse of the development tucked into the pass.

Contributing Vegetation (part of Site)

Within the paved portion of the complex, there is no decorative vegetation (no trees, no flower boxes, no shrubs). Outside the paved portion of the complex is the alpine tundra ecosystem. Strong, frequent winds and cold temperatures limit what plants can grow here. Most alpine plants are perennials. Cushion plants look like ground-hugging clumps of moss. Grasses and sedges are common where alpine tundra soil is well-developed. Non-flowering lichens cling to rocks and soil. Because soil compaction from foot traffic causes long-term damage, the alpine tundra around the Fall River Pass area is closed to visitors; the park calls this a Tundra Protection Zone.

Non-contributing Buildings

Trail Ridge Store (1936, 1937, 1965, 1971, 1983) - Building 0170, 5LR.1207

Dimensions: approximately 140'-0" by 60'-0"

This building is located on the crest of Fall River Pass, northeast across the Public Plaza from the Alpine Visitor Center. It is a "V"-shaped, one-story (with a full basement), modified example of NPS Rustic architecture. The building features a cross-gabled roof covered in wood shakes. The store faces north, although the primary entry within the front-gabled vestibule is accessed from the west. This front-gabled bay features mostly stone veneer, with vertical wood siding painted dark brown appearing in the west half of the gable face. A half-width ribbon window with multiple fixed panes marks the divide between these two exterior materials. There is a basic, wood finial at the gable peak. The side-gabled portion of the façade extends east-to-west behind the entry bay and is faced in stone veneer. A slight shed roof extension projects from the eaves to the west of the front door. A large stone chimney is visible projecting from the main roofline. The long, eastern bay of the façade includes a two-window, fixed-pane unit with wide wood surrounds painted dark brown.

On the west side, this building features a complex roofline. The gable face of the main roofline is covered in vertical siding painted dark brown. There also is an intersecting front-gabled portion with a shed roofed projection extending to the south. This roofline features exposed rafter ends and a large finial similar to the one on the façade. This part of the store is faced in stone veneer and intersects with the eastern terminus of the stone wall that delineates the southern edge of the Public Plaza. This stone wall features a metal gate that

offers exterior access to the basement. There is a large, wood, painted sign located on this elevation near the eaves. Two windows that are narrow, rectangular, and vertically-oriented appear immediately below this sign.

The east side of the store features a series of six stone piers that extend from the foundation to the eaves, with exposed rafter ends. This area, on the interior, contains the café. Ribbon windows appear between the five evenly spaced piers closest to the north (front) of the building. Each strip of windows is composed of four fixed-pane, rectangular, horizontally-oriented windows with the same wide wood surrounds that appear on the windows along the façade. This side of the building is faced in vertical wood siding painted dark brown. A secondary entry, located within the east side of the façade's eastern bay, is visible from this vantage point. This wide door appears to be metal and painted dark brown; it likely accesses the storage room/office for the store. The sixth stone pier appears at the southeast (rear) corner of the store.

Two portions of the south side of the building are visible from the top of Old Fall River Road. The end (rear) of the café wing features a concrete loading dock accessed via a short flight of stairs adjacent to the crest of Fall River Pass. There is a round metal railing alongside both the steps and the southern edge of this raised dock. These steps lead to a back door that is metal and painted dark brown with an unpainted metal kickplate. There is a second, similar door (but without a kickplate) further east along this side of the building. This elevation also features two ribbon windows, each featuring four fixed-pane, rectangular, vertically-oriented elements. Two large, metal, dark brown storage containers are located on and adjacent to this rear projection. These two boxes obscure some of the details of the rear portion of the café wing. The second portion of the store building, only partially visible, faces south over the scenic ridge. The basement level is painted concrete and there are stone piers at the corners. A long, continuous ribbon window (that runs along the length of the shop space on the interior) appears tucked between this concrete siding and the overhanging eaves.

The Trail Ridge Store has changed extensively, with major additions completed in 1937, 1965, and 1971. The earliest change, completed only one year after initial construction, enlarged the building toward the north in order to add public restrooms on the lower level and more visitor space to the store. In 1965, with the opening of the Alpine Visitor Center, these public restrooms at the store were converted to a storage area and mechanical room. At the same time the retail operation expanded to the east. Six years later, in 1971, the park approved a 110-foot concrete addition to the northeast side of the Trail Ridge Store. This alteration changed the overall shape of the building and nearly doubled its square footage, expanding the interior space for food and beverage services. On the lower level the 1971 addition increased retail storage, offices, mechanical areas, and employee restrooms. In 1983 the park okayed a new roof over the existing roof for the earliest (1936 and 1937) parts of the building and added the entry vestibule. According to a 1997 Facilities Improvement Report, the original over-roof gridwork of peeled logs, similar to what currently appears on the Alpine Visitor Center, was removed in the late-1960s prior to the 1983 roof change. This later alteration, intended to "better connect and tie together the different roof levels resulting from later additions" increased the roof's overall slope (Lee, Dick, and Johnston, 4).

Most recent changes to the Trail Ridge Store include adding a fire sprinkler room in the southern end of the building to house fire pump equipment for both the Trail Ridge Store and Alpine Visitor Center (2000), an interior renovation of the main floor that updated finishes and fixtures (especially lighting) plus reconfigured the café (2007-2008), installation of rolling shutters (2015), and installation of solar panels on the rear roof (2017).

The Trail Ridge Store has lost physical integrity and does not contribute to the historic district.

Vault Toilet (2000) - Building 1115

Dimensions: 41'-5" x 22'-2"

Sitting on the north side of the parking lot, the building is nearly square, front-gabled, and west-facing. This building features stone veneer siding on its lower portion with vertical siding painted dark brown on its upper part. The building has a prominent stone stringcourse. The roof is covered in wood shakes. There is a large open entry on the façade, and large metal doors are swung shut when the facility is closed. Small, rectangular, vertically-oriented, double-hung windows flank this expansive front door.

The north and south sides of this toilet building are identical. A total of six toilets (three each north and south of the center aisle) are located in individual rooms. On the exterior they feature three narrow and rectangular, vertically-oriented, fixed-pane windows that bisect the stringcourse. There are three ventilation stacks projecting from the roof. The east side of the building abuts the tall concrete with stone-veneer retaining wall that protects the alpine tundra.

The Fall River Pass area originally had two stone privies, which "soon proved impractical" and were replaced with wooden toilets in 1924 (Superintendent's Monthly Report, June 1924). In 1937, the Trail Ridge Store added flushing toilets, but there was always more demand than indoor plumbing could provide and a 1959 image (Figure 6) shows privies on the north end of the parking lot. The Alpine Visitor Center was built with men's and women's bathrooms. Still, this could not meet demand and vault toilets remained north of the parking lot. In addition, treating sewage in the alpine tundra environment was challenging. From 1998 to 2001, the park planned and replaced the non-flushing vault toilets and adjacent sewage storage tank, installed the concrete with stone-veneer retaining walls attached to the Vault Toilet, increased the width of the concrete sidewalk, expanded the parking lot, and removed the sewage lagoon along Old Fall River Road (Figure 7). The park pumps and hauls sewage from the Fall River Pass area daily.

Non-contributing Small-Scale Landscape Features (Site)

The Fall River Pass currently has a plethora of small-scale features that support the visitor experience of the complex. Most of the features appear to be non-original. The existence of such small-scale features likely indicates the fact various objects to service and support visitors have been present, in some form, since the area opened to visitation in 1920 (Figure 8).

Helipad (ca. 1998)

This unobtrusive feature is located west of Trail Ridge Road, outside the main visitor area. Unless there is a helicopter present to transport patients, there is no visible indication (at least from the road or visitor complex) that this site exists. A small, square, orange, metal sign with a large black "H" is the only indication of its presence near the start of the Milner Pass Trail. This marker serves as the center of the landing zone for medical helicopters.

Entrance Sign (likely between 1985 and 1991) (Object)

This structure is located in a "U"-shaped traffic island that separates the western edge of the parking lot from Trail Ridge Road. The curbed island is filled with large river rocks. The sign base is composed of natural stone like many of the buildings at the complex. It also is identical to the base for the sign that appears in front of the Alpine Visitor Center. The large, brown, metal, reflective, rectangular, double-sided sign resembles a highway marker in material and appearance. The sign notifies vehicles they have arrived at the Alpine Visitor Center and Trail Ridge Store. It also includes the altitude for the site: 11,796 feet above sea level.

Non-contributing small-scale site features noted during fieldwork included:

- Fences or barriers – design and materials vary from stone to metal post to wood; the location of fences and barriers changes as needed to keep visitors contained
- Curbing and boundary or trail edge markers – typically stone or treated lumber
- Concrete with stone-veneer retaining walls – along the sidewalk by the Vault Toilet, near the generator building, and lining the south side of the parking lot in placesⁱ
- Temporary barriers (for construction zones) and traffic cones
- Sidewalks – typically of concrete
- Manhole covers, service hatches, drainage pipes, metal grating – all associated with utilities and drainage
- Fire hydrants
- Water quantity and quality monitoring wells – pipe sticking out of the ground a few inches, some are capped
- A weather station – currently located about equidistant between the Alpine Visitor Center and Fall River Pass Ranger Station. There have been various "weather stations" over the years, mounted to the roof or mounted on a pole next to the Alpine Visitor Center
- Flag pole – currently located on the northwest side of the Alpine Visitor Center, but broken off metal poles in this vicinity indicate it is not the original pole or location
- Trash cans and recycling bins – typically brown-painted metal with a bear-resistant top
- Ashtrays – oversized, green, plastic bucket with tall, narrow neck and hole for inserting cigarette butts
- Signs (cautionary, directional, and interpretive) – interpretive signs (called waysides) are bolted to the ground in the Public Plaza and are removed and stored each winter
- Snow poles – delineate the roadway and parking lot edge, typically peeled tree branches
- Benches - seats composed of large half logs with short horizontal logs to support the seat
- Pay-for-view telescope(s) – gray metal with swiveling telescope mounted on pole; removed and installed seasonally; number unknown, only one was installed in Public Plaza in 2019 (Figure 9).

8. Statement of Significance

Applicable National Register Criteria

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

D Property has yielded, or is likely to yield, information important in prehistory or history.

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

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

Property is:

A Owned by a religious institution or used for religious purposes.

B removed from its original location.

ⁱ The only confirmed section of "original" stone veneer retaining wall spans from the Generator House west along Old Fall River Road to the Alpine Ridge Trail steps; available evidence indicates this section is in its original location from 1968. However, since the height and materials are not noted in the archival evidence, this nomination does not distinguish this one wall as contributing.

- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

ENTERTAINMENT AND RECREATION

ARCHITECTURE

Period of Significance

1920-1966

Significant Dates

1920, 1922, 1932, 1938, 1956, 1963-1966

Significant Person

(Complete only if Criterion B is marked above.)

n/a

Cultural Affiliation

n/a

Architect/Builder

Rocky Mountain Motor Company,

National Park Service, Bureau of Public Roads,

William C. Muchow, Jay O'Shea, 3-D Construction

Company

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

The Fall River Pass Historic District is eligible for listing in the National Register of Historic Places at the state level with a Period of Significance from 1920 to 1966. This span reflects the evolution of this visitor destination from the arrival of the Old Fall River Road through the first full year of operation for the Alpine Visitor Center during the Mission 66 program. This district is eligible under Criterion A in the area of Entertainment and Recreation. This complex has developed from a basic stop for visitors into a comprehensive visitor experience focused on the alpine tundra ecosystem. This district also is eligible under Criterion C in the area of Architecture. The Alpine Visitor Center (1965) is the architectural and functional highlight of the district. The district is significant for design, embodying the principles of both NPS Rustic and Park Service Modern styles.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Entertainment/Recreation

The Fall River Pass Historic District tells the story of how the Rocky Mountain National Park visitor experience has evolved over time. The National Park Service started developing the pass during the 1920s. The scale and design of the Old Fall River Road and the Ranger Station reflect a period of limited financial resources. There were few formal trails and visitors could wander the alpine tundra to take in views, winds, and occasional summer snow storms. After World War II, visitation at Rocky Mountain National Park increased dramatically. Scientists began to study visitor impacts to the alpine tundra and, with an influx of funding for the Mission 66 campaign, development focused on expansion of visitor services and facilities. The Alpine Visitor Center illustrates the tenets of the Mission 66 program that sought to modernize the national parks by providing “one stop” to meet a ranger, visit a museum, buy a souvenir, and experience the natural environment. Along with buildings, the landscape became “hardened” to contain visitors and preserve the alpine tundra. Change has continued in this district, though with less intensity, with seasonal maintenance and improvements focused on providing for ever-increasing visitation and responding to the weather-related challenges of keeping high-elevation facilities in visitor-ready condition.

Criterion C: Architecture

The two distinct periods that shaped the district’s development also resulted in two different yet compatible architectural expressions. The earliest resources are good to excellent examples of the NPS Rustic style, simple buildings with local stone exteriors that blend in well with the relatively undeveloped (no formalized trails and the unpaved Fall River Road) surrounding landscapes. NPS Rustic architecture buildings reflect their 1920 to 1944 dates of construction. Key construction materials, employed both for roadside features and Rustic-style buildings, included native stone and logs. These buildings also employed handcrafted workmanship and featured elements such as overhanging eaves, small paned windows, and stone chimneys. This architectural expression, particularly popular in the national parks, represented an extension of a prevalent domestic style for recreational cabins and lodges. This same style, suited to local material requirements associated with New Deal programs, experienced a revival during the 1930s and remained popular at the park during the entire 1920 to 1944 period. Rustic style resources within the Fall River Pass Historic District include the Ranger Station that temporarily housed a small museum; the Fall River Rest House, an early shop with numerous Native American curios and a small area for museum displays (later expanded into the Trail Ridge Store); and infrastructure improvements such as the Pumphouse and Catchment Basin and roadside fencing. The landscape of this period was less hardened and constrained, allowing visitors extensive access to the adjacent alpine tundra.

Just as Mission 66 changed interpretation and visitor services, it also shaped architecture and landscapes in the park. A new architectural style, Park Service Modern, continued to emphasize harmony with the natural environment while introducing the concepts of functionality and technological advances associated with the International style or the A-frame form. Key construction materials included reinforced concrete, steel frames, and large expanses of glass. To make sure these resources did not distract from the natural landscape that visitors came to see, many designers chose natural stone or log, the same materials also popular for Rustic-style architecture, as veneers or decorative elements.

The Alpine Visitor Center within the Fall River Pass Historic District exemplifies all of these architectural trends. Well-known Denver architect William C. Muchow's design used a stone veneer on the exterior and incorporated large window walls on two sides. The cross-gabled roof is covered in wood shakes with a distinctive gridwork of peeled logs that offers extra weight and protection in harsh winds. This center combines Modern architectural elements with some natural materials, allowing the building to complement not only the existing buildings and structures but also the natural environment. Muchow also employed technology and engineering techniques for the building, designing the new facility to survive the realities of the harsh environmental conditions. Principles of Modern design also impacted the Fall River Pass landscape during this period. The park built a paved parking lot, a concrete plaza and sidewalks, and stone-veneered retaining walls to keep visitors from wandering freely across the alpine tundra. Still, visitors created their own trails to get directly to the top of the highest point in the area.

Associated Nominations

- Rocky Mountain National Park Multiple Resource Nomination – The Fall River Pass partially meets the registration requirements of this nomination. The narrow focus of this early nomination was buildings constructed by the National Park Service before 1941. This Fall River Pass Historic District nomination complements the multiple resource nomination with an expanded period of significance and inclusion of landscape features and associated structures.
- Historic Park Landscapes in National and State Parks Multiple Property Nomination – This nomination built upon the work of Linda Flint McClelland's "Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942." The nomination expanded the resource types to include landscape features but remained focus on the era prior to World War II and the work of the Civilian Conservation Corps (CCC). The Fall River Pass area does not have a strong tie to the CCC.
- National Park Service Mission 66 Era Resources Multiple Property Documentation Form – The Fall River Pass Historic District meets the registration requirements of this nomination, falling within the period of significance (1945-1972) and retaining a high level of integrity related to the Mission 66 period. In addition, the Alpine Visitor Center is an outstanding example of "Park Service Modern," the work of a regionally renowned architect. The property demonstrates distinctive programming, planning, and design features that affected the evolution of the property and it is an essential part of an overall Mission 66-era park development plan at Rocky Mountain National Park.

Justification for State Level Significance

Colorado has the largest extent of alpine tundra in the country, and "the character of the Colorado [alpine] tundra is more complex, with a greater number of species, communities and processes" than other alpine tundra systems around the nation (Zwinger and Willard, x-xi). Enjoying the alpine tundra—hiking, skiing, riding mountain bikes, driving snowmobiles or all-terrain vehicles, or scenic driving—has become a quintessential Colorado experience. The state has numerous high elevation roads that cross alpine tundra and terminate near a mountain pass or summit. Many of the roads are unpaved, suitable for 4-wheel drive vehicles, and do not provide visitor services.

As an excellent example in the State of Colorado, the Fall River Pass Historic District provides quick and easy access to alpine tundra, just 45 minutes by paved road from Estes Park and 60 minutes from Grand Lake. Visitors can take the challenging drive up the hairpin curves of the unpaved Old Fall River Road or glide up the paved, smooth, and breathtaking Trail Ridge Road. At Fall River Pass, abundant parking and the short Alpine Ridge Trail allow visitors a safe, curated space for experiencing Colorado's high elevation landscape. The educational opportunity afforded by the Alpine Visitor Center and the services offered through the Trail Ridge Store entice millions of visitors each year. Still the adjacent tundra remains largely untrampled, thanks to the firm separation between the native alpine tundra and the hardscape. Unlike the high peaks and passes managed by the US Forest Service or the State of Colorado, the National Park Service alpine tundra development focuses on interpretation and protection of the flora, fauna, and geology of the alpine tundra.

Comparable areas in Colorado to the Fall River Pass district and developed specifically for visitors include:

The Mount Evans Scenic Byway, probably the most similar site to Fall River Pass in terms of visitor services and activities, is not listed on the National Register of Historic Places. This route climbs over 7,000 feet in its 28-mile length, reaching an altitude of 14,130 feet. This drive offers visitors scenic views of the Continental Divide, mountain goat and bighorn sheep herds, wildflowers, and the Rocky Mountain Bristlecone Pine trees. The road to the top of the mountain is paved and open seasonally. Visitors experience spectacular views of the Continental Divide, the ruins of the Crest House, and a short hike to the summit. This area also hosts scientific research facilities.

The summit of Pikes Peak is a National Historic Landmark. Given its higher profile, it hosts more annual visitors than the Fall River Pass complex. According to the City of Colorado Springs, which manages the facilities, more than 750,000 visitors per year reach the summit via the Pikes Peak Highway, the Manitou and Pikes Peak Cog Railway, or the Barr or Crags hiking trails. The road to the summit of Pikes Peak was improved in 1915, and since 1948 the City of Colorado Springs has been responsible for repair, maintenance, and management of the thoroughfare. They added the Summit House in 1963 to serve ever-growing numbers of visitors; this construction is similar in purpose and timing to the Mission 66 construction of the Alpine Visitor Center, although this site is located on US Forest Service land. The original Summit House is currently being replaced with a new 38,000-square foot visitor complex. Like other high elevation visitor complexes, the Pikes Peak summit provides exceptional views. Like the Alpine Visitor Center, there is also a healthcare center for visitors who suffer the ill effects of the high altitude.

U.S. Highway 6 via Loveland Pass is lauded as one of the highest altitude roads open year-round. It is not listed on the National Register of Historic Places and differs the most from the Fall River Pass complex, featuring fewer visitor services and existing more as a route rather than a destination. This road is paved with a steep grade. In 1950, in response to increases in postwar auto tourism, the Colorado Highway Department paved and widened this stretch of roadway. Developed visitor facilities at the 11,990 ft above sea level Pass are limited to roadside parking and a short trail. This area provides a trailhead for access to hiking in summer and to backcountry skiing in winter.

Similarly, the Guanella Pass Summit Area is largely undeveloped, with a parking area, trailheads, and signs. The pass sits at 11,670-feet between Georgetown and South Park, and the Guanella Pass Road (recently paved) is generally open from Memorial Day to Thanksgiving Day. Three trails depart from the parking area and dispersed camping is available in the adjacent US Forest Service lands.

Integrity

The contributing resources within the Fall River Pass Historic District possess high levels of physical integrity relative to the seven aspects of integrity as defined by the National Park Service: location, setting, design, materials, workmanship, association, and feeling.

Overall, the district's major elements remain in their original location, so the district retains a high degree of integrity in that area.

Because the district is wholly within Rocky Mountain National Park, the protected alpine tundra setting remains undeveloped. Viewsheds from key observation points also remain unchanged.

The design of the district evolved in two distinct periods within the period of significance. Since 1966, additional elements have been added, including the ca. 2000 Vault Toilets and the expansion of the parking lot, both of which are compatible with the visitor-centered goals of the complex. The Public Plaza has been altered but retains design integrity, with minor changes including the loss of vegetative islands, change to the concrete pattern, design changes to the barrier between the buildings, and improvements to meet safety and accessibility standards. The Alpine Ridge Trail, originally developed by visitors, has evolved as the park trails crew has experimented with ways to make the maintenance of this steep and heavily-used path more sustainable. While the Alpine Visitor Center exterior retains a high degree of design integrity, the interior has had major alterations outside the period of significance. The Trail Ridge Store has lost its integrity of design with numerous additions and alterations, many of which took place after the period of significance.

Integrity of association is high and the associated buildings, structures, and features remain generally intact. Of the six buildings in the district, four contribute to the historic integrity: the Alpine Visitor Center, the Fall River Pass Ranger Station, and the Fall River Pass Pumphouse.

Similarly, integrity of feeling is high despite the ever-increasing visitation that keeps the facility at capacity for much of the summer months. Day time brings fast moving lightning storms and the chance of other extreme weather, wait lines for the bathrooms, a Public Plaza full of camera-wielding visitors, limited parking, people darting across the parking lot, and shoulder-to-shoulder shopping in the Trail Ridge Store or the Alpine Visitor Center. Night time offers a much quieter experience, since most all the facilities are closed. Visitors can still climb the Alpine Ridge Trail to take in a sky full of stars. There are no street lights or other artificial lighting visible on Fall River Pass, making this complex one of few places still free from light pollution. The complex is not accessible to the public in the winter; human activity returns when park employees begin the daunting task of clearing snow, both by shovel and snow plow, in anticipation of seasonal opening for Memorial Day.

There is a low to moderate level of material integrity. Harsh winds in winter and summer, intense rain storms, and plowing operations in spring affect the condition of the facilities (Figure 10). During ongoing summer maintenance, park staff replaces, repairs, and rebuilds small scale features such as signs, benches, curbs, stone walls, and even building eaves. Original historic materials are present in some locations, but there have been many repairs, patches, and replacements over time.

The workmanship of these repairs generally follows that of the Mission 66 period with the use of modern tools, pre-manufactured materials, and equipment. A moderate to high degree of workmanship integrity is present in the district.

Developmental history/additional historic context information (if appropriate)

The Fall River Pass Historic District reflects the influence of two major historical contexts. The first relates to the initiation and evolution of the interpretive and visitor use philosophy and practices of the National Park Service, with changes over time shaping how visitors experienced this unique alpine tundra environment. The second focuses on the architectural influences of two key styles, NPS Rustic and Park Service Modern, employed for the buildings and structures within the district. These styles not only represent important architectural expressions within the National Park Service but also, again, illustrate an evolution in visitor use. Both contexts explore park events, influences, and developments during two periods: from 1920 to 1956 and from 1956 to 1966. The first span covers the early days of Rocky Mountain National Park through the Great Depression and World War II. The second period comprises a decade within the Mission 66 era, a time when the NPS launched this program to address inadequacies and plan for future enhancements. After Mission 66, the park faced a steady increase of visitors to the Fall River Pass and ongoing maintenance aimed to keep the facilities in good condition in order to accommodate such high demand.

Interpretation and Visitor Facilities at Fall River Pass, 1920-1966

Interpretation is the practice of explaining the details and importance of places and concepts to visitors. With such an emphasis on place, the practice of interpretation can change as and when a particular location evolves. Such has been the case with the Fall River Pass that started as a humble wayside with little to offer beyond tremendous scenic views and now has developed into the most popular destination within the park, with between 400,000 and 500,000 visitors each summer.

Park visitors first gained automobile access to Fall River Pass in 1920 via the Fall River Road, though horseback riding remained a popular means of travel to the park's highest elevations (Figure 11). This road represented the first auto route to cross the Rocky Mountains in northern Colorado. The narrow road featured steep grades, limited turning radii, and numerous switchbacks, with long shady stretches that kept the route both snowy and difficult to clear into summer. Soon after the road was completed, the park started planning for a replacement. After visitors endured the challenges of the upward journey on Fall River Road, those who reached the top of the Pass found no attractions and few creature comforts. The rudimentary site initially featured a small rest house and pit toilets, made of stone. An historic postcard from 1926 (Figure 8) shows a cooking pot on a tripod of logs, indicating that some visitors, without the benefit of any food provider on the Pass, prepared camp-style snacks for themselves when traveling to this site.

Table 1 - Milestones in Rocky Mountain National Park Interpretive Program, 1920s-1940s

Year	Event
1923	First Park interpretive service offered (none discovered for Fall River Pass)
1924-1926	Natural history lecturer employed in Park as temporary ranger
1925-1931	Information clerk completes field research for field guide to plants, conducts interpretive programs, collaborates on field guide to birds and plants
1931	Dorr G. Yeager appointed as first permanent Park Naturalist
1932	Seasonal ranger-naturalist position created (peak: five employees in 1941)
1933	Experimental Fall River Pass Museum opens in Ranger Station
1936-1945	H. Raymond Gregg serves as second permanent Park Naturalist (military furlough from 1942 to 1945)
1938	New Fall River Pass Museum opens in concessioner building
1938-1942, 1946	"Nature Sketches" radio broadcasts on NBC network and Junior Nature Program in Park

Source: Gregg, 1946

The completion of Trail Ridge Road in 1932 ushered in the next major period for visitor experience on Fall River Pass. Initially approved a decade earlier, "this [proposed] road would be remarkably scenic..." (Superintendent's Annual Report, 1922) and was constructed in accordance with "stringent design criteria, which were intended to ensure that the road would 'lie lightly on the land'" (Croteau et al, Sheet 5). Overall, the new Trail Ridge Road allowed visitors to experience amazing views while exerting a "minimal impact on the natural environment" (Ibid). The eastern portion of Fall River Road was renamed Old Fall River Road and became a one-way scenic drive up to the Pass. The availability of the Trail Ridge Road approach contributed to a 6.52 percent increase in overall park visitors in 1932. With more visitors to the Pass, demand for on-site attractions increased as well. An article in the 18 November 1932 edition of the *Estes Park Trail* announced the park's plan to open the first museum on the Pass in the Fall River Pass Ranger Station. This extremely small facility, launched as an experiment, started with a small geological exhibit. The article also mentioned plans "in the near future [for] an entirely new type of nature trail" that would formalize "the well-traveled path" between the Station/Museum and Iceberg Lake, a scenic destination located approximately two miles away below the Lava Cliffs (*Trail*, 18 November 1932).

Although that trail was never built, this small, new museum opened on 21 June 1933 and proved "even more popular than the one at headquarters and served 13,582 people" in its first season (*Trail*, 7 July 1933). Visitation figures increased year-on-year, even in the midst of the Great Depression. The popularity of this museum experiment encouraged the park to plan an expansion of the Ranger Station to include two rooms of exhibits and two large viewing terraces. Park officials envisioned a facility "on equal footing with Yellowstone and the other parks best equipped to do educational work" (Russell and Miller, 1). They expressed the need for enough space to interpret mountain top stories and allow visitors to enjoy the "thrill of intimate contact with Rocky Mountain summit conditions" (Ibid, 3). The terraces would provide not only access to the amazing views but also the ideal spot for short interpretive lectures.

Ultimately, this expansion never occurred. Instead, Rocky Mountain Motor Company, the concessioner for the Fall River Pass Shelter House, built a new multi-purpose building with space for a coffee shop, curio shop, public restrooms, and museum. This new building, originally known as the Fall River Pass Rest House and Museum (now Trail Ridge Store) was completed in time for the 1937 season (Figures 12 and 13). However, museum display cases failed to arrive, and the concessioner used the exhibit space as a sales area for Native American curios. Like the situation with Fall River and Trail Ridge Roads, nearly as soon as construction was completed, the need for additional space became apparent. By the 1938 season a 40-foot extension was completed and the park was operating its new museum on the site. The 16' by 27' museum space featured two exhibit rooms devoted, respectively, to interpretation of geology and the timberline. The museum sought to take advantage of the stunning views (to the east and south) from its small, but well-placed windows (Figure 14). The exhibit plan anticipated visitors initially being attracted to the fireplace, then logically following a counter-clockwise path through the timberline room before entering the geology room and again viewing the exhibits in the same counter clockwise pattern. The exhibit plan expressed the park's wish for its displays "to give visitors a message which will prove significant and stimulating" (Fryxell, 1936). They also hoped to create an alpine flower garden adjacent to the museum, but there is no evidence this project ever was executed.

Table 2 - Fall River Pass Museum Attendance, 1933-1946

Year	Attendance	Change
1933	13,582	--
1934	21,529	+7,947
1936	34,954	+13,425
1938	65,911	--
1939	75,007	+9,096
1940	105,496	+30,489
1941	119,961	+14,465
1946	139,166	+19,205

Source: Gregg, 1946 - The 1933-1936 (gray shading) numbers represent museum operations in the Fall River Pass Ranger Station. The 1938-1946 figures reflect visitors to the Fall River Pass Museum within the concessioner store building. Neither museum was open in 1935, 1937, or from 1942 to 1945 (World War II).

From the late-1930s until American entry into World War II, park-wide interpretive offerings included lectures, field trips, auto caravans, and museums. In 1938 Rocky Mountain National Park introduced two inter-related services: nationwide radio broadcasts and the junior nature school. The weekly radio program "Nature Sketches" was heard nationwide on the NBC network and locally on KOA. In these short shows Rocky naturalist Dr. Raymond Gregg employed his "homely entertaining style of a native Southerner transplanted to the theatrical setting of the Rockies... to interpret the out-of-doors for the listeners" (Nature Sketches By Radio brochure). The programs were live recordings of Gregg's lessons to a group of school-age children who enrolled in the seasonal Junior Nature School. This radio program was exceedingly popular with teachers, students, parents, and others. They inspired a great deal of interest among potential visitors to Rocky Mountain National Park. It is not clear how many broadcasts originated from Fall River Pass. But the 3 September 1948 edition of the Estes Park newspaper urged "all children in the region... to attend" a program entitled "Winter Patrol Cabin" that likely was held at the Fall River Pass Ranger Station (*Trail*, 3 September 1948).

In 1941 the park added a number of publications for visitors to its interpretative offerings. These materials were based upon research naturalists had completed on flora and fauna within the park and allowed visitors to learn more about wildlife and nature during visits. This same year the interpretive services experienced "the most successful motor trip service ever attempted in this park" (Gregg 1941, 8). The Alpine Observation Caravan started at the Moraine Park Museum in the late afternoon, led cars over Trail Ridge Road with a brief stop for wildlife observation, and then a short walk over alpine meadows to introduce visitors to unique flowers of this ecosystem. The final activity of the night: a "cheerful campfire" and a picnic supper (Ibid). This caravan was only practical in July and August, due to harsh weather conditions, but still attracted an average of 100 attendees per session. Despite all of these interpretive successes, Gregg continued to stress the need for more resources, especially staff, to cope with ever-rising visitor numbers.

Gregg's annual reports from 1938 through 1941 illustrate a continued pattern of dramatic increases in visitors to Fall River Pass. In 1938 there were no lectures at Fall River Pass "due to the crowded condition, the joint occupancy [with the concessioner] problem, and the rapidity of turnover in visitors" (Gregg 1938, 3). But park naturalists conducted a few alpine nature walks to introduce visitors to the high-altitude flora and geology of the Pass, with Gregg labeling this interpretive offering as a service that "affords greater possibilities" (Ibid, 5). However, by 1940 such walks were discontinued because the temporary naturalist assigned to staff the museum had his time "diverted to other functions" (Gregg 1940, 4). Gregg worked with the NPS Regional Geologist to improve the museum exhibits based upon feedback from visitors. He also expressed surprise at the popularity of a mercurial barometer one of his employees installed near the museum. In August 1941 Gregg introduced regularly scheduled half-hour Alpine Nature Observation Walks, a relaunch of the occasional offerings from three years prior, with only limited success. Only eight of the fourteen sessions drew visitors, with a total attendance of fifty-seven individuals but at a cost of twenty-eight staff hours. Gregg offered a

frank assessment of the Fall River Pass Museum as “little more than an adjunct to an operator’s concession” and concluded that “in their present composition, condition, and environment, the Fall River Pass exhibits do not hold visitor attention” (Gregg 1941, 9-10). He recognized the challenges of not only “attempting to serve both the newcomer and the great number of long-term visitors” but also the fact that current staffing and budgets “‘brings up to date’ [services] rather than answering present and expanding future needs” (Ibid, 17).

While expanding interpretation the park also improved facilities, including basic infrastructure at Fall River Pass. In March 1938, the National Park Service chose the location and approved summer construction of a Pumphouse and Catchment basin. Two NPS landscape architects, L. Fletcher and W.G. Hill, completed the drawings for this crucial improvement. The completed waterworks gathered surface water in the basin, then diesel-fired engines in the pumphouse moved that water uphill to a tank near the museum.

Gregg highlighted in his annual reports the inadequacies of current interpretation and facilities in the face of ever-growing visitation (Figure 15). These same challenges promised to mark the post-World War II period as well. Planning was crucial for addressing the future. In 1946 Gregg prepared a revised Interpretive Development Outline for inclusion in the Rocky Mountain National Park Master Plan. In this document he recognized the superlatives of Rocky, praising its “great emotional and inspirational appeal to the visitor” (Gregg 1946, 1). He also identified the increasing visitor pressure on the park and the shortcomings of the Fall River Pass Museum. It was the “most-visited unit of the [Rocky Mountain National] park museum system” but also was “overshadowed by the restaurant and curio store in physical proportions, optical, olfactory, and ‘glamour’ appeal” (Ibid, 21). He hoped that better lighting and a separate museum entrance might improve conditions. But this document also explored the potential for a new museum located somewhere along Trail Ridge Road above timberline to interpret alpine biology and geology. He admitted the existing parking facilities and utilities at Fall River Pass made it the most practical location for such a new facility and stressed the need for any new museum to be government owned. Despite these suggestions, operations of the museum continued within the concessioner owned building continued. Funding from the National History Association provided a summer attendant at the Museum in 1951, making it the first time in a decade that the facility had staff.

All national parks experienced similar postwar challenges. In 1956 National Park Service Director Conrad L. Wirth established the Mission 66 program as a “systematic, long-term program for new construction and improvements in the national parks” (Carr et al, 1). Inspired by the Federal Highways Administration and their efforts to construct an efficient nationwide interstate road system, he submitted a ten-year construction program and budget for the national parks. President Dwight D. Eisenhower approved the proposal and Congress funded it. This decade-long initiative was launched with the goal of completed projects honoring the fiftieth anniversary of the National Park Service in 1966. Ultimately, this program resulted in the largest appropriation (\$1 billion by 1966) and number of construction projects in the parks since the 1930s. It also brought about the “reinvention of the National Park Service... [and] met the urgent demands of postwar American society” (Ibid, 4).

As part of the Mission 66 program, each national park developed its own prospectus. Regional Director Howard Baker and Superintendent James V. Lloyd encouraged the Rocky staff to ‘think big’ as if they were starting from scratch to develop a new park (Ore and Bzdek, 8). The document for the park included not only a wide range of improvements to roads, campgrounds, picnic areas, and administrative buildings but also additions of multiple new visitor centers and more employee housing. The planning for Mission 66 yielded a request of over \$9.1 million to modernize at Rocky.

A new interpretive and visitor experience philosophy accompanied the Mission 66 program. The NPS, in the face of overwhelmingly large crowds, sought to offer visitation and education that lead to neither destruction nor degradation of the very landscapes and sites that visitors wished to experience. According to historian

Richard West Sellars, "if visitors were going to use certain areas, [then the parks had to] prepare for this by improving roads, trails, and park facilities that would limit the impact to specified areas. Public use would be contained..." (Yost and Davies, 38). Director Wirth also recognized that postwar visitors were likely to be different and believed the parks needed to tailor interpretation to their needs. In the national Mission 66 prospectus he described typical visitors as "city-bred people unfamiliar with wilderness ways" (U.S. National Park Service, *Our Heritage*, 17). He predicted the existence of both more children and older people requiring special attention. Wirth also expected these "citizens, accustomed through the great mass media of press, radio, television, and motion pictures to the professional and graphic representation of knowledge" would demand more than basic exhibit panels from interpretation in the national parks (Bertolini, 13).

In response to these demands, the National Park Service invented a new type of facility. The Visitor Center was envisioned as a one-stop spot to accommodate large crowds arriving via automobile. It was designed to be both functional and efficient. Visitor centers differed from the "park village" developments of the 1920s to 1940s period, decentralized complexes, much like Fall River Pass, with dispersed functions such as museums, privies, shops, and other visitor facilities in individual buildings. During Mission 66 all of these activities were relocated into a single, larger building where park staff provided all visitors with basic orientation and interpretation in a well-organized manner (Figure 16). The visitor center became "the hub of the park interpretive program," and a method of orienting park visitors who, "lacking these services, drive almost aimlessly about the parks without adequate benefit and enjoyment from their trips" (Allaback). Responding to the media savvy visitors that Wirth had envisioned, the new visitor centers featured a range of audio-visual presentations, especially 16 mm films. These offerings replaced static museum exhibits, proving to be a way to reduce costs while making better use of interpreter time and effort.

Given both the popularity of the site with visitors and the inadequacies of the museum at Fall River Pass, it is not surprising that the park's first visitor center was constructed here. The Alpine Visitor Center was planned and constructed as an "integral part of the new interpretive program established by Mission 66" (Bertolini, 8). The design process for this new facility illustrated the primacy of interpretation within the modern NPS. Professionals from the Western Museum Laboratory (WML) collaborated with Denver-based architect William C. Muchow, integrating planning for the internal exhibit space into the design of the building as a whole. This regional shop, part of the National Park Service museum branch and located in San Francisco, had reopened in 1956 based upon the anticipated surge in new Mission 66 visitor center construction; these professionals, along with planners and fabricators in the eastern laboratory, had the capacity to develop and produce about 250 exhibits each year.

In 1963 the WML created *Tundra: Land of No Trees*, an exhibit plan for the Alpine Visitor Center. Everything the park needed to envision and assemble new exhibits appeared in the *Tundra* document. It featured detailed schematics for multiple exhibit panels, providing visitors with a one-stop spot that oriented them on a large map over the information desk, invited vacationers to a variety of interpretive activities in the park, and, most importantly, told an engaging and interactive story of the alpine tundra. The colorful exhibits included a series of panels devoted to rocks and geology, alpine tundra seasons, flowers and mammals of the alpine tundra, and the effect of the extreme weather conditions on humans. The highlight of the exhibit plan appeared to be the "illusion exhibit," a display about animal camouflage. A diorama case featured models of a weasel and ptarmigan in winter and summer "dress." It relied upon "a series of micro-switches, motors, etc... too complicated to diagram" attached to a push-button that employed a two-way mirror and a timed light display to illustrate the protective coloration of these species (Western Museum Laboratory, 3). A memo from Superintendent Allyn F. Hanks, dated 1 July 1963, praised the design work for the Alpine Visitor Center and opined if "carried through as indicated we know of no similar interpretation of the alpine tundra that will approach it in treatment" (Ibid, 7). Perhaps it was just this type of glamour that Gregg had found lacking in the exhibits at the undersized Fall River Pass Museum within the concessioner building. This exhibit plan set the overall cost for fourteen displays for the Alpine Visitor Center at \$23,712 (nearly \$200,000 in 2019 dollars).

Apparently, these exhibits remained in place with few changes until they were completely updated in 2003 (Figure 17).

On 16 July 1965 the park held the Alpine Visitor Center dedication in front of six hundred attendees seated in the new parking lot. Despite Mission 66 advice to plan and construct new facilities based upon realistic visitor estimates, visitation at Alpine Visitor Center immediately exceeded predictions. In the first month of operation, attendance averaged 2,685 people per day, with a peak day of 4,857 visitors.

The Alpine Visitor Center was just one component of midcentury improvements. The entire Fall River Pass area became a curated experience. From the parking lot to the plaza, all public spaces became opportunities to educate. The Public Plaza offered pay-to-view telescopes, signs, and benches to delight, direct, and accommodate a wide range of visitors. It also provided a space for formal ranger-led programs. While the Trail Ridge Store continued to provide snacks and souvenirs, the visitor center was an entirely different and NPS controlled space focused on education. All of these features were meant to facilitate visitor connections to the site and its natural surroundings.

At this same time that Fall River Pass was undergoing its Mission 66 redevelopment, scientific understanding of the alpine tundra blossomed. In 1959 Beatrice Willard, a graduate student at the University of Colorado, installed research plots along Trail Ridge Road at Rock Cut and the Forest Canyon Overlook. The former area was installed when Trail Ridge Road was constructed in the 1930s; the latter section was part of Mission 66 development. At both plots Willard inventoried alpine plants and measured the amount of time it took for tundra plants to recover from foot traffic. Her prediction: centuries. After earning her Ph.D., Willard convinced park management to protect alpine tundra through education about not only the ecosystem processes but also visitor's personal role in protecting it. Willard advocated for interpretation that stressed the fragility of the alpine tundra. She suggested paving to both allow visitors access to the alpine tundra and protect the plants in heavily used areas. Through the 1960s to the 1980s, the park followed this advice, paving trails and roadside pullouts along Trail Ridge Road. Nature classes, brochures, and signs emphasized the need to stay on the pavement. At Fall River Pass, the hardening led to containment with more fences and stone walls, until the entire complex became surrounded. Despite this physical effort at confinement, the park designated the Fall River Pass and three other areas along Trail Ridge Road as "Tundra Protection Zones." This designation allowed the NPS to restrict visitor access, establishing rules requiring pedestrians to stay on the pavement.

After Mission 66 Fall River Pass, along with the rest of the park, continued to experience steady increases in visitation. The facilities proved inadequate. More parking and opportunities were needed. In the summers of 1984-1985, the park tried, with the addition of stairs, to make the visitor created path to the highest point on Fall River Pass both more accessible and more sustainable. Although the well-worn path was steep, direct, and not in keeping with NPS trail standards, alpine tundra recovery would take centuries. Current and former trail crew leads Doug Parker, Danny Basch, and Dave Larson recalled a series of changes and improvements to the Alpine Pass Trail. Youth Conservation Corps Crew and two trails employees constructed stairs made of pressure treated logs and hauled in roadbase to fill the stairs using a small Bobcat skid steer loader. As the fill material eroded over the years, park trail crews continued to bring in roadbase (sometimes by bucket) and added or replaced logs in the staircase. However, visitors found it easier to walk up the steep hill alongside the staircase, thus widening the trail. Later the park tried concrete steps following yet another visitor created path.

By 1999, the park decided that utility systems needed attention at Fall River Pass. Visitors required more toilets were needed and treating sewage at high elevation was no longer practical. In 2001-2001, new vault toilets expanded capacity for visitors without requiring more water. With this new building came an expansion to the parking lot to the north to make more room for RVs, buses, and oversized vehicles. The sewage lagoons along Old Fall River Road were reclaimed; sewage from the remaining flush toilets was then hauled down the mountain daily. As demand for flush toilets increased, the park upgraded the water system. New water tanks

connected to the source at the Fall River Pumphouse were needed. Another renovation at the Trail Ridge Store in 2007-2008 allowed for more sales space and a restaurant.

As interpretation and the visitor experience evolved over time, so too did the Fall River Pass area. From a basic stop along Old Fall River Road to a visitor center with full amenities, the place changed to accommodate visitor expectations. Throughout this development, the park staff remained focused on facilitating a connection with alpine tundra while protecting it, in keeping with the NPS mission “to preserve unimpaired the natural and cultural resources and values...for the enjoyment, education, and inspiration of this and future generations.”

Influence of Architectural Styles and Visitor Center Form, 1920-1965

Since the beginning of the National Park Service, visitors have traveled to the nation's parks to see the wonders of nature. The parks required a range of buildings and structures to serve these visitors, and officials made choices about how best to integrate built environment features into natural settings that defined their existence. These management dilemmas led the NPS to adopt standard architectural styles, first NPS Rustic (1918 to ca. 1944) and then Park Service Modern to accompany the Mission 66 program (1956 to 1966). During this latter period the new form of the visitor center became the symbol of an updated park system, the building type most closely associated with and responsible for popularizing the Park Service Modern style within the parks.

The NPS Rustic style, as the name implies, became synonymous with America's national parks. The National Park Service formally issued a “Statement of Policy” requiring use of Rustic style on 13 May 1918; this document emphasized the need for new buildings to harmonize with the landscape and believed such harmony represented the best way to preserve the natural surroundings. The NPS Rustic style was intended to blend into the landscape, mimicking the materials and massing of park terrains. Having been used outside the parks for lodges and recreational cabins, the Rustic style conveyed associations with both leisure and nature. These links made this architectural expression a logical choice for not only buildings but also walls, roads, trails, fences, interpretive kiosks, gateways, and other features within the parks. National Park Service employees responsible for establishing the NPS Rustic style included Thomas C. Vint, Herbert Maier, and numerous other architects and landscape architects. These individuals either personally designed innumerable Rustic buildings or instructed their subordinates on how to execute NPS Rustic designs. The 1935 NPS publication *Park Structures and Facilities* offered additional design guidance, setting particular standards but always encouraging adaptations based upon local materials and cultural influences.

Character-defining features of the NPS Rustic style include:

- Native wood and stone as construction materials
- Overhanging roofs
- Stone chimneys
- Small paned windows
- Natural settings
- Traditional building techniques featuring hand craftsmanship

At Rocky, park designers recommended use of log and wood at the lower elevations with more stone used above timberline. This practice helped the buildings blend into the surrounding landscapes. In keeping with this choice of materials, the six NPS Rustic buildings and structures on and near Fall River Pass all are constructed of stone similar in color and composition to the rocks of the Lava Cliffs or nearby outcroppings. These buildings also feature overhanging roofs. The Fall River Pass Ranger Station is tucked into the hillside (Figure 18). The Fall River Pass Store and Museum originally featured a grid of heavy, peeled logs on top of the roof to brace against the high velocity winds prevalent on the alpine tundra. There were small windows.

Overall, this building along with the Fall River Pass Ranger Station, plus the Fall River Pumphouse and Catchment Basin achieved a picturesque appearance based upon their NPS Rustic characteristics. The Rustic treatment also extended to the landscaping, including curvilinear paths of natural dirt edged with stones similar to those that clad the building itself, the Ranger Station appears to be built into the side of the alpine tundra's ridge, and the Pumphouse and Basin are nestled in the valley below.

The construction of NPS Rustic buildings, given a heavy reliance upon hand labor, was both time-consuming and expensive. Fortunately, for those projects executed during the Great Depression, Civilian Conservation Corps (CCC) crews performed a wide range of necessary skilled and unskilled tasks. Roe Emery, the owner of Rocky Mountain Motor Company and concessioner for the Fall River Pass Shelter House, initially considered use of CCC crews to construct his new Rustic building. However, he found the bureaucracy involved with the relief program too time consuming and instead opted to hire private contractors and finance all of the construction himself (Figure 18). In a telegram dated 10 September 1937, Superintendent David H. Canfield informed NPS Director Arno B. Cammerer that "Chief Architect Vint [was] here September 6 to 8 [and] agreed entirely [with Emery's plans to self-finance]... [and we are seeking] okay so Emery may begin immediate construction [of building] exterior with detailed plans of interior to be forwarded through regular channels shortly..." (Fall River Pass, 12). Emery was keen, no doubt, to begin construction due to the extremely short construction season on the Pass. For this project CCC assistance was limited to excavating the basement, since that represented the portion of the building the government planned to use and manage, and hauling materials. In return, Rocky Mountain Motor Company provided these relief workers with coffee at noon.

The NPS Rustic style dominated in the parks for nearly thirty years. Yet, "by the late 1930s, [National] Park Service architects had become aware of the influence of European modernism on many of their contemporary professionals..." but they remained faithful to NPS Rustic because this style had such a "strong institutional tradition" (Allaback). Visitors had come to expect NPS Rustic in the parks and associated this style with all of the experiences they enjoyed there. However, those conditions were changing as well. Many postwar visitors encountered years of deferred maintenance and found the roads, museums, trails, and other park facilities in poor condition and overcrowded. It was clear planning and concerted efforts were needed to quickly and efficiently prioritize both repairs and new construction within America's national parks if they were to serve postwar visitors.

The Mission 66 program represented the National Park Service answer to much-needed change. Just as the earlier, foundational period of the parks was synonymous with NPS Rustic style, another architectural expression emerged as the "face" of the Mission 66 period from 1956 to 1966 (and, onward until 1972). The Park Service Modern style embraced many of the tenets of European modernism that had been popular outside the park for over a decade. This style was familiar to visitors because they saw it employed every day. International style influences defined the postwar building boom, with features such as horizontal orientation, low profiles, flat roofs, unornamented surfaces, and ribbon windows ubiquitous in new schools, libraries, office parks, and banks. "The [National] Park Service's rapid transition from the older, much beloved, Rustic style to the plain, modern architecture after 1950 encountered vocal criticism" from some (Ore and Bzdek, 17). But, for most Americans, this new style seemed appropriate for the new, postwar NPS.

Wirth and other Mission 66 advocates promoted the advantages of Park Service Modern style. They believed "contemporary, strictly functional buildings would distract less from the natural landscape and allowed the [National] Park Service to meet the needs and lifestyles of modern visitors while better protecting natural resources" (Ibid, 4). Use of Park Service Modern also matched the general stylistic preferences of most architects, individuals with whom the parks often collaborated during Mission 66; there simply was too much design work to rely exclusively upon in-house assistance from the Eastern and Western Offices of Design and Construction. Park Service Modern also represented a good option for the postwar period because it relied upon new, cheaper materials and time-saving construction methods. These factors benefitted the National

Park Service since this period was different than the 1930s when CCC crews provided a ready source of cheap labor. Although Park Service Modern was new, many of the officials involved with introduction, standardization, and promotion of this style were not. In fact, they were largely the same individuals, like Vint and Wirth, who previously had established NPS Rustic in the parks.

Character-defining features of the Park Service Modern style include:

- Expansive fenestration
- Frame or concrete block construction
- Use of appropriate exterior wall cladding
- Low-profile, horizontal effect with roofs sometimes designed to mark the entrance
- Outdoor spaces and site work, including parking areas and walkways, incorporated into the planning and construction

All of these features allowed for new buildings “that, when successful, provided more programmatic and functional space for less architectural presence” (Allaback). The appropriate exterior wall cladding for new buildings at Fall River Pass was stone, or at least stone veneer. The use of this material on the Alpine Visitor Center and Generator House, both constructed during the Mission 66 era, made these two new elements coordinate well with the existing stone NPS Rustic buildings in the complex. Having accommodated visitors since 1920, the Pass already featured a system of parking lots and walkways. But, in association with construction of the Alpine Visitor Center and in keeping with Mission 66 planning practices, NPS landscape architects updated these aspects of the site. The entry from Trail Ridge Road was formalized, the parking lot better delineated, and the walkways were paved in concrete. The Plaza visually and operationally formalized the connection between the Trail Ridge Store—where visitors shopped for souvenirs—and the Alpine Visitor Center—where they met a ranger. This new space also provided a formal place for ranger talks, signs, pay-to-view telescopes, and benches. Retaining walls, curbs, and fences kept pedestrians and vehicles in their respective spaces (Figure 19).

Architect William Muchow

The Alpine Visitor Center represents the work of a master, architect William Muchow (1922-1991), who was born in Denver. He served in World War II and then went to University of Illinois, earning a Bachelor of Science in Architecture in 1946 and then from Cranbrook in 1948 with a Master of Architecture and Urban Planning degree. By 1950, he had started his own firm, which went on to design over 800 buildings, largely in the Denver area (Wray). Notable buildings include the University of Colorado Engineering Center (1966), Denver Branch of the Kansas City Federal Reserve Bank (1968), the Denver Performing Arts Center (1978), the Denver Convention Center (1978). Many of the firm’s buildings epitomized the modern styles and ranged from Expressionism, Formalist, Late Modern, and Brutalism (Simmons, 2004).

Architecture as Education

The Mission 66 Visitor Center was a crucial facility for postwar interpretation, and it played just as important a role in the architectural history of the Fall River Pass complex. The Visitor Center “remains today as the most complete and significant expression [in Rocky Mountain National Park] of the Park Service Modern style, and of the planning and design practices developed by the [National] Park Service during the Mission 66 era” (Allaback). The use of the word “center” was apt and reflected the postwar period as well. These facilities sought to centralize multiple functions into a single building. Visitor centers also resembled other popular complexes of the day—shopping centers, corporate complexes, and industrial parks—where individuals parked their cars in a central location to access a range of services. From the parking lot at Fall River Pass, visitors could have their orientation-interpretation plus restroom needs met at the Alpine Visitor Center before taking

photographs from the Plaza, shopping or grabbing lunch at the Trail Ridge Store, or hiking up Alpine Ridge Trail. The entire experience was designed to flow, to deal functionally and efficiently with large crowds.

The Alpine Visitor Center “Rocky Mountain [National Park]’s first and most unaltered Mission 66 visitor center... represents both the park’s post-World War II reconceptualization under Mission 66 and its Park Service Modern architecture” (Ore and Bzdek, 34). It brings together style and form. Table 3 summarizes this combination, noting the features that apply to the Alpine Visitor Center.

In general, Mission 66 Visitor Centers were designed to uphold the architectural maxim “form follows function.” Emphasis on “flow” facilitated the functional and efficient movement of large crowds of visitors. This concept impacted a wide range of design decisions, ranging from building location to arrangement of interior and exterior spaces. During the Mission 66 period, the NPS routinely built visitor centers in one of three places. The first option was to locate a visitor center near the main entrance of the park in order to orient all visitors as (or before) they entered. At Rocky, Beaver Meadows Visitor Center represents this service model. The second option for visitor center placement was immediately adjacent to the site it interprets, and, to a certain extent, this situation exists at Alpine Visitor Center. However, the hub on Fall River Pass is more accurately considered a terminal visitor center, a facility located at a destination; this placement allows for interpretive and other services for a captive audience (Figure 20). The building itself also encourages the flow of crowds, with wide entry doors, a central lobby, a nearly open plan interior (public space), and segregation of public and administrative functions. The large window walls, at the entry and on the opposite side of the building overlooking the valley below Fall River Pass, integrate the interior and exterior. Visitors have easy access to terraces and the adjacent Public Plaza for views of the expansive scenery.

The Alpine Visitor Center embodies many of the characteristics of the Park Service Modern style (Figure 21). The roof probably has a heavier feel than most such buildings due to the braces of massive peeled logs that appear on the its top. This feature, however, is an engineering necessity to protect the roof. Overall, this horizontally oriented, rectangular building complements its surroundings, both natural and existing buildings, with the use of stone veneer.

Site work for new visitor centers required architects to collaborate with National Park Service landscape architects. For Alpine Visitor Center, architect William Muchow worked with James O’Shea. This arrangement allowed a professional with the greater level of intimate knowledge of the park—both its natural features and management techniques for moving automobiles—to prepare the site plans, design the parking lots, and oversee any planting or other landscaping. This last issue was moot for Alpine Visitor Center, though, since the harsh weather conditions and short season are only suitable to the native plants of the alpine tundra. The preliminary drawing for the Alpine Visitor Center site shows the Plaza without its present gridded concrete pattern and an inset of low natural vegetation and rocks located just east of the exterior doors to the restrooms. Historic images (see Figures 4 and 5) indicate this small landscape area was executed, but it is not clear whether the geometric pattern in the concrete was original.

Table 3 – Mission 66 Style and Type Characteristics Evident at Fall River Pass

Character-Defining Features		Present at AVC
Function		
Sited in relation to overall plan of “visitor flow” in park	At a park destination	X
Design emphasizes plan organization	Segregation of public areas and administrative areas	X
	Emphasizes efficient “visitor flow”	X
	Central lobby space as arrival point	X
Centralizes numerous park services	Information	X

	Interpretation	X
	Restrooms	X
	Administrative offices	
Overlapping functional spaces evident in floor plan	Public areas are on one level, or split levels, segregated from administrative areas	X
Integration of interior and exterior public spaces	Often separated by windows, window walls, glass doors, or wood doors with windows.	X
Wide entrances, exits, doorways for easy movement of crowds	Sheltered entrances	X
Restrooms nearby with separate outdoor entrances		X
Building emphasizes visitor experience of spatial procession	Significant views of park landscapes either from terraces or through large windows	X
Style		
Formal vocabulary, materials of contemporary modern architecture	Flat or other types of roof	X
	Window walls,	X
	Exposed structural support systems	X
	Concrete, concrete block construction	X
	Mostly low-profile, horizontal effect	X
Simple building footprint.	L-shaped	
	Rectangular	X
	Central Courtyard	
	Variation of above	
Building "harmonizes" with setting through horizontality of massing, color, texture	Textured concrete, concrete block, stone veneers on façade to give generally rough exterior texture	X
	Exterior colors chosen to harmonize with natural context	X
Site		
Siting near landscapes or attractions to be interpreted,	Sometimes allowing interpretive programs to be extended into visitor center	X
Naturalistic planting used	Partially screens building or utility areas	
	Planter boxes define entrances	
Outdoor spaces, site work incorporated into complex.	Parking lots	X
	Paths	X
	Amphitheaters	
	Patios/ Terraces	X

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Historic Resources Survey Number (if assigned): 5LR.14866

10. Geographical Data

Acreage of Property 137 acres
(Do not include previously listed resource acreage.)

UTM References

Datum:
NAD 1927 _____ or **NAD 1983** X
(Insert additional UTM references as needed.)

From Trail Ridge Road Gate, clockwise direction:
13N 0435819, 4476895
13N 0435877, 447709
13N 0436383, 447739
13N 0436855, 4477307
13N 0436962, 447718
13N 0436659, 4476877
13N 0436577, 4476461

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the Fall River Pass Historic District follows the upper part of Old Fall River Road, then runs to the summit of Huffer Hill at the terminus of Alpine Ridge Trail, then extends to Sign 8 along Trail Ridge Road, then cuts across the alpine tundra to the curve in Trail Ridge Road, and then continues to the Fall River Pass Pumphouse. It is shown as the dotted line on the accompanying map entitled "Fall River Pass Historic District."

Boundary Justification (Explain why the boundaries were selected.)

The boundary includes all of the resources associated with the complex at Fall River Pass in Rocky Mountain National Park. The boundary is based upon field observation, utilizing existing man-made or natural landmarks. The park staff and consultant selected this boundary to encompass features, including key observation points. The Trail Ridge Road, Old Fall River Road, and Ute Trail segments are included within the boundary because they convey the sense of arrival to and departure from the district. The valley between the Fall River Pass and the Fall River Pumphouse was included because the functional relationship between the two areas and because it is the critical viewshed from the Public Plaza observation point.

11. Form Prepared By

name/title Dr. Mary Therese Anstey; ROMO Contact: Cheri Yost (970-586-1320 or cheri_yost@nps.gov)
organization HistoryMatters, LLC date 21 October 2020
street & number PO Box 3119 t telephone 303-214-8069
city or town Buena Vista state CO zip code 81211
e-mail mtanstey@historymattersllc.com

Additional Documentation

Submit the following items with the completed form:

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

Photographs:

SEE ATTACHED PHOTO LOG

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

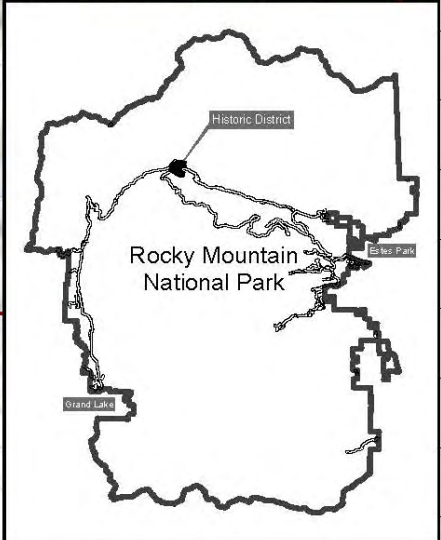
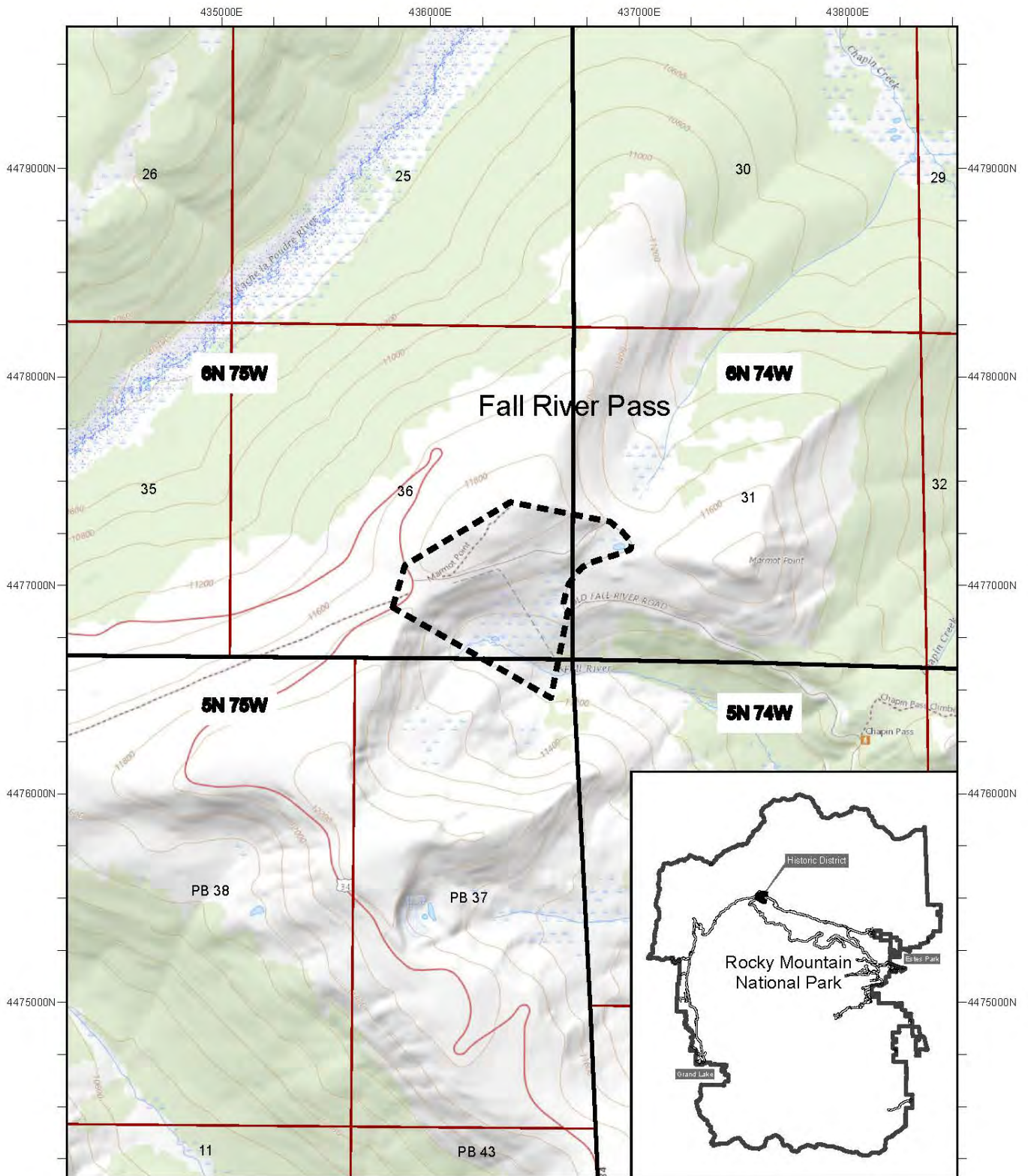
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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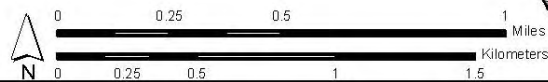
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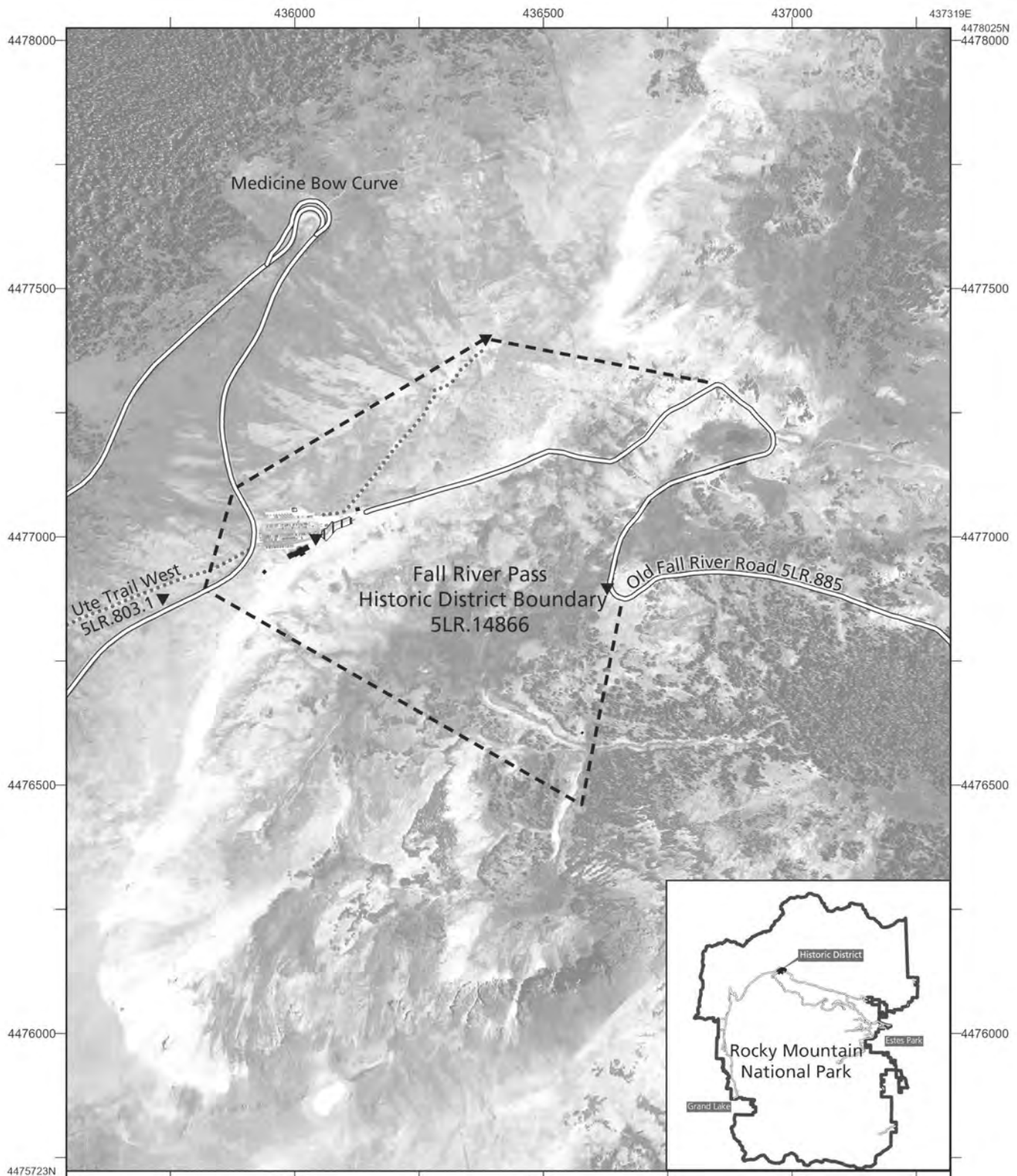
Maps



Fall River Pass
 NRHP Map - Area Overview - ESRI USGS TOPO

Produced By ROMO GIS
 Rocky Mountain National Park
 National Park Service
 December 2019
 Data Source: NPS Park Data
 NAD 1983 UTM Zone 13N





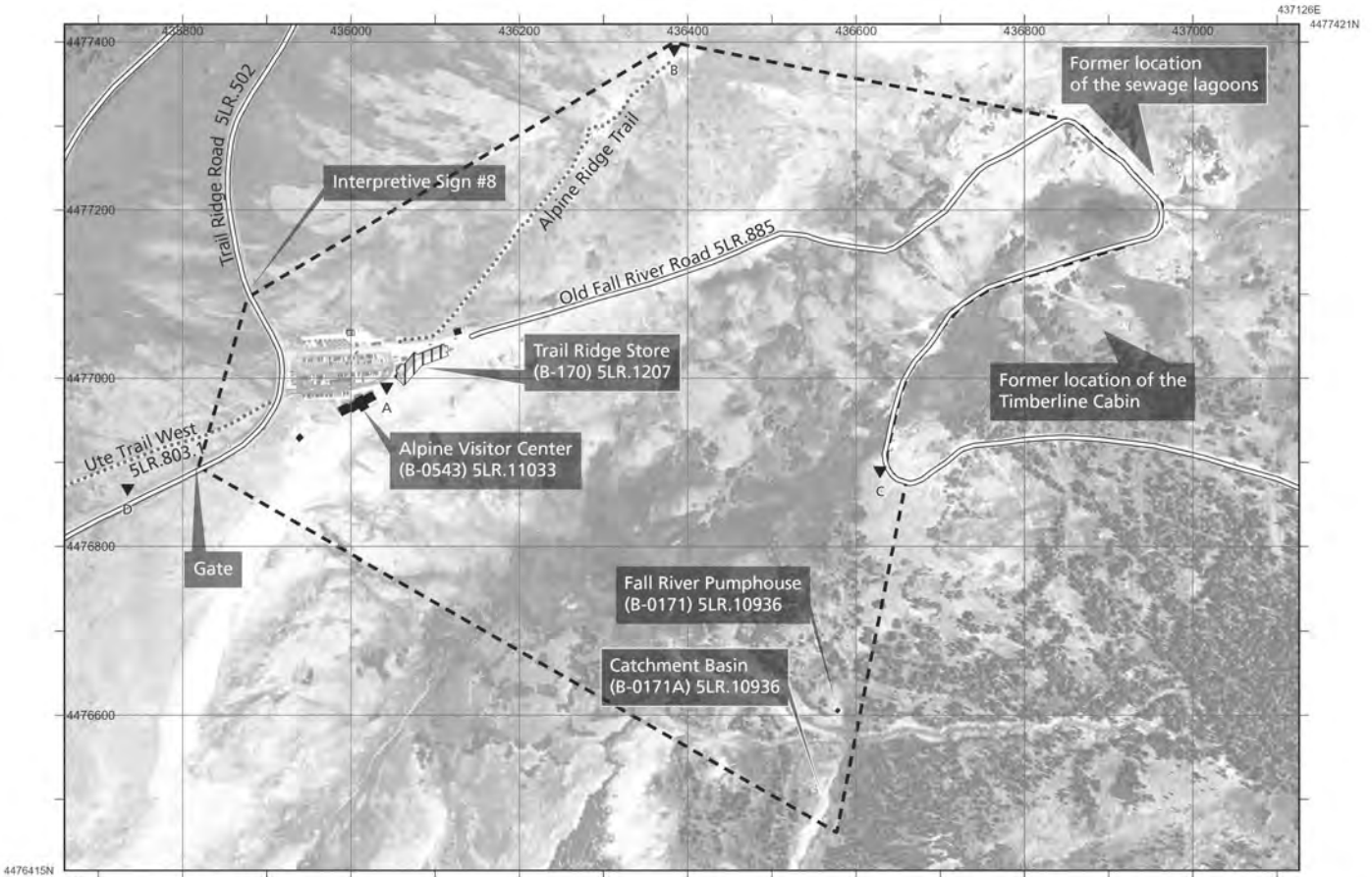
Fall River Pass
NRHP Map - Area Overview

Produced By ROMO Geospatial Program
Rocky Mountain National Park
National Park Service
February 2021
Data Source: NPS Park Data
NAD 1983 UTM Zone 13N

▼ Scenic Viewpoint	■ Contributing Resource
⋯ NPS Trail	▨ Non-Contributing Resource
— NPS Roads	- - - Fall River Pass Historic District Boundary

0 0.25 0.5 Miles
0 0.13 0.25 0.5 0.75 Kilometers



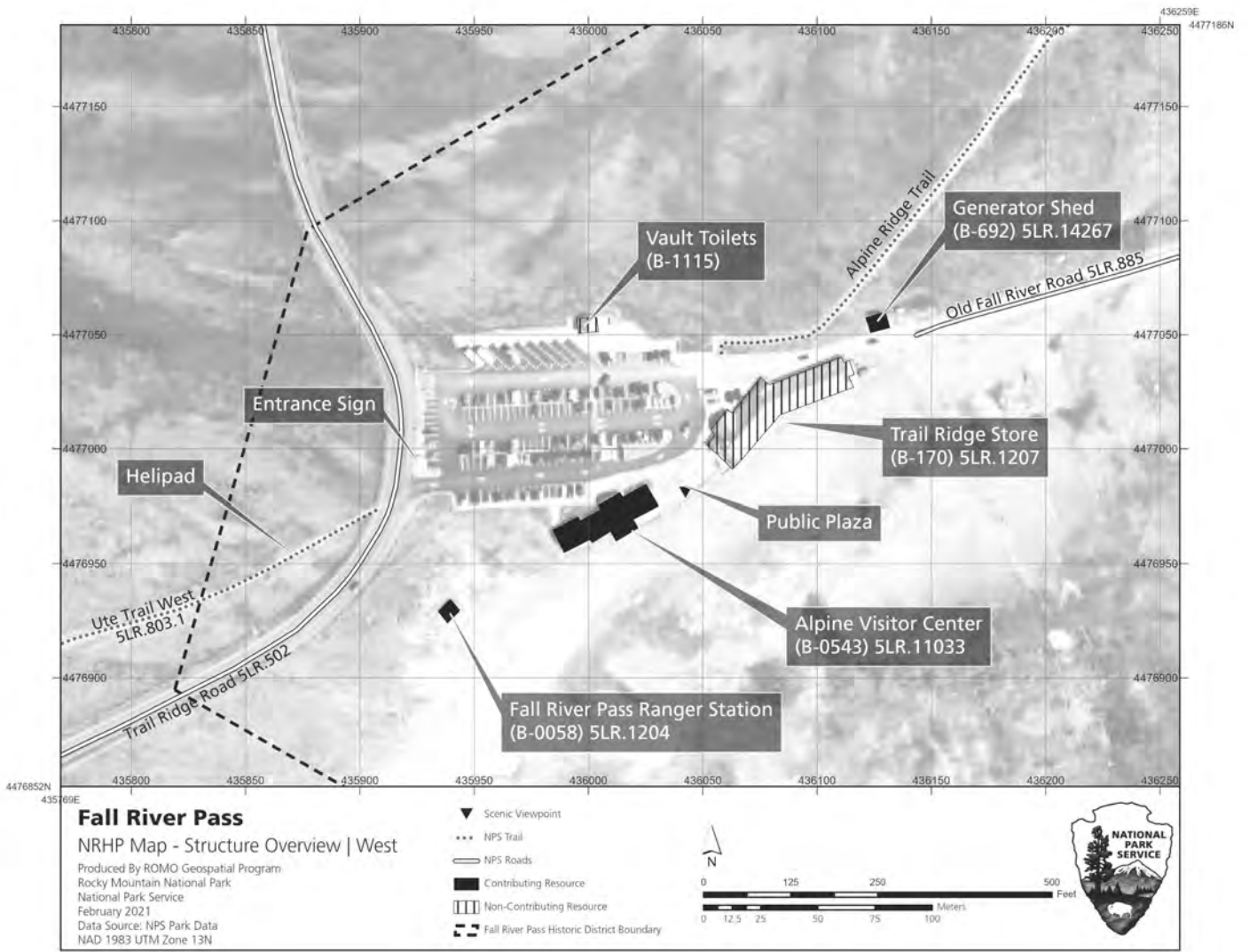


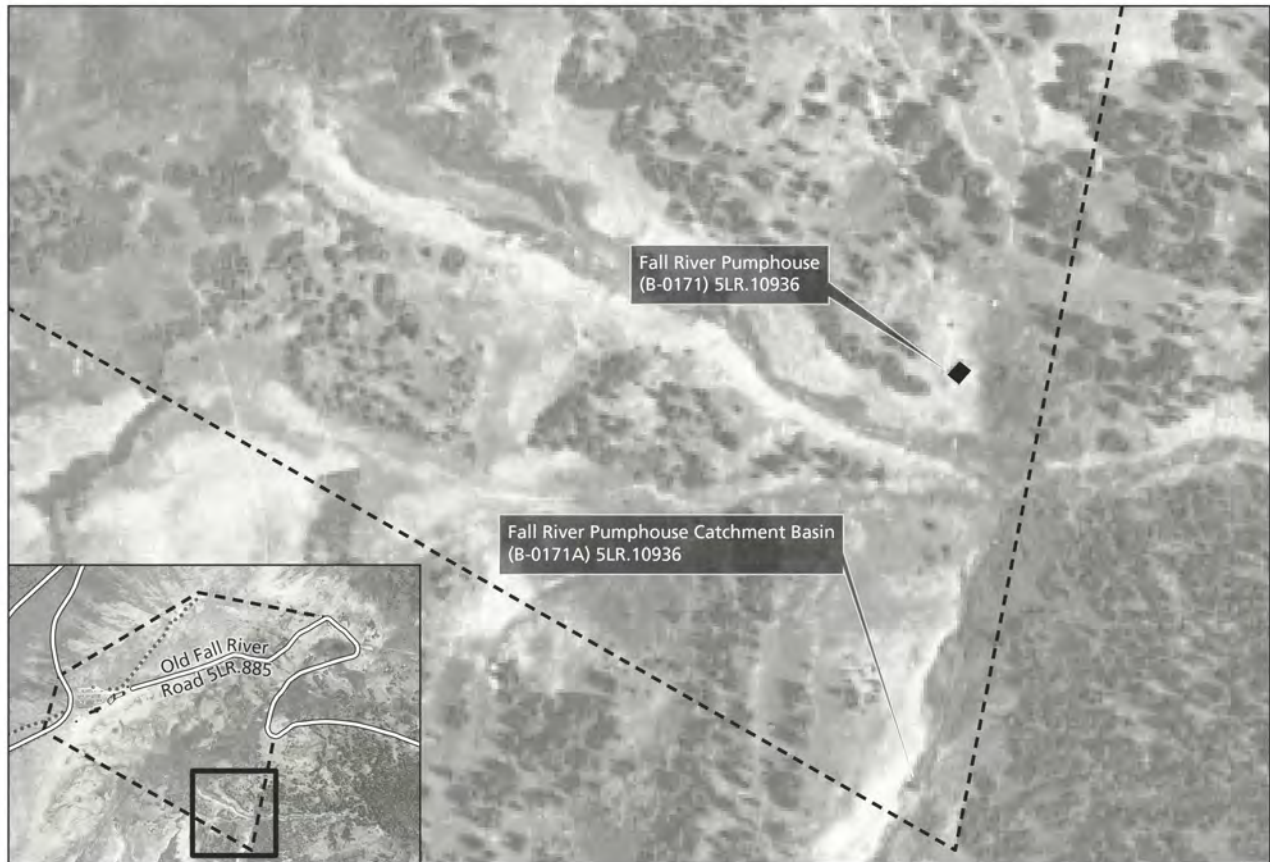
Fall River Pass
NRHP Map - Site Overview

Produced By ROMO Geospatial Program
 Rocky Mountain National Park
 National Park Service
 February 2021
 Data Source: NPS Park Data
 NAD 1983 UTM Zone 13N

- ▼ Scenic Viewpoint
- NPS Trail
- NPS Roads
- Contributing Resource
- ▨ Non-Contributing Resource
- Fall River Pass Historic District Boundary





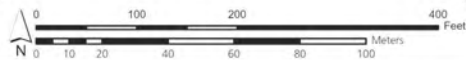


Fall River Pass

NRHP Map - Structure Overview (South)
 Produced By ROMO Geospatial
 Rocky Mountain National Park
 National Park Service
 February 2021
 Data Source: NPS Park Data
 NAD 1983 UTM Zone 13N

- Contributing Resource
- Non-Contributing Resource

Fall River Pass Historic District Boundary



Photograph Log

All photographs for the Fall River Pass Historic District, unless noted otherwise, share a common location and photographer

Resource: Fall River Pass Historic District
City: Estes Park, vicinity
Location: Larimer County, Colorado
Photographer: Mary Therese Anstey except photos 8 and 11 by Dan Jackson

Photo 1	Alpine Visitor Center, view to south	29-Aug-19
Photo 2	Alpine Visitor Center, view to the west	29-Aug-19
Photo 3	Viewshed A (partial), view to southwest	29-Aug-19
Photo 4	Alpine Visitor Center, interior, view to southeast	29-Aug-19
Photo 5	Alpine Visitor Center, interior medical clinic, view to south	26-Jun-19
Photo 6	Public Plaza, view to the east	29-Aug-19
Photo 7	Fall River Ranger Station, view to the southwest	29-Aug-19
Photo 8	Fall River Ranger Station, view to north	29-Aug-19
Photo 9	Fall River Pumphouse, view to the southwest	29-Aug-19
Photo 10	Fall River Pumphouse, view to the northeast	29-Aug-19
Photo 11	Fall River Pumphouse Catchment Basin, view to the northeast	29-Aug-19
Photo 12	Alpine Ridge Trail, view to the northeast	29-Aug-19
Photo 13	Viewshed B (partial), view to the north	29-Aug-19
Photo 14	Alpine Ridge Trail/Fall River Pass HD overview, view to southwest	29-Aug-19
Photo 15	Fall River Generator House, view to the north	26-Jun-19
Photo 16	Vault Toilet, view to northwest	29-Aug-19
Photo 17	Trail Ridge Store, view to the southeast	29-Aug-19
Photo 18	Trail Ridge Store, view to the east	29-Aug-19
Photo 19	Trail Ridge Store, view to the west	29-Aug-19
Photo 20	Trail Ridge Store, view to the west	29-Aug-19
Photo 21	Trail Ridge Store and Public Plaza, view to the east	29-Aug-19
Photo 22	Trail Ridge Store, interior, view to west	29-Aug-19
Photo 23	Viewshed C, view to west	29-Aug-19
Photo 24	Guided audio tour sign 8 along Trail Ridge Road, view to the south	29-Aug-19



1. AVC/ Fall River Ranger Station



2. Catchment Basin



Fall River Pass Historic District



3. Alpine Ridge Trail



4. Trail Ridge Store

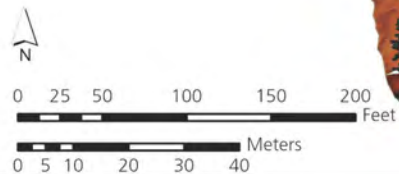
5. Interpretative Sign

Fall River Pass

NRHP Map - Photo Locations

Produced by ROMO Geospatial Program
 Rocky Mountain National Park
 National Park Service
 February 2021
 Data Source: NPS Park Data, ESRI Basedata

-  Directional Angle Photo Taken From
-  NPS Trail
-  NPS Roads
-  Contributing Resource
-  Non-Contributing Resource
-  Fall River Pass Historic District



Historic Photos and Drawings



Figure 1 - Alpine Visitor Center c.1970 (Source: <https://www.ebay.com>)

In *The Mission 66 Program at Rocky Mountain National Park: 1947-1973* (2010), historians Janet Ore and Maren Bzdek described this building "as Rocky Mountain's first and most unaltered Mission 66 visitor center," recognizing it as important for its association with Mission 66 and as an intact example of Park Service Modern architecture. Exterior changes included the replacement of the original red-painted front doors, addition of satellite dishes and utility piping, design and material changes to the barrier on the rear terrace, and a new door into the clinic. Interior changes are far more extensive with a major renovation in 1986 and the conversion of the apartments into the clinic and offices in 1998-1999.



Figure 2 - Fall River Pass Ranger Station/Museum ca. 1932-1936 (Source: ROMO-11-Q-3, neg. 5577)

The NPS Rustic building, constructed in 1922, served as a warming hut, rest house, and Ranger Station. Its use and architecture both reflect the rather meager offerings available to visitors during the earliest years of public access to Fall River Pass. With the arrival of Trail Ridge Road in 1932, visitor demand for interpretation encouraged the park to create a small museum. The limited exhibits within the former Ranger Station proved exceedingly popular, attracting crowds far larger than practical for such a small venue. Also visible in this photo is a second stone building (behind the sign) and a trail that is still apparent - though unused - today.



Figure 3 – Alpine Ridge Trail 2008 (Source: NPS-ROMO-Trail Crew)

The current alignment of the Alpine Ridge Trail is based upon a social trail that visitors developed, creating the most direct route to the summit but trampling the fragile alpine tundra plants. Over the years park trails crews have experimented with materials that not only withstand the site's harsh weather conditions but also serve as the most sustainable option.



Figure 4 - Alpine Visitor Center Public Plaza c. 1970s (Source: ROMO_121_P7_ALPINE VISITOR CENTER)
The photograph and architectural drawing (Figure 5) highlight one of the minor alterations to the Public Plaza. Both images show a small landscaped island with a few rocks and very low vegetation. It is not clear when the landscaped island at the corner of the Public Plaza was removed. However, it seems likely such formal landscaping proved difficult to maintain due to not only the large number of visitors but also the extreme weather conditions of the site.



Figure 6 -Fall River Pass August 1959 (Source: ROMO-11-Q-2-a, neg 5638)

This historic image from 1959 shows the Trail Ridge Store, Alpine Ridge Trail, and the parking lot. This image pre-dates numerous Mission 66-era improvements, most notably construction of the Generator House, erection of numerous concrete and stone veneered walls to protect the fragile alpine tundra, and hardening of the path to the summit of "Huffer Hill." The grid of peeled logs was removed from the roof of the Trail Ridge Store in the late-1960s.

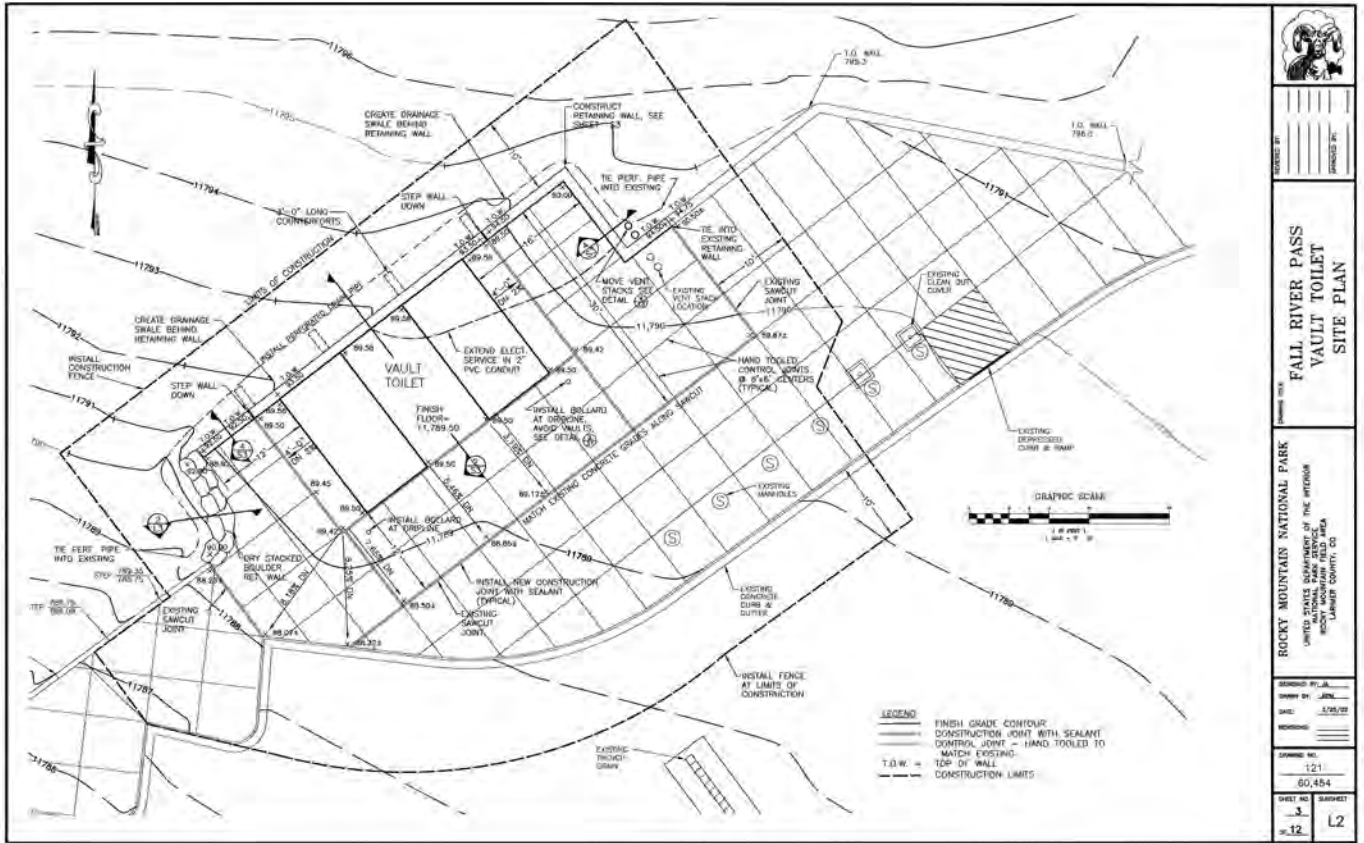


Figure 7 - Vault Toilet Replacement and Expansion (Source: ROMO- 2000-Vault Toilet ROMO_121_60454_1_Page_03)
 Since about the 1930s, there have been privies or vault toilets on the north side of the parking lot. This drawing shows the 2000 era replacement vault toilet, designed by Park Engineer Joe Arnold.



Figure 8 – Fall River Pass 1926 (Source: <https://www.ebay.com>)

This 1926 postcard shows Fall River Pass with only one of the existing buildings, the Ranger Station. Yet, the site is still recognizable based upon the natural formations like the ridge and Lava Cliffs that appear quite similar to how they look now when viewed from the Public Plaza and top of Alpine Ridge Trail. This photo shows at least one other small-scale feature still used on the site: snow poles. Both historical and current snow poles appear to be tall, natural, and peeled log.



Figure 9 - Pay-for-View Telescope, undated (Source: <https://www.alamy.com>)

This c. 2000s stock photograph shows one of the small-scale features in the Public Plaza. The telescopes were removed and installed seasonally, with at least one present in the plaza in 2019.



Figure 10 – Trail Ridge Store in May 1958 (Source: ROMO-11-Q-2-a, neg 5640)

Snow routinely reaches the eaves (and above) on buildings at Fall River Pass. The harsh conditions lead to heavy maintenance and repair every summer, generally between Memorial Day and mid October each year. Snow at this elevation is possible every day of the year.



Figure 11 - Visitors rest at Fall River Pass (Source: ROMO Album 4014, neg 2785)
Fall River Pass has inspired rest and rejuvenation for park visitors from the earliest days as a park. Fall River Road is visible in the valley.



Figure 12 - Museum exhibits at Fall River Pass Rest House and Museum (now Trail Ridge Store) August 1937 (Source: ROMO-11-Q-2-a, neg 1065)

From earliest development, the park put effort into interpreting the surrounding landscape, alpine tundra vegetation, and history of the Fall River Pass area.



Figure 13 – Fall River Pass in July 1938 (Source: ROMO-11-Q-2-a, neg 1131)

The Fall River Pass Rest House and Museum, (now Trail Ridge Store), was a popular stop for park visitors upon completion. The landscape was largely undeveloped. The buildings in the background on the north side of the parking area are privies.



Figure 14 – Trail Ridge Store exhibits August 1958 (Source: ROMO-11-Q-2-a, neg 1122)
After the Trail Ridge Store addition, exhibits were installed utilizing natural light. After the Alpine Visitor Center was constructed, the exhibits moved to that building, where they remain.



Figure 15 – Trail Ridge Store October 1962 (Source: ROMO-11-Q-2-a, neg 1130)

Over time as visitation increased, the park curated the experience through formalized landscaping like sidewalks, paved parking, and formalizing the visitor-created Alpine Ridge Trail. The foreground in this image is the future location of the Alpine Visitor Center.

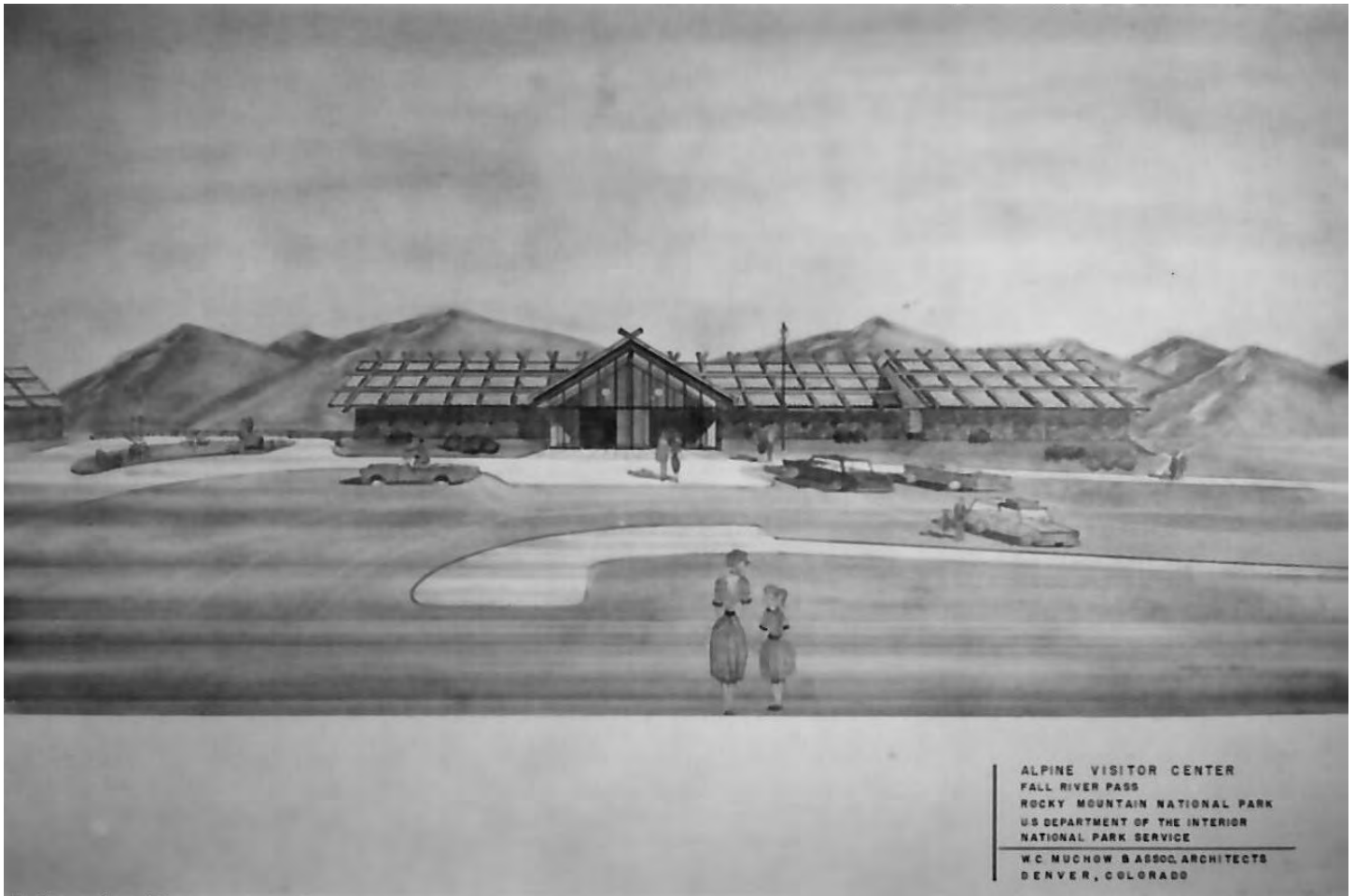
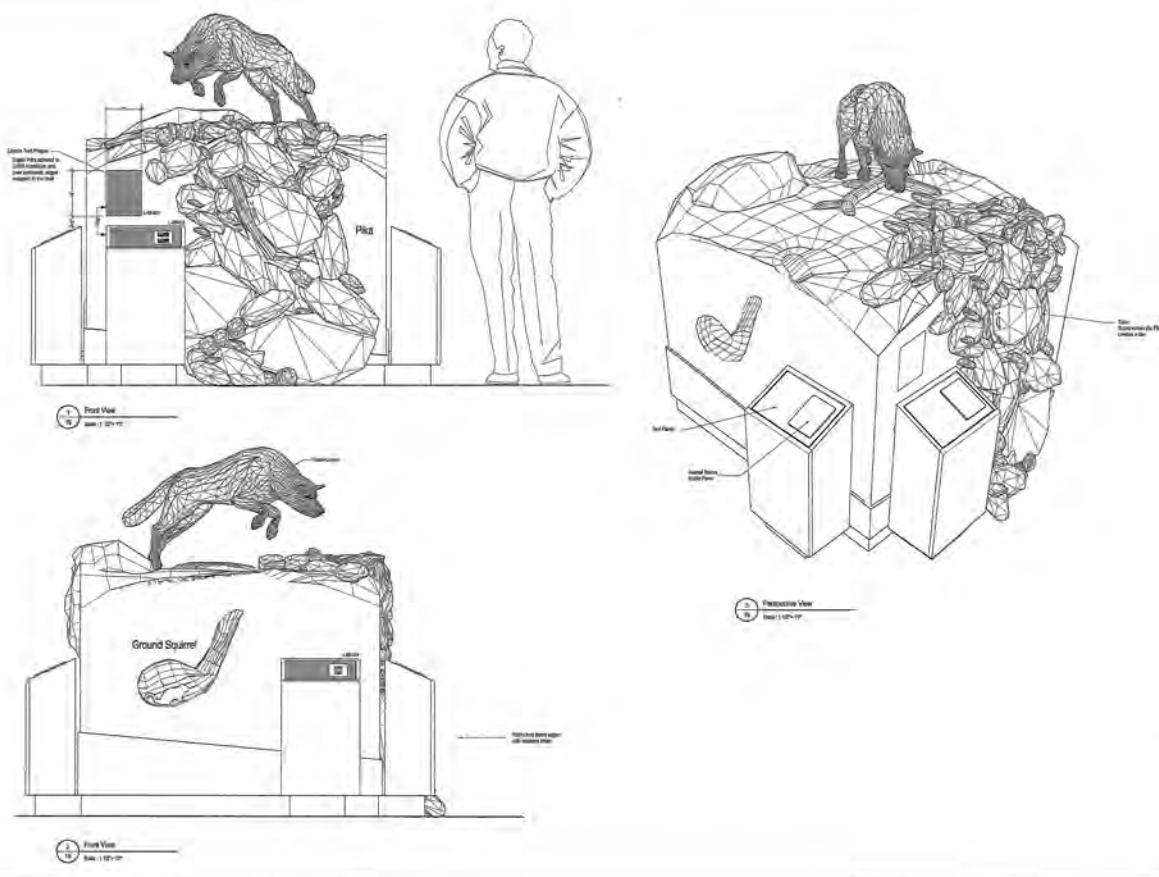


Figure 16 - The Mission 66 rendering of Alpine Visitor Center August 1962. (Source: ROMO-11-Q-2-a, neg 1161).

In response to rising and changing visitation, the National Park Service invented a new type of facility, the Visitor Center. These "all in one" buildings differed from "park village" developments of the 1920s to 1940s period when decentralized complexes, much like Fall River Pass, housed dispersed functions such as museums, privies, shops, and other visitor facilities in multiple buildings. During Mission 66 all of these activities were relocated into a single, larger building where park staff provided all visitors with basic orientation and interpretation in a well-organized manner.



Project: **Rocky Mountain National Park**

Client: **Rocky Mountain National Park**

Location: **Rocky Mountain National Park**

Year: **2003**

Figure 17 - The 2003 Alpine Visitor Center exhibits (Source: ROMO-121_123584_Page_19)
 The redesign of the exhibits in 2003 included three dimensional figures, like the coyote pouncing on a ground squirrel.

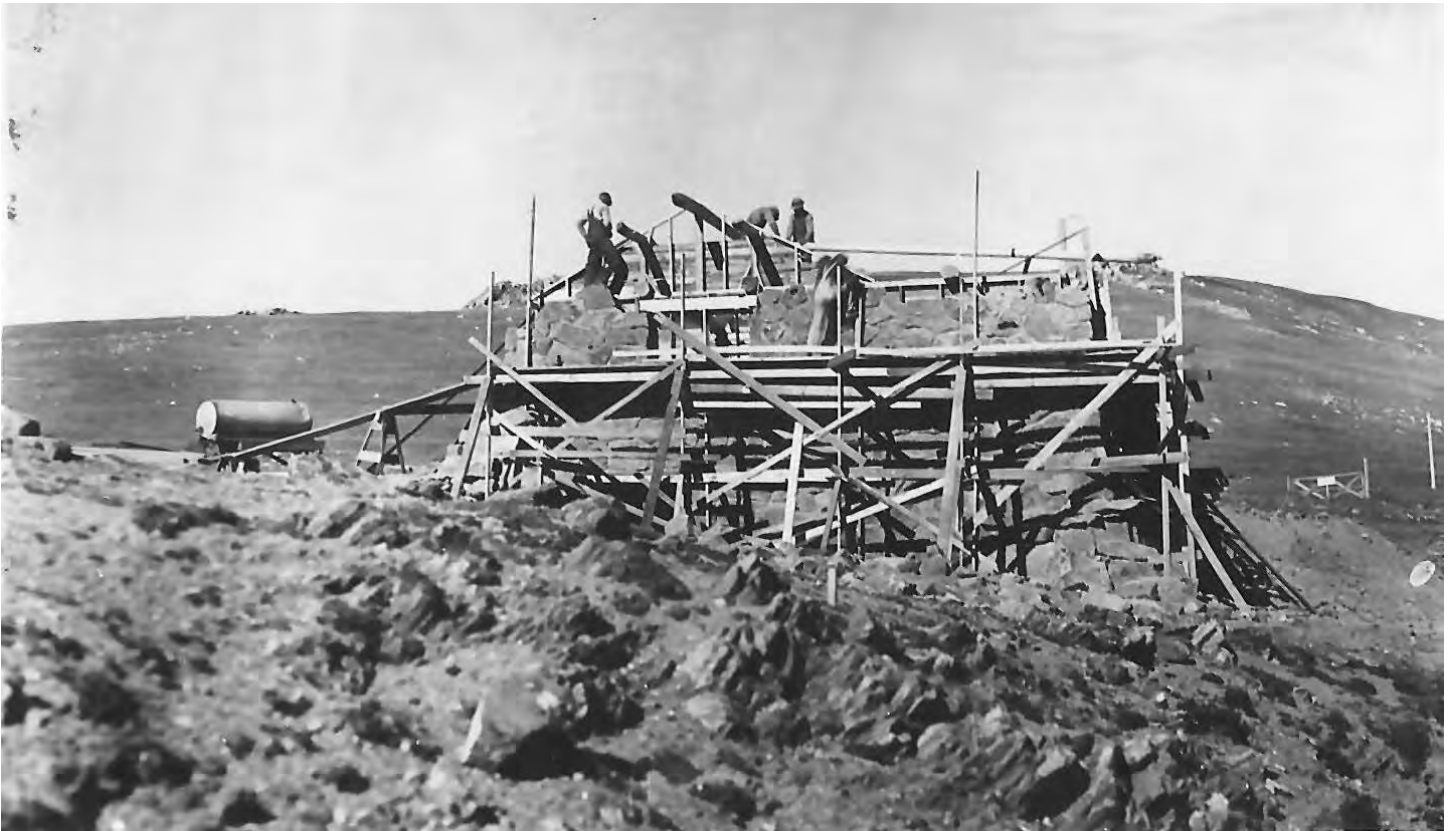


Figure 18 - Construction of the Fall River Pass Rest House (now the Trail Ridge Store) August 1936 (Source: ROMO-11Q-2-a, neg 5951)
Roe Emery, the owner of Rocky Mountain Motor Company and concessioner for the Fall River Pass Shelter House, initially considered use of CCC crews to construct his new Rustic building. However, he found the bureaucracy involved with the relief program too time consuming and instead opted to hire private contractors and finance all of the construction himself.

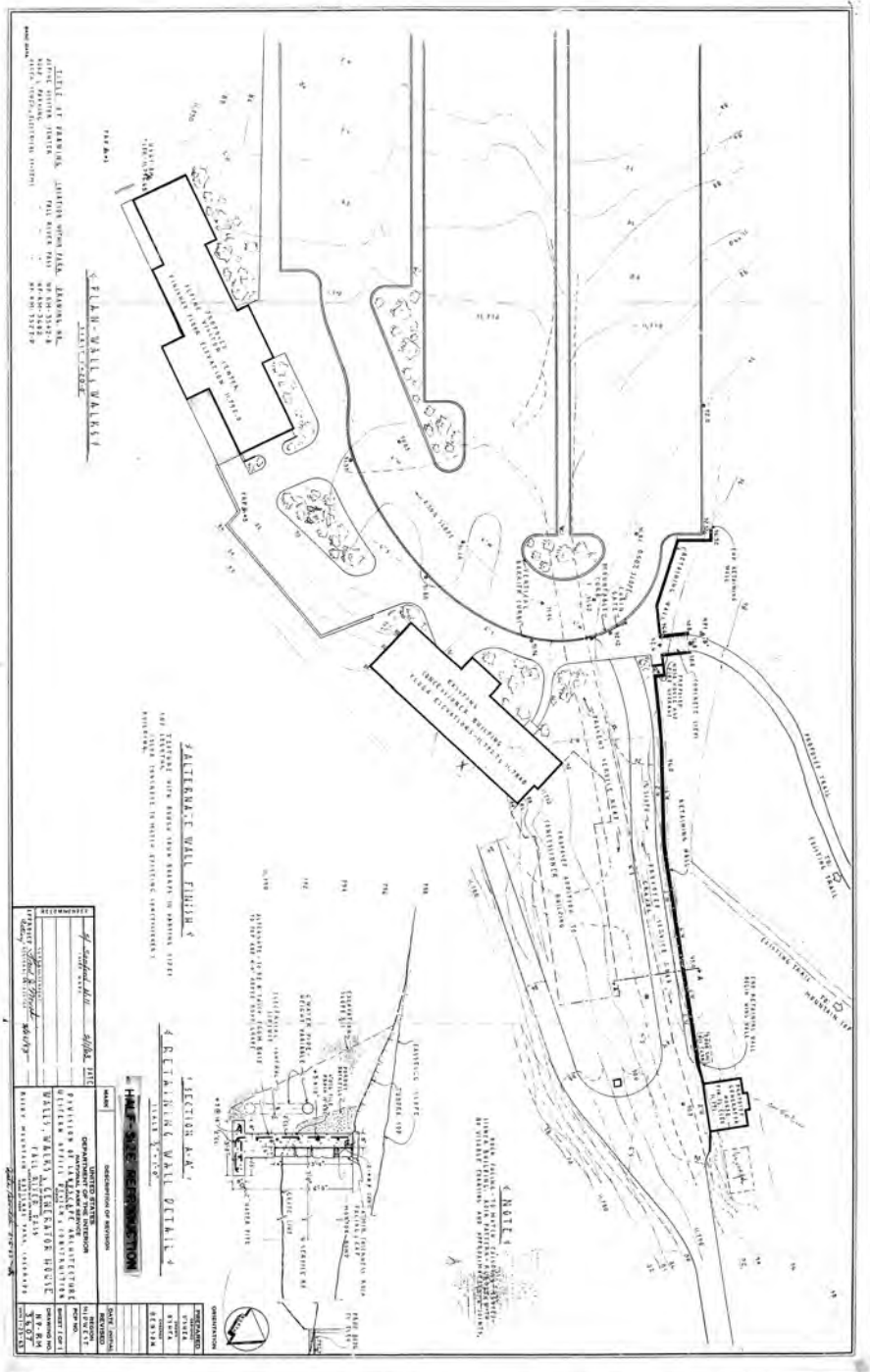


Figure 19 – Site plan for Mission 66 development 1963 (Source: ROMO_3607)
 Mission 66 landscape plans included a formal plaza and retaining walls, separating the alpine tundra from the paved visitor area. The park increased the separation as the work of Dr. Beatrice Willard focused park management’s attention on the long-term impacts of visitors on alpine tundra.



Figure 19 – Alpine Visitor Center under construction, September 1963 (Source: ROMO-11-Q-2-a, neg 4993)

In September 1963, the Alpine Visitor Center was nearing completion, though site elements including the Public Plaza were not finished. The buildings in the foreground are vault toilets.



Figure 20 – Alpine Visitor Center in June 1983 (?) (Source: ROMO-11-Q-2-a, neg 1153)

The architecture of the Alpine Visitor Center's reflects modern design tenets, uses prefabricated materials, and fits into its site in both spring and summer. The heavy timbers on the roof are both aesthetic and functional, they reinforce the roof structure during heavy snow loads.