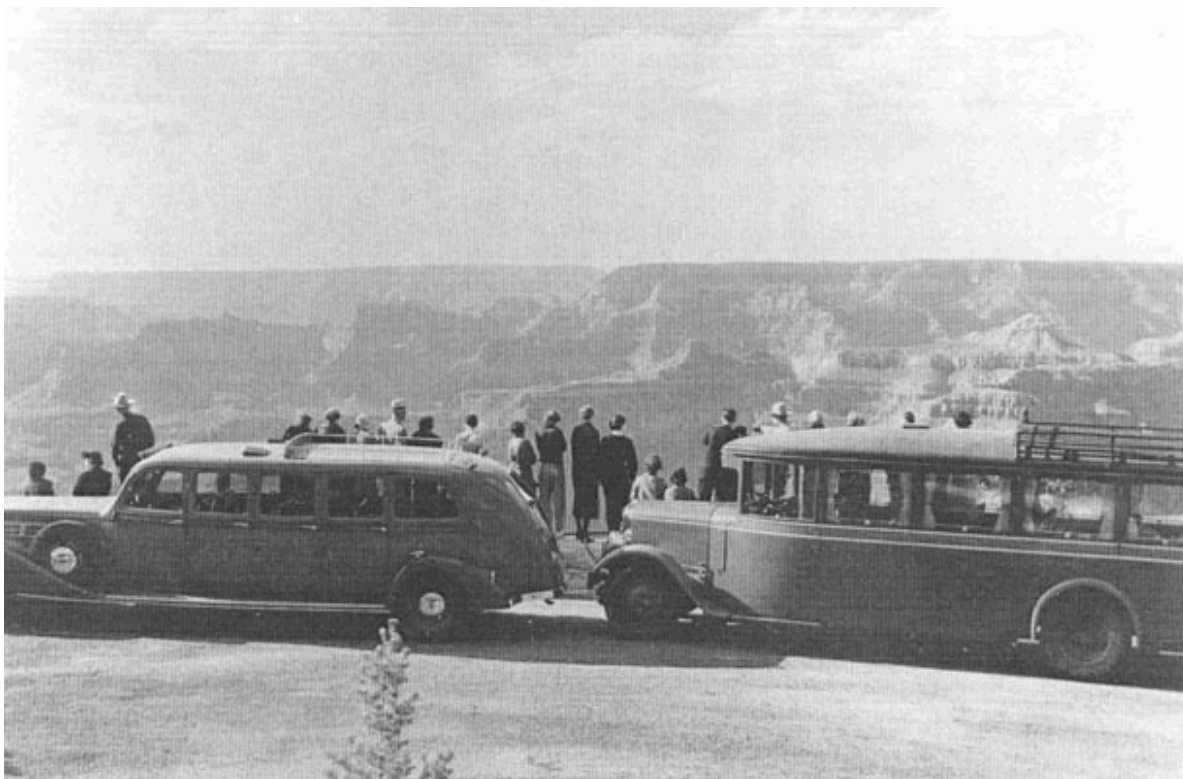

National Park Service
Cultural Landscapes Inventory
2005



West Rim Drive
Grand Canyon National Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

This CLI documents a component landscape within the Grand Canyon National Park which is located in northeastern Arizona. This inventory includes the West Rim Drive (starting at its intersection with the Village Loop Road, and ending at the Hermits Rest Trail Head) all associated overlooks, and the West Rim Trail. This cultural landscape consists of a paved road that winds its way along the south rim of the Grand Canyon. Numerous auto pullouts and pedestrian overlooks are located along the Drive, and a pedestrian trail is found along the north side of the Drive. The current road, trail, and overlooks were constructed in 1934-35, and continue to be popular tourist attractions that receive high use throughout the year.

This CLI finds the West Rim Drive, Overlooks, and Trail cultural landscape features eligible for listing on the National Register as a district under Criterion A and C. This landscape can be nominated as a single property under the existing Grand Canyon multiple property nomination for Roads and Trails. The period of significance extends from 1934 to 1936.

Size: 60 acres

Landscape Type: Historic Designed Landscape

Significant Features/Uses:

West Rim Drive
Masonry walls
Culverts/Drop Inlets
All named and unnamed pullouts/overlooks
Trailview I & II
Maricopa Point
Powell Point
Hopi Point
Mohave Point
The Abyss
Pima Point
Orphan Mine
Historic dirt road west of Hermits Rest
Curbstones
West Rim Trail
Historic metal railings
Hermits Rest Parking Lot
Colored asphalt
Remnants of pre 1934 road
Hermits Rest
Hermits Rest Metal Storage Tanks
Hermits Rest Stone Oven
Hermits Rest Stone Landscape Features (arch, wall, lanterns)

West Rim Drive
Grand Canyon National Park

Hermits Rest Residence #866
Orphan Lode Mine and Adits
Orphan Lode Mine Aerial Tram
Orphan Lode Mine Concrete Walls and Foundation
Orphan Lode Mine Headframe
Orphan Lode Mine Lower Mine Working Structures
Orphan Lode Mine Rock Shelter
Orphan Lode Mine Utility Systems
Powell Memorial
Birdseye Plaque
Freemason Stone Monument
Remnants of tram below Pima Point
Historic benches
Historic gravel quarries and borrow pits
Native vegetation
Trees accommodated during construction
Existing views from West Rim Drive, Overlooks, and Trail
Hiking, car touring, sightseeing
Fred Harvey tour busses
Craftsmanship of the CCC
Rustic-style design of road, structures, and associated landscape
Concessions
Narrow, meandering path of the cultural landscape boundary
Topography of the Grand Canyon and its influence on the West Rim Drive, Overlook, and Trail design

Overall Integrity Evaluation:

The West Rim Drive/Hermit Road Inventory Unit retains overall integrity.

Location: The road, overlooks, and the trail are still in their original 1934-35 locations. (Retains Integrity)

Design/Community Organization: Although there have been significant modifications in some overlooks, the historic vegetation and animal populations remain unchanged. (Retains Integrity)

Setting: The physical environment of the historic landscape remains largely unchanged, as does the character of the road. The closure of the Orphan Mine somewhat changes the character of the landscape. (Retains Integrity)

Materials/Species Composition: Non-historic materials have been used at some overlooks, but invasive animal and plant species are not a problem, and the materials used in the development of Orphan Mine are intact and onsite. (Retains Integrity)

Workmanship/Management Techniques: Evidence of quality engineering and craftsmanship is evident in the landscape. However more recent alterations to several overlooks did not preserve the historic

West Rim Drive
Grand Canyon National Park

nature of the landscape. (Retains Integrity)

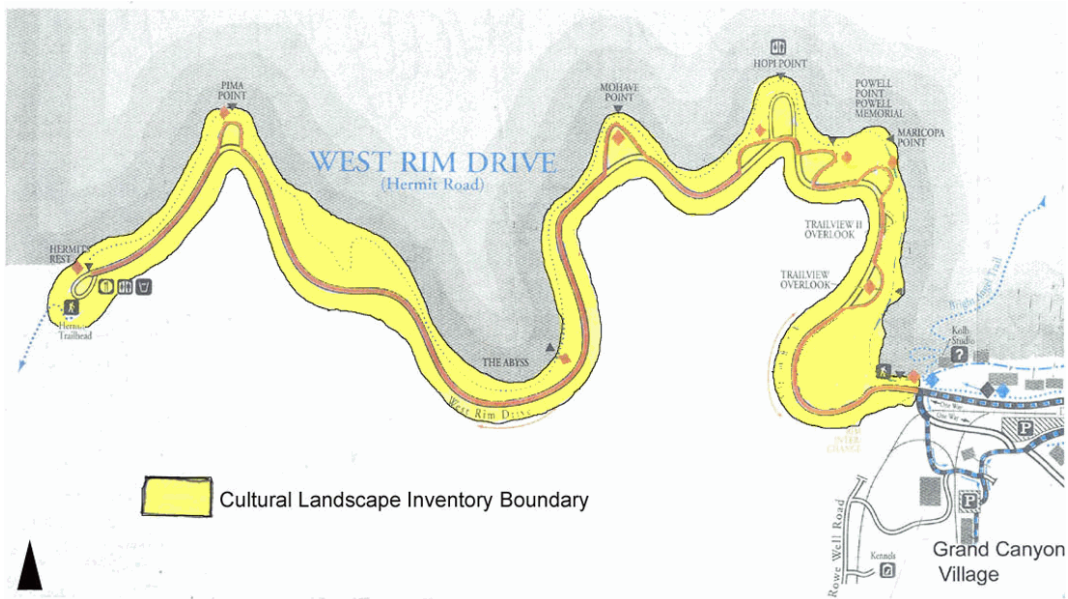
Feeling: The intimate, meandering West Rim Drive still presents visitors with magnificent canyon views, and the West Rim Trail retraces the same path visitors took over 60 years ago. (Retains Integrity)

Association: The association with the mining era, New Deal era, and the continued use by tourists is high. (Retains Integrity)

Summary of Integrity, A&E Characteristics/Features:

West Rim Drive is a 7.1-mile-long paved scenic road along the south rim of the Grand Canyon; the road route is essentially unchanged since construction. Many stone walls of Kaibab sandstone along the roadway illustrate the “rustic” NPS style. The most important feature of the road, is the many overlooks and pullouts designed into the original plan, to allow visitors a safe vantage point to view the canyon. A walking path along the south rim was constructed around the same time as the road. Hermit’s Rest and its associated features are included in the M. E. J. Coulter Buildings NHL district. The Orphan Mine is located on the drive just west of Maricopa Point. Various small scale features occur along the drive, including the Powell Memorial, CCC plaque, gravel quarries, etc. The vegetation along West Rim Drive consists primarily of piñon and juniper, and other native species. Views and vistas are the reason for the road’s existence, and some of the features visible from the road (and trail) include the Colorado River, the north rim, Grand Canyon Village, Bright Angel Trail, Indian Garden, and many, many more. Historic cultural traditions that continue today include hiking, car touring, bus touring, and sightseeing. Land use in this landscape has included mining related activities, camping, residential, touring, and gravel extraction. This cultural landscape can be compared to a long, meandering ribbon of land, with several bulges to accommodate overlooks. The topography of the road is fairly gentle, though very curvy, with one steep grade where the trail and road cross Bright Angel fault. All landscape characteristics contribute to integrity.

Site Plan



Site plan and boundary for West Rim Drive, Overlooks, and Trails. Source: map adapted from Grand Canyon Visitor Brochure, NPS.

Property Level and CLI Numbers

Inventory Unit Name:	West Rim Drive
Property Level:	Component Landscape
CLI Identification Number:	850122
Parent Landscape:	850111

Park Information

Park Name and Alpha Code:	Grand Canyon National Park -GRCA
Park Organization Code:	8210
Park Administrative Unit:	Grand Canyon National Park

CLI Hierarchy Description

West Rim Drive, Overlook, and Trails is a component landscape of Grand Canyon National Park. Other component landscapes within the park include Backcountry Historic Trails, Cross Canyon Corridor Historic District, East Rim Drive, Grand Canyon Lodge Historic District, Grand Canyon Village, Grandview Mine Historic District, Hermits Rest, North Rim Headquarters District, North Rim Historic District, Phantom Ranch, Tusayan Museum, and Tuweep Ranger Station Complex.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

This CLI is based on a January 2003 site visit by Julie Galbraith, Historical Landscape Architect, from the Santa Fe Intermountain Support Office. A great deal of information in this Inventory is taken from prior historical research by Mike Anderson (GRCA). The Inventory includes the West Rim Drive, Overlooks, and Trails and the period of significance for the landscape is 1934-1936. Main park contacts include Mike Anderson and Jan Balsom. Jay Rice completed revisions in response to park comments. A National Register nomination for this area is also being prepared. The property title in the nomination is "Hermit Road."

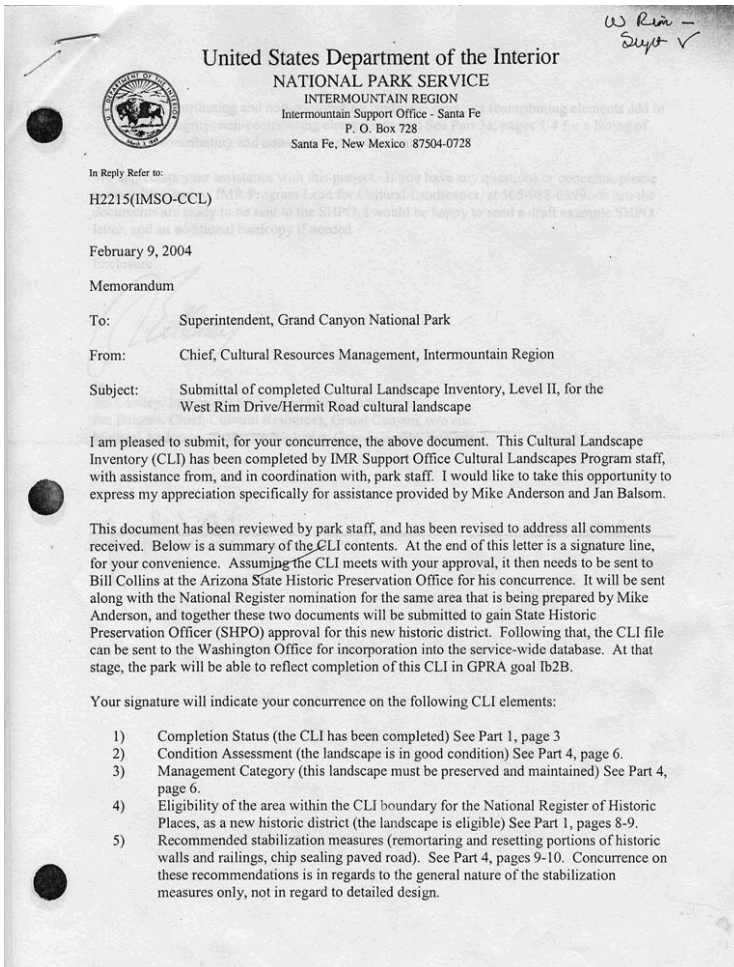
Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	10/15/2004
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	03/18/2005

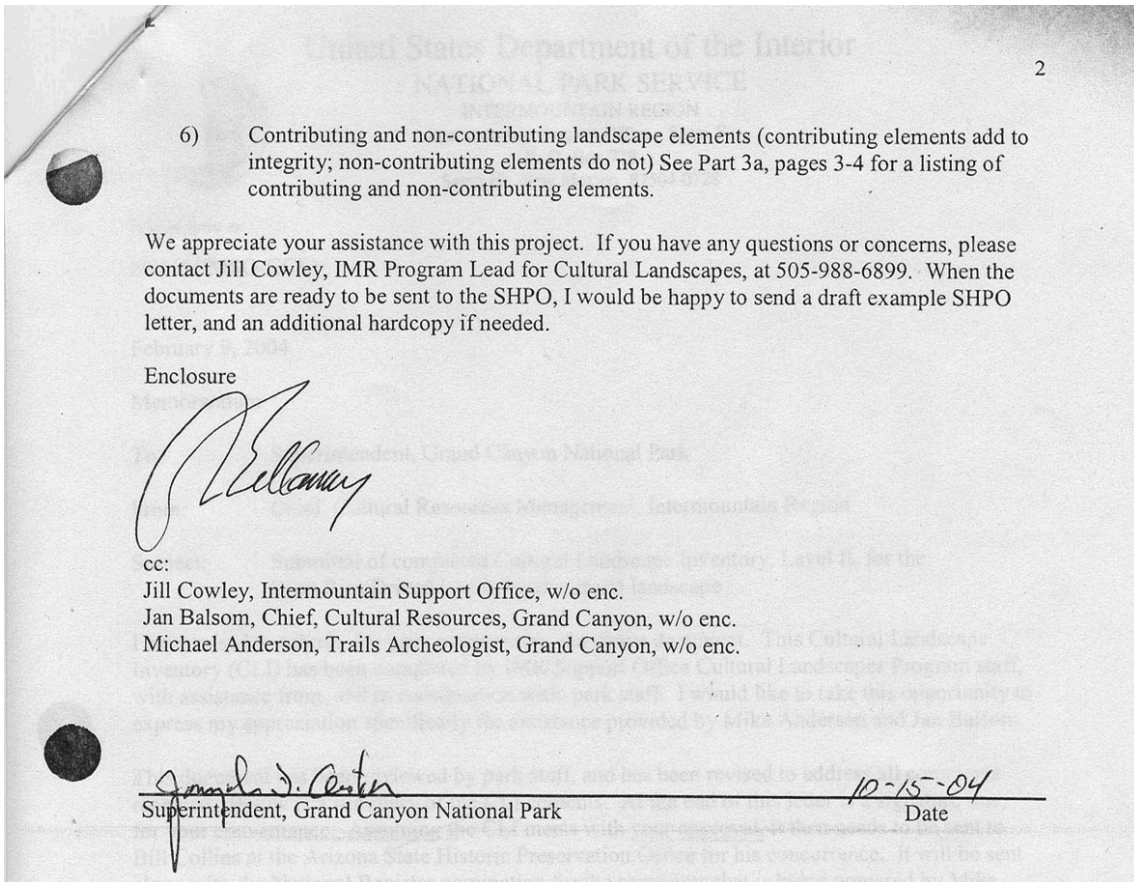
National Register Concurrence Narrative:

The Arizona SHPO concurred with the findings of the CLI on March 18, 2005.

Concurrence Graphic Information:

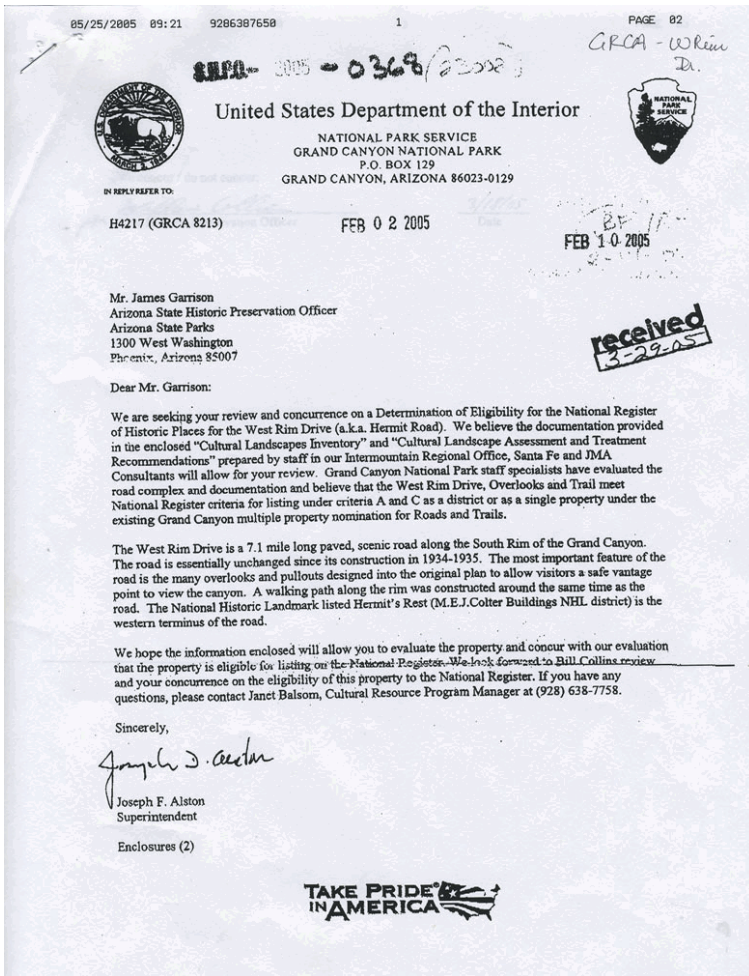


Superintendent concurrence on the findings of the CLI, page 1, 2/9/2004.

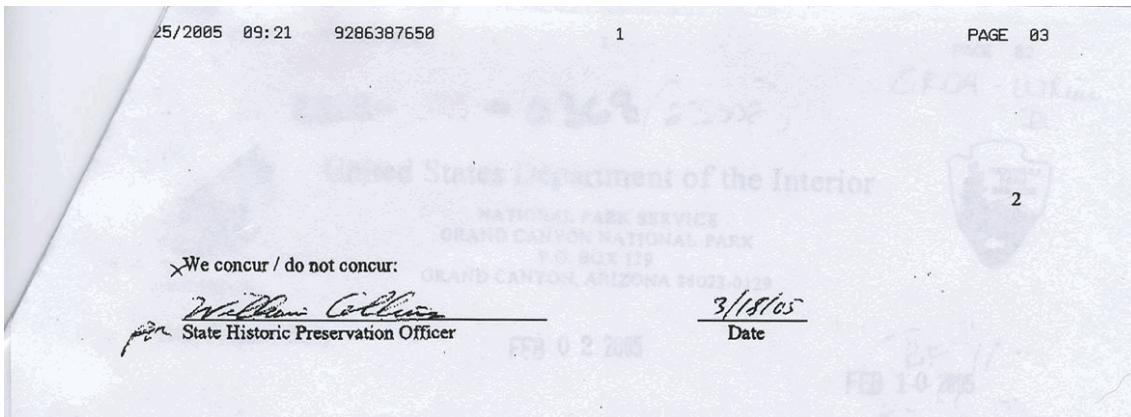


Superintendent concurrence on the findings of the CLI, page 2, signed 10/15/2004.

West Rim Drive
Grand Canyon National Park



Arizona SHPO concurrence on the CLI, page 1, 2/2/2005.



Arizona SHPO concurrence on the CLI, page 2, signed 3/18/2005.



Jan Balsom
08/05/2008 02:18 PM
MST

To: Jill Cowley/SANTAFE/NPS@NPS
cc: Amy Horn/GRCA/NPS@NPS
Subject: Re: CLI Condition Update

I concur with a recommendation of Good for the Hermit Road.

Thanks,

Jan

Janet R. Balsom, Deputy Chief
Science and Resource Management
Grand Canyon National Park
P.O. Box 129
Grand Canyon, Arizona 86023
(928) 638-7758 (office)
(928) 638-7755 (fax)
jan_balsom@nps.gov
Jill Cowley/SANTAFE/NPS



Jill Cowley/SANTAFE/NPS
08/05/2008 10:59 AM MDT

To: Amy Horn/GRCA/NPS@NPS
cc: Jan Balsom/GRCA/NPS@NPS
Subject: Re: CLI Condition Update

Amy:
I recommend we keep it in "Good" condition.
The concurrence e mail can come from Jan.
jc

Jill Cowley, PhD, Historical Landscape Architect, IMR Historic Preservation Programs - Cultural Landscapes, P.O. Box 728, Santa Fe, New Mexico 87504-0728 Ph: (505)988-6899 Fax: (505) 988-6876

Amy Horn



Amy Horn
08/05/2008 08:46 AM
MST

To: Jill Cowley/SANTAFE/NPS@NPS
cc: Jan Balsom/GRCA/NPS@NPS
Subject: Re: CLI Condition Update

Hi Jill -

Well, the West Rim Drive is in the midst of a major rehab with the Hermit Road closed. Presumably the rehab will be maintaining and improving the condition as landscape concerns were a major portion of the project.

I'm also copying Jan since I haven't really been involved in the details of the project.

Amy

Superintendent's designee concurrence on updated condition assessment, 8/5/2008.

Revisions Impacting Change in Concurrence:

Other

Revision Narrative:

Revised text to correct typos, uploaded CLR to Landscape Documents section, May 2012.

Geographic Information & Location Map

Inventory Unit Boundary Description:

The eastern boundary of this landscape is the intersection of West Rim Drive and Village Loop Road, adjacent to the Grand Canyon Village National Historic Landmark District. The western boundary is the Hermits Rest Trailhead. The southern boundary parallels the road approximately 20 feet south of the road's shoulder, and the northern boundary is the rim of the canyon.

West Rim Drive
Grand Canyon National Park

State and County:

State: AZ

County: Coconino County

Size (Acres): 60.00

Boundary UTMS:

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 27
UTM Zone: 12
UTM Easting: 390,956
UTM Northing: 3,991,051

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 27
UTM Zone: 12
UTM Easting: 396,767
UTM Northing: 3,992,067

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 27
UTM Zone: 12
UTM Easting: 396,280
UTM Northing: 3,990,523

Source: USGS Map 1:100,000
Type of Point: Point
Datum: NAD 27
UTM Zone: 12
UTM Easting: 396,320
UTM Northing: 3,992,027

Source: USGS Map 1:100,000

Type of Point:	Point
Datum:	NAD 27
UTM Zone:	12
UTM Easting:	396,097
UTM Northing:	3,992,474
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Type of Point:	Point
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UTM Zone:	12
UTM Easting:	395,650
UTM Northing:	3,991,945
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Datum:	NAD 27
UTM Zone:	12
UTM Easting:	395,203
UTM Northing:	3,992,108
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Type of Point:	Point
Datum:	NAD 27
UTM Zone:	12
UTM Easting:	392,053
UTM Northing:	3,992,250
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	12

UTM Easting:	392,793
UTM Northing:	3,991,234
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	12
UTM Easting:	393,394
UTM Northing:	3,991,214
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	12
UTM Easting:	394,593
UTM Northing:	3,990,645
Source:	USGS Map 1:100,000
Type of Point:	Point
Datum:	NAD 27
UTM Zone:	12
UTM Easting:	396,849
UTM Northing:	3,990,624

Location Map:



Regional location map for Grand Canyon National Park (Data provided by ESRI, 2003).

Regional Context:

Type of Context: Cultural

Description:

The Grand Canyon has been inhabited for over 10,000 years by Native Americans, followed in the more recent past by trappers, explorers, miners, homesteaders, the U.S. government, concessionaires, and tourists. Since the late 1800s, the Grand Canyon has drawn countless visitors, scientists, and recreation enthusiasts from all over the world. Numerous Native American groups are associated with the Grand Canyon, however, that information is outside the scope of this CLI.

Type of Context: Physiographic

Description:

Carved by the Colorado River over the course of several million years, the Grand Canyon varies in width from 8 to 16 miles, and measures 4,600 feet deep at Yavapai Point. The oldest rock exposed in the canyon dates to as much as 1.8 billion years ago, and countless unique geologic formations fill the canyon. Temperatures along the river can reach 120 degrees in summer, but at 7,000 feet above sea level, temperatures along the south rim allow for cool summer nights and snow during the winter months. Vegetation varies drastically depending on the elevation and exposure. The main vegetation along the West Rim Drive Overlooks, and Trail consists of Pinon Pine and Utah Juniper.

Type of Context: Political

Description:

The lands that currently make up Grand Canyon National Park remained in the public domain until President Harrison proclaimed these lands a National Forest Reserve in 1893. The Canyon became a game preserve in 1906, a National Monument in 1908, a National Park in 1919, and a World Heritage Site 1979. Today the Park attracts over 5 million visitors annually. The park covers 1,217,403 acres and includes 277 miles of the Colorado River.

GIS File Name: None

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 01/01/2005

Management Category Explanatory Narrative:

Superintendent concurrence received 01/01/2005.

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Concession Contract/Permit

Management Agreement Explanatory Narrative:

A concession contract exists for the Hermits Rest concession.

Type of Agreement: Special Use Permit

Management Agreement Explanatory Narrative:

A concession contract exists for one tour bus group. Others are operated under Incidental Business Permits (IBP).

NPS Legal Interest:

Type of Interest: Fee Simple

Explanatory Narrative:

Exception: Hermits Rest is owned by the NPS and the existing concessioner (Xanterra) has leasehold interest in the building.

Public Access:

Type of Access: Unrestricted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Views provided by the adjacent canyon contribute significantly to the significance of this cultural landscape. Related historic road remnants are also present in lands adjacent to the south boundary of this landscape, and the related Hermit Trail is adjacent to the western boundary of this landscape. The Grand Canyon Village borders the eastern edge of this cultural landscape and serves as the starting point for autos and buses preparing to tour the West Rim Drive.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered Inadequately Documented

National Register Explanatory Narrative:

A 1996 National Register multiple-property nomination exists for the Grand Canyon Roads and Trails. The West Rim Drive, Overlooks, and Trail are briefly mentioned in the nomination, but the cultural landscape features are not identified and described in detail. Note: NRIS information below relates specifically to Hermits Rest only, not the West Rim Drive, Trail, and Overlooks. This CLI further documents important landscape features related to the West Rim Drive, Overlooks, and Trail.

Existing NRIS Information:

Name in National Register:	Mary Jane Colter Buildings (Hopi House, The Lookout, Hermit's Rest, and the Desert View Watchtower)
NRIS Number:	87001436
Other Names:	See Also:Hermit's Rest;Grand Canyon Village Historic Distric;See Also:Hermit's Rest;Grand Canyon Village Historic Distri
Primary Certification:	Listed In The National Register
Primary Certification Date:	05/28/1987
Other Certifications and Date:	National Historic Landmark - 5/19/1987
Name in National Register:	Hermits Rest Concession Building
NRIS Number:	74000335
Other Names:	None
Primary Certification Date:	08/19/1974

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	National

Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values
Period of Significance:	
Time Period:	AD 1934 - 1936
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	General Recreation
Other Facet:	None

Area of Significance:

Area of Significance Category:	Transportation
Area of Significance Subcategory:	None
Area of Significance Category:	Social History
Area of Significance Subcategory:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Entertainment - Recreation
Area of Significance Subcategory:	None
Area of Significance Category:	Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Engineering
Area of Significance Subcategory:	None

Statement of Significance:

Large numbers of tourists began visiting the Grand Canyon in the late 1800s and early 1900s, and access to the canyon was made relatively convenient by the completion of the Grand Canyon Railway in 1901. In response to tourists' needs for accommodations, touring opportunities, and other concessions, The Santa Fe Railroad partnered with the Fred Harvey Company in the early 1900s and invested millions of dollars in developing the Grand Canyon Village and related infrastructure. In 1911-1912 the Santa Fe Railroad constructed a macadamized road from the village to Hermits Rest and this road became a popular scenic drive (buggy ride) for many visitors to the canyon.

Unable to withstand the pressure of the automobile traffic that was allowed on the road in 1919, the

West Rim Drive

Grand Canyon National Park

National Park Service, in a cooperative effort with the Bureau of Public Roads, re-designed the road and oversaw construction by a private contractor during the 1930s. The CCC worked on formalizing the West Rim Trail at this same time. While some modifications to the landscape have occurred over time, the West Rim Drive, Overlooks, and Trail, as a whole, maintains its historical integrity and is a noteworthy example of “Park Service Rustic” design principles applied to the design and construction of a scenic road and trail.

The West Rim Drive is an approximately 7 mile long scenic paved road along the south rim of the Grand Canyon. The road starts at its intersection with the Grand Canyon Village Loop Road and travels west to Hermits Rest. While not the typical ‘scenic drive’ offering scenic vistas from the roadway itself, this road was designed so that motorists would have to stop and get out of their cars to take advantage of the views. Turnouts, spur roads, parking loops, and viewpoints with guardrails and retaining walls provided scenic views for visitors in a safe manner. This type of design ensured safety for motorists who otherwise may have been tempted to take their eyes off the road while driving only a few feet from the rim's steep vertical edge. The West Rim Trail is located on the north side of the road, adjacent to the canyon rim. The road continues to be used today by autos, Fred Harvey tour buses and other tour shuttles, and the West Rim Trail is heavily used by pedestrians.

The Orphan Mine, located along West Rim Drive was initiated by Daniel Hogan in 1890. The mine changed ownership several times, and eventually became a regionally significant producer of uranium ore, used during the nation's atomic energy program in the 1950s and 1960s.

Because of the intact nature of this cultural landscape, it is found to be significant under National Register Criteria A and C. The period of significance for this cultural landscape is 1934-1936, which includes the period of New Deal Era construction of the West Rim Drive and West Rim Trail.

Criterion A applies to properties associated with events that have made significant contributions to the broad patterns of history including but not limited to exploration, settlement, farming, and ranching. The West Rim Drive, Overlooks, and Trail cultural landscape, developed at the same time as major development was undertaken in the adjacent Grand Canyon Village National Historic Landmark District, is significant for its association with the physical and political development of Grand Canyon National Park. The development of this cultural landscape encouraged the visitation of millions of tourists, and helped generate millions of dollars for the regional economy. This activity encouraged future growth not only at the Grand Canyon, but within the state of Arizona as well. The Orphan Mine played a key role in the development of the nation's atomic energy program, and is a significant example of early mining activities at the canyon.

Criterion C applies to properties whose physical design reflects distinctive characteristics of a type, period or method of construction, such as “Park Service Rustic” style. The CCC helped formalize the West Rim Trail by incorporating a meandering course, stone steps, stone edging, drainage features, paving, and small retaining walls. This work was completed in the Park Service Rustic style. National Park Service landscape architects and engineers from the Bureau of Public Roads designed the West Rim Drive and Overlooks. Private contractors G. R. Daley, Vincent & Pringle carried out

construction. Care was taken to not only provide a scenic drive, but also to eliminate steep grades, protect existing vegetation, provide proper drainage, and blend the road and overlooks with the natural landscape. Stone for masonry walls was quarried locally, and guardrails were bent on-site to match the natural topography and contours of the rim. This work was also completed in the Park Service Rustic style.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Vernacular
Designed

Current and Historic Use/Function:

Primary Historic Function: Mine

Other Use/Function

Hiking Trail

Automobile

Bus

Parking Area

Road Culvert

Road Retaining Wall

Turnout

Outdoor Recreation

Ceremonial Site

Parkway (Landscape)

Specialty Store (Shop)

Other Type of Use or Function

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Both Current And Historic

Current and Historic Names:

Name	Type of Name
Hermit Road	Current
Grand Canyon Route #8	Historic
Route 8, Hermit Rest	Historic
Hermit Rim Road	Both Current And Historic
West Rim Drive	Both Current And Historic

Ethnographic Study Conducted: No Survey Conducted

Ethnographic Significance Description:

An ethnography survey has not been completed for this area/period of significance. While the West Rim Drive area has cultural significance for many Native American groups, that information is beyond the scope of this particular CLI. Contact Jan Balsom, Chief of Cultural Resources for more information.

Chronology:

Year	Event	Annotation
AD 1890	Mined	Daniel Hogan discovers copper ore along the rim and begins development of the Orphan Mine.
AD 1892	Developed	Sanford Rowe develops wagon roads in the area of the west rim.
AD 1902	Developed	Manager of the Bright Angel Hotel develops wagon road from Grand Canyon Village to Hopi Point.
AD 1907	Developed	Road along west rim is improved by Santa Fe Railroad.
AD 1911 - 1912	Developed	Hermit Rim Road is macadamized.
AD 1912	Developed	Hermit Trail is improved, Hermit Camp is constructed.
AD 1914	Built	Hermit's Rest is constructed.
AD 1916	Established	Powell memorial established.

West Rim Drive
Grand Canyon National Park

AD 1919	Urbanized	Hermit Rim Road is opened to automobile traffic.
AD 1934 - 1935	Reconstructed	Contractor rebuilds Hermit Rim Road to automobile standards. Road is renamed West Rim Drive.
	Developed	CCC improves/develops foot trail from Grand Canyon Village to Hopi Point.
AD 1962	Altered	Modifications made to pathways, railings, and walls at some overlooks and Hermits Rest.
AD 1969	Mined	Mining activities cease at the Orphan Mine
AD 1972	Altered	Shuttle system initiated at West Rim Drive. Entrance area modified to accommodate shuttle turnaround.
AD 1990 - 1999	Altered	Youth Conservation Corps rehabilitate and modify Pima and Hopi point.
AD 1995	Altered	Auto traffic is no longer allowed on West Rim Drive (except during winter months). Barricade and visitor shelter constructed at West Rim Drive entrance.

Physical History:

1800-1918

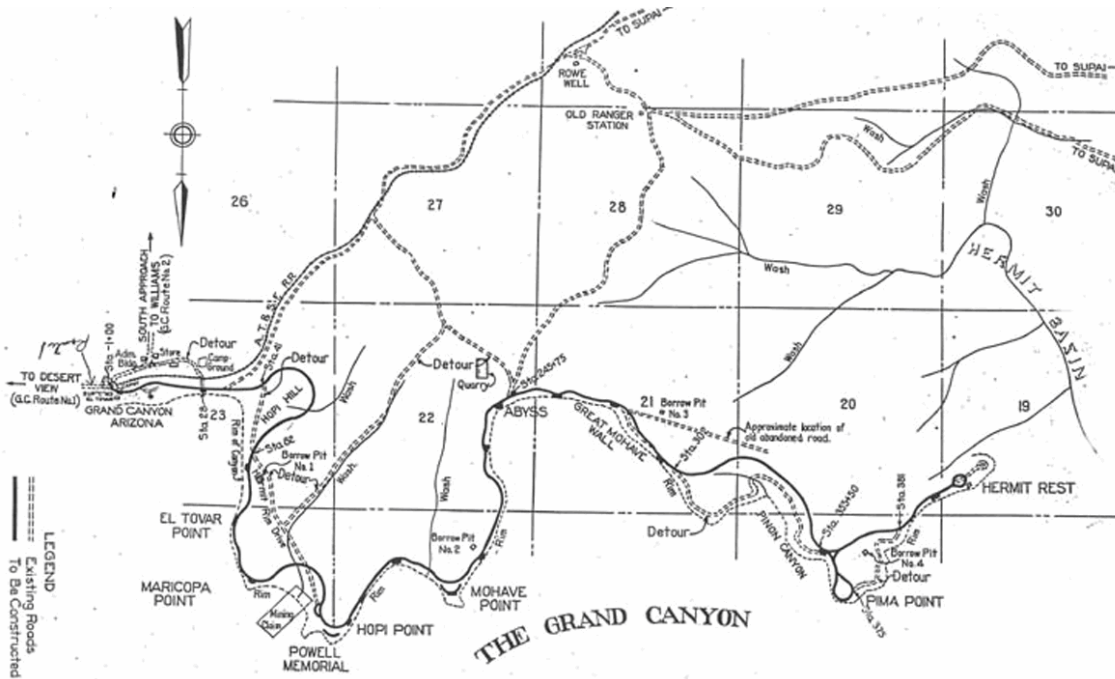
Home to Native Americans for thousands of years, it is likely the Grand Canyon was first visited by Anglo/European hunters, trappers, and prospectors in the early 1800s. The end of the Mexican-American war, the discovery of gold in California, and the arrival of the railroad all served as catalysts for increased Anglo-European exploration and settlement at the Grand Canyon during the late 1800s and early 1900s. The Grand Canyon remained in the public domain until President Harrison proclaimed it a National Forest Reserve in 1893. The canyon became a game preserve in 1906, a National Monument in 1908, and finally in 1919, a National Park. A great deal of road, trail, hotel, and other infrastructure development took place during this time in order to accommodate the large numbers of people flocking to the canyon (Jackson 1996).

The history of the development that took place in the late 1800s and early 1900s at the canyon is colorful and complex. Only a few of the highlights will be covered in this Inventory. In 1892, Sanford Rowe opened Rowe Well Camp three miles south of the rim. He eventually developed a rough path to Hopi Point (formerly called Rowe's Point) and led horseback trips along the rim and down Bright Angel Trail, which prospectors Pete Berry and Ralph Cameron built in 1890-91 (utilizing an existing prehistoric trail). The Bright Angel Hotel was constructed at the Bright Angel trail head in 1896 by James Thurber. Utilizing a railroad spur from Williams, Arizona, Santa Fe Railroad officials finished the Grand Canyon Railway in September 1901 and the Grand Canyon Railroad Depot soon became the heart of the rapidly growing Grand Canyon village. The Santa Fe Railroad partnered with the Fred Harvey Company, and along with the U.S. Forest Service, invested millions of dollars into developing the canyon infrastructure in an attempt to meet the growing demands of visitors. Around 1902, Martin Buggeln, Manager of the Bright Angel Hotel, created a wagon road from the village to Hopi Point to accommodate tourists seeking a scenic drive with overlooks. The Santa Fe Land Improvement Company surfaced this road with cinders in 1907 (Anderson 2001). Note: The Orphan Mine was also under development at this time- the history of the mine is detailed in a separate section in the following pages.

In 1912, the Hermit Trail, originally created by Louis Boucher around 1891, was greatly improved and extended by the Santa Fe Land Improvement Company. The Hermit Trail was named for Louis Boucher who was a local prospector and guide. A luxury tourist camp named Hermit Camp was constructed at the bottom of the trail. In 1911-12, the Santa Fe Railroad constructed a macadamized road from the Grand Canyon village area to the Hermit Rest Trail Head. This road was known as Hermit Rim Road (later renamed West Rim Drive) and was considered an engineering marvel. The road was used by tourists who arrived by rail and took a half day horse drawn buggy ride along the road, some hiking the Hermit Trail and staying over night at Hermit Camp. Hermit Rest (the stone building located near the trail head) was designed by architect Mary Colter and constructed in 1914. Hermit Rest was meant to serve as a rest stop at the end of the stage line where people could rest before or after a hike on the Hermit Trail. The Santa Fe Railroad invested heavily in this type of infrastructure along the Canyon rim to promote tourism. Their goal was to make enough profit from tourism to cover

West Rim Drive
Grand Canyon National Park

the investment they had made in constructing the rail line to the Grand Canyon (Anderson 1994, 2000, 2001; Jackson 1996).



1934-35 map showing alignment of Hermit Rim Road prior to 1934 and alignment of proposed West Rim Drive (Map copied from Anderson 1994, HAER Report)

1919-1936

Opened to autos in 1919, the macadamized surface of Hermit Rim Road deteriorated quickly even though the National Park Surface oiled, widened, and even rebuilt part of the road in the early 1920s. By 1923, visitation to south rim approached 100,000, with 35,000 arriving by auto. Hermit Rim Road could not withstand the additional non-intended use and the National Park Service decided to rebuild the road to auto standards (Anderson 1994, 2001).

Hermit Rim Road was rebuilt to auto standards in 1934-1935 with depression-era highway funds (\$185,000) and was renamed West Rim Drive. The National Park Service contracted with the Bureau of Public Roads (BPR) to widen the road way, reduce grades to 7 % or less, and provide some realignment. BPR Engineers W.R.F. Wallace and F. H. Horton began the survey and review process for the construction in 1931. Park Superintendent Tillotson, and NPS Landscape Architects Thomas Vint, Harry Langley, and Thomas Carpenter worked with the BPR Engineers on the road alignment and road specifications. A final survey and specifications were completed in 1934. The road began at the old Fred Harvey Garage (the location of today's Grand Canyon Lodge administration offices) and continued north of the railroad tracks to the western edge of the Grand Canyon Village. Today, this section of the road is considered part of the village loop and is not included in this particular Cultural Landscape Inventory. The road was designed to continue west towards Hermits Rest,

following, for a great deal of its length, the original alignment of the original Hermit Rim Road. Construction specifications required that care be taken during construction to preserve existing vegetation, and scars from the old roadway were restored to the original land contours (Anderson 1994).

The road was constructed by contractors G.R. Daley, Vincent & Pringle of Phoenix, Arizona, the low bidder at \$184,857.90. They used a crew averaging 100 men who were paid between 50 cents an hour (unskilled labor) to 1.25 per hour (foremen). After construction began in October 1934, employees of the BPR stayed on site to manage the road construction project. They oversaw the contractors work, interpreted plans and specifications, and reported progress. Minor problems surfaced including dust storms created by traffic over the untreated roadway, traffic diversions, and excavation difficulties in the village area (unmapped buried steam, water, and sewer pipes). Road construction and cleanup were completed in October 1935, however the road was not surfaced until 1936-1937 (Anderson 1994).

After the 1934-1935 reconstruction, West Rim Road was approximately 7 miles long (with an additional 1.5 miles of wye connections, spurs, loops and turnouts) and from 18 to 20 feet wide with a 1 foot shoulder, (wider at curves). The road included up to 6 inches of compacted subgrade reinforcement and up to 6 inches of compacted grade surfacing, and was designed for a maximum speed of 30 mph. The road consisted of just one rather steep grade, necessary to cross the Bright Angel Fault. Elevations of the road ranged from 6,600 feet at Hermits Rest to 7,100 feet at Hopi Point. The scenic drive included many constructed turnouts and viewpoints, which utilized stone and masonry parapets, retaining walls, walkways, railings, signage, and benches. Most of this stone work was constructed by the Bureau of Public Roads contractor, however some stone work and other construction related tasks were undertaken by the CCC or PWA.

About one half of the twenty-one culverts from the original Hermit Rim Road were reused during the construction of the West Rim Drive, and an additional forty-seven were also constructed (including those placed in the section of the road now considered part of the village loop), thirteen of which were drop inlets. Most of the new culverts included masonry headwalls (Anderson 1994, 2000, 2001).

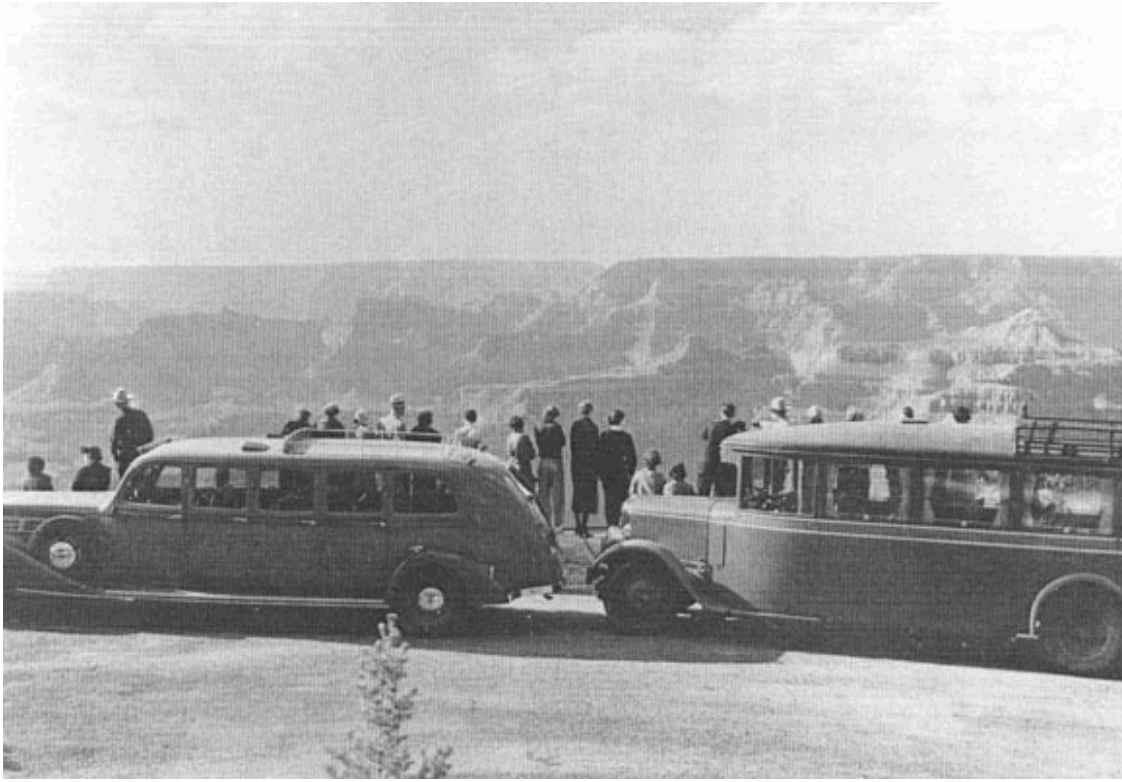
While an informal foot trail (between the village and Hopi Point) predated 1934, The West Rim Trail was formally constructed by the CCC around the same time that the West Rim Drive was under construction. The West Rim Drive road specifications call for the construction of walkways at various pullouts, but makes no mention of a connection pathway between the pullouts. It is believed that the West Rim Trail, as a whole, was completed in the 1930s in conjunction with the West Rim Drive. The trail is approximately 3 to 4 feet wide and was surfaced in the 1930s with compacted gravel. Various sections of the trail were rehabilitated in 1962 and in the 1990s. The trail is now paved up to Mohave Point, and along parts of the trail, edged with unmortared stone (the date of the asphalt paving is unknown). The trail continues past Mohave Point as an unpaved informal footpath (Anderson 1994 & LCS database). Further research necessary for the Cultural Landscape Report includes a more specific history of the construction of the West Rim Trail (designers, costs, dates, materials), and dates/locations of

West Rim Drive
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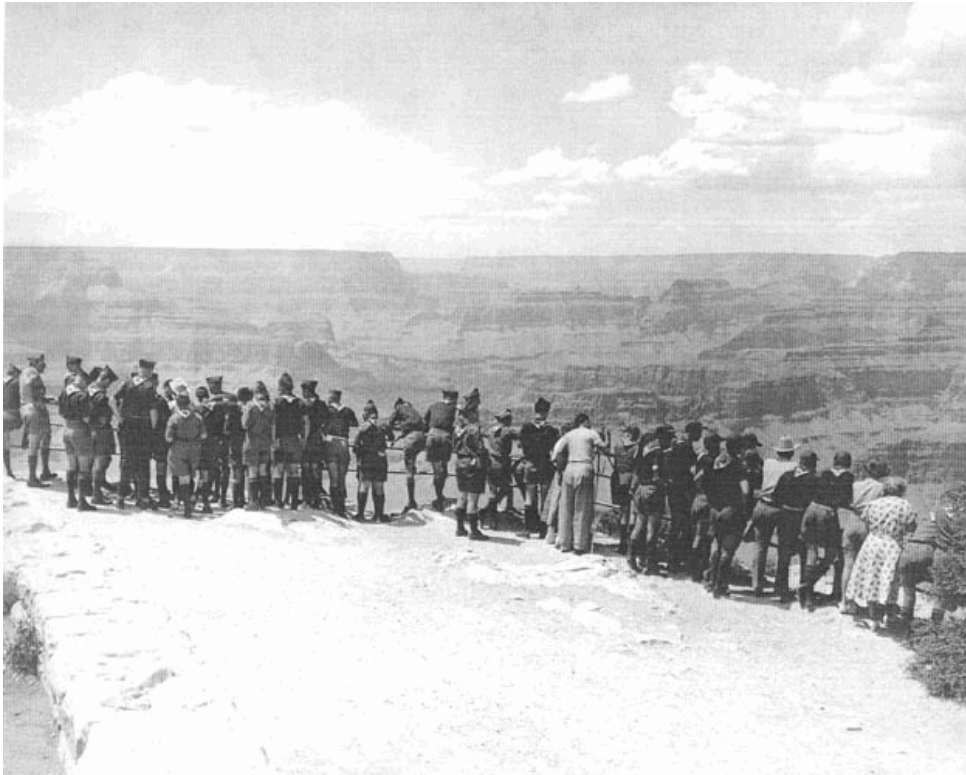
modern trail modifications. Note: the West Rim Trail is labeled the south rim hiking trail in the LCS database for the section leading from Yavapai point to Powell Point.



Horse drawn carriage tour coaches on West Rim Road, circa 1915. (#5428, GRCA archives)



Fred Harvey Tour Busses at Hopi Point, circa 1935. (#17730 GRCA archives)



Boy Scouts at Hopi Point, 1953. Masonry wall runs along left side of photo. (#2566-A GRCA archives)

1936-2003

Hermit Trail and Hermit Camp were abandoned in 1930, the camp obliterated in 1936. The effects of the Depression hit these tourist sites hard, and most tourists were choosing to camp at the newly developed Phantom Ranch instead of Hermit Camp. The Park Service chose to maintain only the main corridor trails in the Canyon and did not continue maintaining the Hermit Trail. Periodic road maintenance continued however, and in 1954-1955, the entire West Rim Drive, spur roads, and parking loops were treated with RC-2 oil and a volcanic cinder seal coat. In the late 1970s, the national interest in backpacking peaked and use of Hermit Trail again and the park service began maintaining the trail for visitor use again. In the 1990s, intensive work on the Hermit Trail was conducted by the Park Service. (Anderson 1994, 2003).

In 1972-1973, a shuttle system was initiated at West Rim Drive in an attempt to alleviate heavy traffic. Severe modifications were made to the entrance of West Rim Drive (the intersection of the village loop and West Rim Drive-Station 26 and 27) to accommodate a shuttle turnaround. In the mid-1990s, West Rim Drive was closed to auto traffic (with the exception of the winter months), and visitors were required to take a tour bus or a shuttle bus for motorized access to West Rim Drive. At that time, the current barricade and shuttle bus stop shelter were constructed at the entrance to West Rim Drive, further modifying the historic Drive. The

shuttle stop is constructed on the site of a historic turnout.

West Rim Drive was not designed for the large buses who routinely use the road today. The weight of these buses has caused some damage to the road, as has some shifting in the subsurface of the roadbed. The road has some disintegration of the pavement on the shoulders as well as some ripling and rutting. For the most part, spot repairs are used to maintain the road -- mostly spot repair to pavement, to disintegration on shoulders, to ripling/rutting.

In the 1990s, crews from the Youth Conservation Corps (YCC) conducted revegetation, wall and walkway expansion at Pima and Hopi points. Documentation of the specific locations of this work is a subject for the future Cultural Landscape Report.

Current road maintenance includes chip -sealing every 7-10 years. This process involves a CRS-2 asphaltic oil and polymer followed by an application of shattered aggregate chips. A light colored aggregate is used to give the road a lighter appearance, mimicking the native Kaibab Limestone (Anderson 1994).

1890-2003 History of the Orphan Mine

Daniel Hogan discovered copper ore at this site in 1890 and filed a claim 3 years later. The claim included land along the canyon wall, 1,100 feet below the rim, and 4 acres along the top of the rim (20 acres total). This claim was converted to private property in 1906. Hogan opened a tourist facility at the site in 1936 with cabins, a trading post, and a saloon. Hogan sold the property to Madelaine Jacobs in 1947 who subsequently discovered one of the richest uranium ore deposits in the southwest. She then sold to Western Gold and Uranium, Inc., and from 1956 to 1969, half a million tons of ore were used for the nation's atomic energy program. In an effort to prolong mining operations, the land owners proposed to build a "super hotel" on the site. Congress, however, passed a law in 1962 requiring concession operations to cease in 1966 and the expiration of mining rights in 1987. At that time, the private inholding came under the ownership of the park.

The mine shaft, located along the West Rim Drive just west of Maricopa Point, is still visible at the site today, as well as the infrastructure of the historic tram. The site is now closed until radioactive waste can be removed from the area (Anderson 2001 & 2002). Restricted access to Orphan Mine prevents a full analysis of this part of the cultural landscape.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

INTEGRITY EVALUATION

Integrity is the ability of the landscape to convey its significance. It is determined by comparing historic and contemporary conditions, and by determining contemporary/ethnographic values. The following integrity evaluation is based primarily on historic significance since ethnographic studies have not been completed.

OVERALL RATING: The landscape retains integrity.

LOCATION: the place where the historic property was constructed or the place where the historic event occurred.

Location retains integrity. The road, overlooks, and trail are in their original 1934-35 locations.

SETTING: the physical environment of the historic landscape; the character of the place in which the property played its historic role.

Setting retains integrity. The physical environment of the historic landscape remains largely unchanged, the character of the road itself also remains unchanged. The Orphan Mine is no longer in operation and this does change somewhat the character of that section of the landscape.

DESIGN/COMMUNITY ORGANIZATION: Design is the combination of elements that create the form, plan, space, structure and style of the property. Community Organization is the organization of an ecological community in terms of size, structure, and distribution of each plant species and animal population plus the cyclical patterns in these characteristics. Design/community organization retains integrity.

The overall design of the West Rim Drive, Overlooks, and Trail maintains its historic integrity, however, significant modifications have occurred at several of the overlooks. The addition of modern wood rail fencing, chain link on the railings, large obtrusive recycling bins and patchwork of a non-historic character on masonry walls reduces the integrity of the historic design.

Integrity for community organization of plant and animal species is high. Historic vegetation and animal patterns/populations remain unchanged.

MATERIALS/SPECIES COMPOSITION: Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Species composition focuses on the dominant native and introduced plant and animal species.

West Rim Drive

Grand Canyon National Park

Materials retain integrity. Non-historic materials such as wood rail fencing and non-historic railings have been used in rehabilitation/construction projects at some overlooks. The road is no longer sealed with a reddish tinged asphalt. Invasive plant and animal species are not a problem. Materials used in the development of Orphan Mine are still intact and onsite.

WORKMANSHIP/MANAGEMENT TECHNIQUES: Workmanship is the physical evidence of the crafts of a particular culture or historic period. A management technique describes treatment to the landscape to maintain, preserve or change conditions.

Workmanship retains integrity. The engineering and craftsmanship used to both design and construct this cultural landscape reflect the intent of the National Park Service Rustic design philosophy as well as the high quality workmanship of the private contractor and the CCC.

Current management techniques have medium integrity. Alterations/modifications made to several overlooks have altered the historic character and integrity of the cultural landscape. These alterations/modifications were not undertaken in a manner that preserved the historic nature of the cultural landscape.

FEELING: Feeling refers to a landscape's expression of the aesthetic or historic sense of a particular period of time. Feeling results from the on-site presence of physical features, and from continuing values and meanings of the place alive in contemporary communities; these taken together convey the landscape's historic character.

Integrity of feeling is intact. Traveling along the West Rim Drive, one can easily get a sense of what a tourist would have been experiencing on this 'new' scenic drive in 1935. The intimate, meandering road with narrow auto pullouts offering magnificent canyon views presents visitors with much the same experience today. Larger overlooks provide opportunities for sizeable groups, perhaps a Fred Harvey tour group, to view the canyon, while smaller overlooks provide a more personal viewing opportunity. Views of the Orphan Mine provide one with a sense of the rugged lifestyle miners must have experienced at this site. The narrow road invites visitors to continue on to the next overlook for yet another view, and onto Hermits Rest for a break from the touring. The West Rim Trail provides visitors with the same historic experience, retracing the same steps visitors took over 60 years ago.

ASSOCIATION: The direct link between an important historic event or person and a historic landscape.

The integrity of association has been retained. Association with the mining era, New Deal era, and the continued use by tourists is categorized as high. The continual use of the West Rim Drive and Overlooks by tourists in private cars as well as tour busses such as those run by the Fred Harvey Tour Company, the visual evidence the Orphan Mine, and the high quality workmanship of the private contractor and CCC during the New Deal era all create a strong association between the cultural landscape and the historic development and use.

SUMMARY OF ANALYSIS

The West Rim Drive, Overlooks, and Trail has significance and integrity as a cultural landscape.

The cultural landscape of the West Rim Drive, Overlooks, and Trail is rich in features/elements contributing to the landscape's significance as a historic district. Characteristic features/elements of the cultural landscape are described in the following pages. Each of these features/elements is identified as contributing, non-contributing, or supporting. This denotation refers to each feature's/element's contribution to the historic significance of the cultural landscape and whether the landscape as a whole lends support for the district's eligibility for listing on the National Register of Historic Places. Some of the following sections also include a list of features that appear on the List of Classified Structures. On that list, the designation "contributing" refers to the feature's association with the existing National Register nomination as it appears on the LCS database.

CONTRIBUTING FEATURES/USES:

West Rim Drive
Masonry walls
Culverts/Drop Inlets
All named and unnamed pullouts/overlooks
Trailview I & II
Maricopa Point
Powell Point
Hopi Point
Mohave Point
The Abyss
Pima Point
Orphan Mine
Historic dirt road west of Hermits Rest
Curbstones
West Rim Trail
Historic metal railings
Hermits Rest Parking Lot
Colored asphalt
Remnants of pre-1934 road
Hermits Rest
Hermits Rest Metal Storage Tanks
Hermits Rest Stone Oven
Hermits Rest Stone Landscape Features (arch, wall, lanterns)
Hermits Rest Residence #866
Orphan Lode Mine and Adits
Orphan Lode Mine Aerial Tram
Orphan Lode Mine Concrete Walls and Foundation

West Rim Drive
Grand Canyon National Park

Orphan Lode Mine Headframe
Orphan Lode Mine Lower Mine Working Structures
Orphan Lode Mine Rock Shelter
Orphan Lode Mine Utility Systems
Powell Memorial
Birdseye Plaque
Freemason Stone Monument
Remnants of tram below Pima Point
Historic benches
Historic gravel quarries and borrow pits
Native vegetation
Trees accommodated during construction
Existing views from West Rim Drive, Overlooks, and Trail
Hiking, car touring, sightseeing
Fred Harvey tour busses
Craftsmanship of the CCC
Rustic-style design of road, structures, and associated landscape
Concessions
Narrow, meandering path of the cultural landscape boundary
Topography of the Grand Canyon and its influence on the West Rim Drive, Overlook, and Trail design

NONCONTRIBUTING FEATURES AND/OR USES:

Non historic benches
Trash cans
Outhouses
Recycling bins
Non-historic chain link fencing along metal railings
Wooden rail fences
Orange safety fencing near Orphan Mine
Bus stop/shelter at entrance to West Rim Drive
Modern restrooms at Hermits Rest
Metal railings and pathways replaced in non-historic character

SUPPORTING FEATURES AND/OR USES:

Signage
Metal railing replaced in historic style
Loop at end of dirt road west of Hermits Rest
CCC Memorial (date?)

Landscape Characteristic:

Archeological Sites

Not used.

Buildings and Structures

HERMITS REST

Hermits Rest and many of its associated structures and landscape features are included in the M.E.J. Colter Buildings NHL district, listed on the National Register in 1987. Mary Colter is known for her designs that utilize natural materials in forms that blend with the natural surroundings. Hermits Rest is named after Louis Boucher who was a prospector and guide in the area, and, ironically, not really a hermit.

Hermits Rest

Designed by Mary Colter, Hermits Rest was built for use as a rest shelter at the canyon rim in 1914 for tourists who traveled on the Fred Harvey stagecoaches. Tourists would often rest here before or after hiking on the Hermit trail and spending time at Hermit Camp. Hermits Rest is constructed of stone and rests against a human-made earthen mound, giving the appearance that the building is a natural stone formation. The structure cost \$13,000 to build, and includes a porch constructed of peeled log posts, tie-beams, and vigas. A large stone fireplace highlights the interior of the main room. Hermits Rest is privately owned. A separate restroom building was added near the Hermits Rest building in the 1960s/1970s. Trash cans, recycling bins, and various utility structures have also been added.

Hermits Rest Stone Oven

A dome-shaped stone oven designed by Mary Colter was constructed in 1914 and is located 100 feet west of the concession building. The oven was historically used for baking. It is currently not used or maintained, and is privately owned.

Hermits Rest Stone Arch, Wall, and Lanterns (Stone Landscape Features)

A stone arch and adjacent stone wall are located near the entrance to Hermits Rest. A bell hangs above the arch, and stone lanterns mark the pathway to Hermits Rest. These features are privately owned.

Hermits Rest Metal Storage Tanks

The original 1914 metal water and fuel storage tanks used for the Hermits Rest are still in use at the site today. The tanks are privately owned.

Hermits Rest Residence #866

The Santa Fe Railway Company designed and constructed this single family wood frame home with board and batten siding in 1914 to provide a residence for the hermits Rest concession. The home was constructed in the rustic style and has a balcony and entrance porch. The structure is privately owned.

Note: Only general information is provided about Hermits Rest in this CLI. Hermits Rest is a component landscape within the Grand Canyon and will itself be the subject of a CLI in the future.

ORPHAN MINE

Orphan Mine can be found along the West Rim Drive just west of Maricopa Point. Daniel Hogan discovered copper ore at this site in 1890 and filed a claim 3 years later. The claim included land along the canyon wall, 1,100 feet below the rim, and 4 acres along the top of the rim (20 acres total). This claim was converted to private property in 1906. Hogan opened a tourist facility at the site in 1936 with cabins, a trading post, and a saloon. Hogan sold the property to Madelaine Jacobs in 1947 who subsequently discovered one of the richest uranium ore deposits in the southwest. She then sold to Western Gold and Uranium, Inc., and from 1956 to 1969, half a million tons of ore were used for the nation's atomic energy program. The land owners eventually hoped to build a "super hotel" on the site, however Congress passed a law allowing the government to purchase the property when demand for ore died out. In 1987, the private inholding came under the ownership of the park. The mine shaft is still visible at the site today, as well as the infrastructure of the historic tram. The site is now closed until radioactive waste can be removed from the area (Anderson 2001 & 2002). Restricted access to Orphan Mine prevents a full analysis of this part of the cultural landscape.

Orphan Lode Mine and Adits

The shafts, tunnels, and numerous adits of the Orphan Mine were originally constructed between 1890 and 1936 by Daniel Hogan, and altered by the Golden Crown Mining Company between 1953 and 1969. These features are not currently maintained, or open to the public. The General Management Plan from 1995 suggests removal as the ultimate treatment at a cost of \$50,000.

Orphan Lode Mine Aerial Tram

Prior to the construction of the mine's headframe, historical mining operations included the use of an aerial tram to transport ore to the rim. The tram was constructed in 1956 and is currently abandoned. Tram tower remnants are visible from various overlooks along the West Rim Drive. The 1995 General Management Plan recommends removal as the ultimate treatment at a cost of \$75,000. (The GMP also calls for removal of the headframe and revegetation of 4 acres of land at a cost of \$524,000-these costs do not include removal of radioactive waste).

Orphan Lode Mine Concrete Walls and Foundation

Orphan Lode Mine Headframe

Orphan Lode Mine Lower Mine Working Structures

Orphan Lode Mine Rock Shelter

Orphan Lode Mine Utility Systems

(could not access LCS database for data on these features)

OTHER

Bus Stop/Shelter at Entrance to West Rim Drive

Constructed in the mid 1990s, this bus stop/shelter serves visitors waiting to take a shuttle bus

tour of West Rim Drive. This structure is located at the entrance to West Rim Drive, at the west end of Grand Canyon Village, and was constructed on the site of a former historic pull out/overlook.

Data for Buildings and Structures section taken from LCS database, Anderson 2001 & 2002.

CONTRIBUTING FEATURES/USES:

Hermits Rest
Hermits Rest Metal Storage Tanks
Hermits Rest Stone Oven
Hermits Rest Stone Landscape Features (arch, wall, lanterns)
Hermits Rest Residence #866
Orphan Lode Mine and Adits
Orphan Lode Mine Aerial Tram
Orphan Lode Mine Concrete Walls and Foundation
Orphan Lode Mine Headframe
Orphan Lode Mine Lower Mine Working Structures
Orphan Lode Mine Rock Shelter
Orphan Lode Mine Utility Systems

NONCONTRIBUTING FEATURES/USES:

Bus stop/shelter at entrance to West Rim Drive
Modern restrooms at Hermits Rest
Trash cans and recycling bins at Hermits Rest

Character-defining Features:

Feature: Hermits Rest Metal Storage Tanks
Feature Identification Number: 101848
Type of Feature Contribution: Contributing
IDLCS Number: 057156
LCS Structure Name: Hermits Rest Metal Storage Tanks
LCS Structure Number: HERMIT3

Feature: Hermits Rest Stone Landscape Features
Feature Identification Number: 101850
Type of Feature Contribution: Contributing
IDLCS Number: 057154
LCS Structure Name: Hermits Rest Stone Landscape Features

LCS Structure Number: HERMIT1

Feature: Hermits Rest Stone Oven

Feature Identification Number: 101851

Type of Feature Contribution: Contributing

IDLCS Number: 057155

LCS Structure Name: Hermits Rest Stone Oven

LCS Structure Number: HERMIT2

Feature: Hermits Rest

Feature Identification Number: 101847

Type of Feature Contribution: Contributing

IDLCS Number: 055555

LCS Structure Name: Hermits Rest

LCS Structure Number: 0863

Feature: Orphan Lode Mine Lower Mine Workings Structures

Feature Identification Number: 101857

Type of Feature Contribution: Contributing

IDLCS Number: 057207

LCS Structure Name: Orphan Lode Mine Lower Mine Workings Structures

LCS Structure Number: ORPHAN8

Feature: Orphan Lode Mine Rock Shelter Feature

Feature Identification Number: 101858

Type of Feature Contribution: Contributing

IDLCS Number: 057206

LCS Structure Name: Orphan Lode Mine Rock Shelter Feature

LCS Structure Number: ORPHAN7

Feature: Orphan Lode Mine Utility Systems

Feature Identification Number: 101859

Type of Feature Contribution: Contributing

IDLCS Number: 057205

LCS Structure Name: Orphan Lode Mine Utility Systems

LCS Structure Number: ORPHAN6

Feature: Orphan Lode Mine Concrete Walls and Foundations

Feature Identification Number: 101855

Type of Feature Contribution: Contributing

IDLCS Number: 057204

LCS Structure Name: Orphan Lode Mine Concrete Walls and Foundations

LCS Structure Number: ORPHAN5

Feature: Orphan Lode Mine and Adits

Feature Identification Number: 101853

Type of Feature Contribution: Contributing

IDLCS Number: 057203

LCS Structure Name: Orphan Lode Mine and Adits

LCS Structure Number: ORPHAN4

Feature: Orphan Lode Mine Aerial Tram

Feature Identification Number: 101852

Type of Feature Contribution: Contributing

IDLCS Number: 057202

LCS Structure Name: Orphan Lode Mine Aerial Tram

LCS Structure Number: ORPHAN3

Feature: Orphan Lode Mine Compressor House

Feature Identification Number: 101854

Type of Feature Contribution: Contributing

IDLCS Number: 057201

LCS Structure Name: Orphan Lode Mine Compressor House

LCS Structure Number: ORPHAN2

Feature: Orphan Lode Mine Headframe

Feature Identification Number: 101856

Type of Feature Contribution: Contributing

IDLCS Number: 057200
LCS Structure Name: Orphan Lode Mine Headframe
LCS Structure Number: ORPHAN1

Feature: Hermits Rest Residence #866
Feature Identification Number: 101849
Type of Feature Contribution: Contributing
IDLCS Number: 056899
LCS Structure Name: Hermits Rest Residence #866
LCS Structure Number: 0866

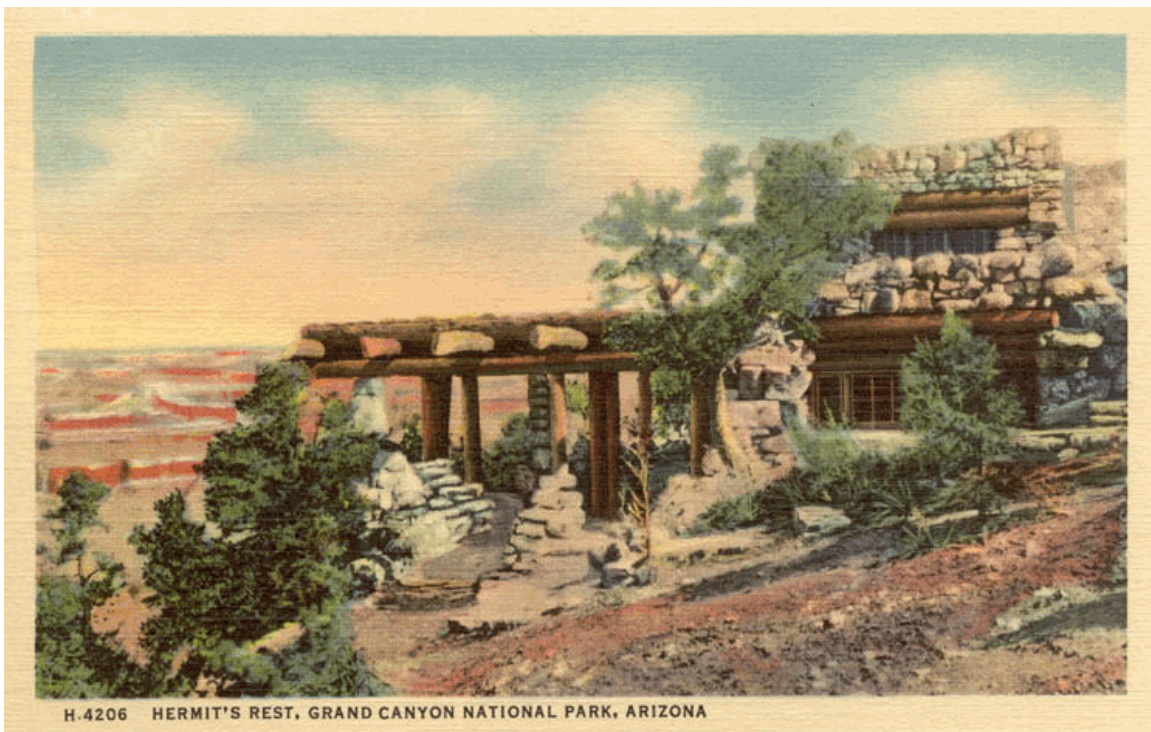
Landscape Characteristic Graphics:



Shuttle stop at the entrance to the West Rim Drive and Trail. (Photo by J. Galbraith, 2003)



Orphan Mine and outbuildings, 1978. (#10989 GRCA archives)



H. 4206 HERMIT'S REST, GRAND CANYON NATIONAL PARK, ARIZONA
Historic postcard picturing Hermits Rest. (#850123 GRCA archives)



Hermits Rest Arch, 1942. (#840 GRCA archives)

Circulation

WEST RIM DRIVE

The West Rim Drive is a 7.1 mile long scenic paved road along the south rim of the Grand Canyon. The road starts at its intersection with the Grand Canyon Village Loop Road and travels west to Hermits Rest. While not the typical 'scenic drive' offering scenic vistas from the roadway itself, this road was designed so that motorists would have to stop and get out of their cars to take advantage of the views. Turnouts, spur roads, parking loops, and viewpoints with guardrails provided scenic views for visitors in a safe manner. This type of design ensured safety for motorists who otherwise may have been tempted to take their eyes off the road while driving only a few feet from the rim's steep vertical edge (Anderson 1994).

SOUTH RIM STONE RETAINING WALLS AND CURBSTONES

These walls help demonstrate how the National Park Service rustic style was applied when constructing roads and trails. The walls are made of weathered Kaibab limestone (to mimic the natural cliff formations) and were constructed along auto turnouts and overlooks. They vary in length from 20 to 300 feet and are approximately 2 feet in height. The construction consists of roughly dressed stone of coursed ashlar masonry. Many of the walls include the incorporation of steps that lead to overlooks. Curbstones were constructed of Kaibab limestone and located along roads and/or parking lots (LCS database).

METAL RAILINGS

Railings are galvanized wrought-iron posts with metal pipe rails. Vertical posts are curved inwards, away from the rim. Posts are bolted into 16 inches of concrete, or bolted into the limestone along the rim. Three horizontal pipe rails (between 1-1/4 " and 1-1/2" in diameter) are inserted through cast holes in the posts. Pipe rails were bent on-site to fit the natural contours and curves of the canyon rim (Anderson 1994).

CULVERTS/DROP INLETS

West Rim Drive includes approximately 40 historic culverts that provide for drainage under the road, parking lots, and turnouts. These culverts are constructed of corrugated metal pipe set into stone masonry headwalls, or connected to drop inlets (LCS database).

WEST RIM TRAIL

While an informal foot trail (between the village and Hopi Point) predated 1934, The West Rim Trail was formally constructed by the CCC around the same time that the West Rim Drive was under construction. The West Rim Drive road specifications call for the construction of walkways at various pullouts, but makes no mention of a connection pathway between the pullouts. It is believed that the West Rim Trail, as a whole, was completed in the 1930s in conjunction with the West Rim Drive. The trail is approximately 3 to 4 feet wide and was surfaced in the 1930s with compacted gravel. Various sections of the trail were rehabilitated in 1962 and in the 1990s. Some sections of the trail are now paved: The trail is paved to the second pullout of Hopi Point (just west of the names pullout), has a short break at Maricopa Point, and is closed at the Orphan Mine. Visitors can access the paved trail again past the mine into the Hopi Point area. The date of the asphalt paving is unknown. Along parts of the trail, it is edged with unmortared stone. The trail continues past Mohave Point as an unpaved informal footpath (Anderson 1994 & LCS database). Further research necessary for the Cultural Landscape Report includes a more specific history of the construction of the West Rim Trail (designers, costs, dates, materials), and dates/locations of modern trail modifications. (Note: the West Rim Trail is labeled the south rim hiking trail in the LCS database for the section leading from Yavapai point to Powel Point)

OVERLOOKS/PULLOUTS/HISTORIC SITES

Listed below in order of location, traveling east to west, are the overlooks, pullouts, and historic sites along West Rime Drive. This information was collected during a 2003 site visit and from Anderson 1994 unless otherwise noted.

West Rim Drive/Village Loop Junction

Formerly a historic pullout, this area has been heavily modified since historic times, converted into a shuttle bus stop/shelter for visitors as well as a shuttle bus turnaround. A shelter, benches, auto barricade, bus turnaround, and signage now exist at this site.

Trailview One

Trailview One includes a pullout (25' wide), trashcans, recycling bins, benches, masonry wall,

and a long walkway with a series of stairs that leads to a series of two intimate lookout points. Views include Grand Canyon Village, San Francisco Peaks, Red Butte and Bright Angel Trail. The concrete pathway and railings are non-historic.

Trailview Two (formerly called El Tovar Point Pullout)

Trailview Two consists of an auto loop pullout separated from the road by a landscaped island. The pullout is 25' wide and 106' long. Also present are a masonry wall, trashcans, recycling bins, benches, remnants of colored asphalt, historic CCC trail, signage, railings. Views include North Rim Lodge, Indian Gardens, and Bright Angel Trail. Extensive modifications were made to this area in 1962 including wall and railing modifications and additions. All metal railings appear modern, and the entire parking area and walkway were surfaced with bituminous asphalt in 1962.

Maricopa Point

Maricopa Point consists of a loop pull out with a landscaped island separating the pull out from West Rim Drive. Large boulders (non-historic) line the parking area. A modern wood rail fence protects an ecologically fragile are. Trashcans, recycling bins, colored asphalt, a masonry wall, and signage are also present. Cast iron benches are located around the site; the date of the benches is unknown. A meandering path leads visitors to the overlook, which features views of the Orphan Mine. Original railings are present at the overlook though some have chicken wire (modern?) and some of the metal railings have been painted a gold color. Maricopa Point is a good example of the workmanship used to bend the metal railings to match the natural topography and contours of the rim. Walkways were paved with bituminous asphalt in 1962.

(Note: Trailview I, Trailview II, and Maricopa Point were improvements added to the 1934-1935 West Rim Drive. The predecessor, Hermit Rim Road, traveled straight from the Village to Hopi Point, without meandering along the rim)

Orphan Mine

West of Maricopa Point, a dirt spur road, currently gated, leads off of West Rim Drive and heads to Orphan Mine located near the canyon rim. Please see Buildings and Structures section for more information.

Powell Point and Memorial

This overlook features the Powell Memorial, commemorating the first Caucasian party to navigate the Colorado River through the Grand Canyon. The overlook has views of the canyon and of Orphan Mine. Powell Point includes an auto turn out separated from the road by a very large landscaped island. Orange plastic fencing barricades the footpath that leads from Powell Point to the Orphan Mine. This overlook also includes signage, masonry walls, a pathway to the memorial, a Freemasons plaque, trashcans, recycling bins, and a new wooden post fence. Some masonry wall reconstruction took place in 1994.

(Note: The footpath from Powell Point to Hopi Point is lined with new wood rail fencing).

Hopi Point

Hopi Point extends further into the canyon than any other overlook. It was initially named Rowe point and was the terminus of guided tours west of the village until the Santa Fe Railroad completed Hermit Rim Road in 1912. Hopi Point has been the site of a fire lookout tower since the early 1900s (on the south side of the road). Hopi Point consists of two main overlooks (described in this Inventory as Hopi Point East and Hopi Point West) joined by a walkway. Hopi Point East consists of a large “U” shaped parking lot (with a good example of a drop inlet culvert located next to the elevation sign) separated from West Rim Drive by a landscaped island. A 370-foot masonry wall borders the overlook. The overlook includes a metal railing, the Birdseye memorial plaque. The parking lot has outhouses, trashcans, colored asphalt, and signage. Hopi Point West is located just west of Hopi Point East, and includes its own auto pullout with a very small landscaped island, recycling bins, trash cans, signs, railing, benches, and a CCC monument.

Unnamed Pullout #1 (aka the second pullout east of Mohave Point)

This small auto pullout, 9' wide, consists of a masonry wall, with no railings. The narrow width of this pullout reflects the slower, narrow motor vehicles popular in the 1930s such as Fords' Model A.

Unnamed Pullout #2 (aka the first pullout east of Mohave Point)

This small auto pullout, 9' wide, consists of a masonry wall, with no railings.

Mohave Point

Mohave Point includes a large auto pullout separated from the road by a landscaped island, recycling bins, trashcans, masonry walls, signage, a new wood rail fence, colored asphalt, meandering trails, gravel and paved pathways, and series of small intimate overlooks with rails

Unnamed Pullout #3 (aka the third pullout east of the Abyss)

This small auto pullout consists of a masonry wall.

Unnamed Pullout #4 (aka the second pullout east of the Abyss)

This is a large auto pullout with a masonry wall, and stairs leading to an overlook with a metal railing. This pullout has trashcans and under-road culverts.

Unnamed Pullout #5 (aka the first pullout east of the Abyss)

This small auto pullout consists of a masonry wall.

The Abyss

This 25 foot wide pullout was placed to take advantage of the dramatic views provided by the sheer plunging canyon edge. This pullout includes signage, trash cans, modern benches, colored asphalt, masonry wall, metal railings, and provides a good example of how existing trees were

preserved by laying pavement around trees located within the paved pullout area. Across the road from this pullout is a gravel and dirt road that served as a detour during 1934-1935 construction.

Unnamed Pullout #6 (aka the fourth pullout east of Pima Point)

This small auto pullout consists of a masonry wall.

Unnamed Pullout #7 (aka the third pullout east of Pima Point)

This larger auto pullout consists of trash cans, masonry wall, steps, railing, and colored asphalt.

Unnamed Pullout #8 (aka the second pullout east of Pima Point)

This larger auto pullout consists of trash cans, masonry wall, steps, and railing.

Unnamed Pullout #9 (aka the first pullout east of Pima Point)

This large pullout, located immediately before the Pima overlook, consists of a masonry wall, railings, and trash cans.

Pima Point

A short spur road (a “Y” intersection with a one-way loop) leads from West Rim Drive to the Pima Point parking lot. This overlook consists of signage, recycling bins, modern wooden fence, masonry walls, curbstones, and metal railings.

Hermits Rest

The terminal stop along West Rim Drive includes a one-way loop parking lot/road at Hermits Rest. A landscaped island is centered in the parking lot and is lined with a masonry wall. Alterations made to this site in 1962 include the addition of 978 feet of masonry curbing, 80 square feet of masonry walls, and 700 feet of bituminous walkways (LCS database). Paved pathways lead from the parking area to small overlooks with metal guardrails, and to the Hermits Rest building.

Historic Terminus to Hermit Rim Road

Located at the western part of the Hermits Rest parking lot, adjacent to the modern bathrooms, a dirt road travels west for several hundred yards and ends in a loop at the Hermit Trail head. Visitors traveling to the trailhead, which historically consisted of a corral for mules and tent cabins, used this historic road which was constructed in 1913. This area is now used as a parking area for backpackers. This loop area has been heavily modified with split rail fencing, wood chips, rock edging, and revegetation projects (Anderson 2003).

CONTRIBUTING FEATURES/USES:

West Rim Drive

Masonry walls

Culverts/Drop Inlets

All named and unnamed pullouts/overlooks
Orphan Mine
Historic dirt road west of Hermits Rest
Curbstones
West Rim Trail
Historic metal railings
Historic monuments, plaques
Hermits Rest Parking Lot
Colored asphalt
Remnants of pre-1934 road

SUPPORTING FEATURES/USES:

Metal railing replaced in historic style
Loop at end of dirt road west of Hermits Rest
Signage

NONCONTRIBUTING FEATURES/USES:

Trash cans, recycling bins
Modern wooden fencing
Shuttle stop
Metal railings and pathways replaced in non historic character

Character-defining Features:

Feature: West Rim Drive Overlooks
Feature Identification Number: 101867
Type of Feature Contribution: Contributing
IDLCS Number: 057233
LCS Structure Name: West Rim Drive Overlooks
LCS Structure Number: RDS038

Feature: West Rim Drive
Feature Identification Number: 101866
Type of Feature Contribution: Contributing
IDLCS Number: 057231
LCS Structure Name: West Rim Drive
LCS Structure Number: RDS036

Feature: Pima Point Road and Parking Lot

West Rim Drive
Grand Canyon National Park

Feature Identification Number: 101862
Type of Feature Contribution: Contributing
IDLCS Number: 057232
LCS Structure Name: Pima Point Road and Parking Lot
LCS Structure Number: RDS037

Feature: Hermits Rest Parking Lot

Feature Identification Number: 101860
Type of Feature Contribution: Contributing
IDLCS Number: 057234
LCS Structure Name: Hermits Rest Parking Lot
LCS Structure Number: RDS039

Feature: Hopi Point Parking Lot

Feature Identification Number: 101861
Type of Feature Contribution: Contributing
IDLCS Number: 057158
LCS Structure Name: Hopi Point Parking Lot
LCS Structure Number: HOPIPNT

Feature: South Rim Trail

Feature Identification Number: 101865
Type of Feature Contribution: Contributing
IDLCS Number: 057296
LCS Structure Name: Rim Trail
LCS Structure Number: TSR000

Feature: South Rim Stone Retaining Walls

Feature Identification Number: 101864
Type of Feature Contribution: Contributing
IDLCS Number: 057230
LCS Structure Name: South Rim Stone Retaining Walls
LCS Structure Number: RDS018

Feature: South Rim Curbstones
Feature Identification Number: 101863
Type of Feature Contribution: Contributing
IDLCS Number: 057229
LCS Structure Name: South Rim Curbstones
LCS Structure Number: RDS012

Landscape Characteristic Graphics:



Culvert allowing drainage under West Rim Drive. (Photo by J. Galbraith, 2003)



Hikers on West Rim Trail. (Photo by J. Galbraith, 2003)



Masonry steps and walls found at the major overlooks along West Rim Drive. (Photo by J. Galbraith, 2003)



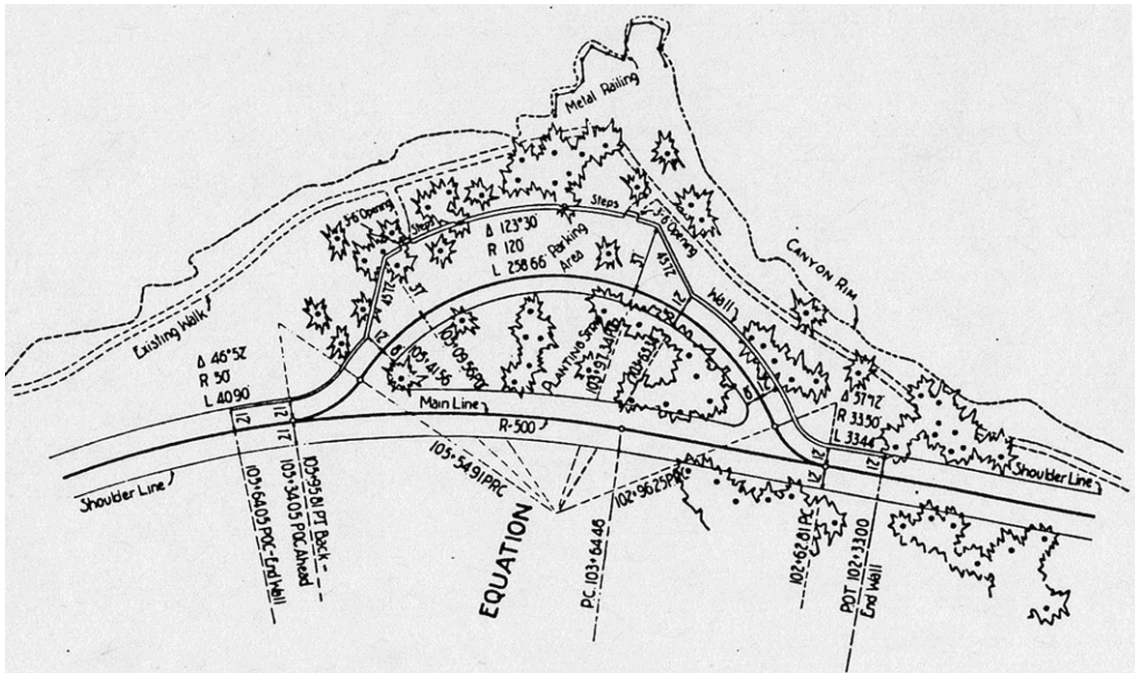
Visitors enjoying Hopi Point. (Photo by J. Galbraith, 2003)



Metal railings at West Rim Drive overlooks were bent to fit the contours and topography along the canyon rim. (Photo by J. Galbraith, 2003)



West Rim Trail with stone stairs. (Photo by J. Galbraith, 2003)



1934-35 construction drawing of El Tovar Point Turnout. (Copied from HAER Report, Anderson 1994)



Typical shot of West Rim Drive. (Photo by J. Galbraith 2003)



Third auto pullout east of Pima Point. (Photo by Mike Anderson 2003).

Cluster Arrangement

Not used.

Constructed Water Features

See Circulation for information on culverts.

Cultural Traditions

Historic cultural traditions that continue today along the West Rim Drive(or Hermit Road), Trails, and Overlooks include hiking, car touring, bus touring, and sightseeing. Other visible cultural traditions include the craftsmanship of the CCC, as well as the ‘rustic –style’ design of the road, structures, and associated landscape.

Easter Sunrise Services began on the West Rim Trail in 1935 at a small rock altar located a short distance west of the Village Road interchange. This service attracted 3,000 people in 1949 and continues to be popular today. Other church services also take place on this site.

Several cultural traditions disappeared with the closure of Orphan mine. During the mine’s ‘boom-period’, many miners were living on-site and were legendary for their rowdy off-duty recreating at the Bright Angel Lodge. During the 1950s and 1960s the the mining tradition also

altered the traffic on West Rim Drive as it included heavy trucks loaded with mine deposits rumbling by the normal tourist traffic. Native American cultural traditions are significant, but beyond the scope of this Inventory.

CONTRIBUTING FEATURES:

Craftsmanship of the CCC
Rustic-style design of road, structures, and associated landscape

Landscape Characteristic Graphics:



*The historic cultural tradition of Fred Harvey tours continues along West Rim Drive today.
(Photo by J. Galbraith 2003).*

Land Use

Over time, land within this cultural landscape has been used for mining, prospecting, camping, residential, hiking, car touring, bus touring, and gravel extraction. Today, land use is restricted to hiking, biking, bus, and car touring. Concessions are available at Hermits Rest.

CONTRIBUTING USES:

Hiking, biking, bus and car touring
Concessions

Natural Systems and Features

Not used.

Small Scale Features

Various small-scale features can be found along the West Rim Drive and Trail, as well as within many of the associated overlooks. These features include trash cans, recycling bins, colored asphalt, signage, outhouses, metal guardrails, benches, and memorials.

Colored Asphalt

Historically, reddish sandstone was added to the asphalt in an effort to create more of an earthen tone that blended with the landscape. Asphalt with a reddish tone is visible in overlook and pullout areas that have not been repaved since historic times.

Powell Memorial

Build in 1916, the Powell memorial commemorates the first Caucasuan party to run the Colorado River through the Grand Canyon. The party was led by Major John Wesley Powell in 1869 (the memorial left off the names of four men who did not complete the trip, three who left only a few days before the end). Congress appropriated funds for the memorial in 1909. The memorial was designed by Leila Usher and Mark Daniels and constructed of limestone, concrete and bronze. It was rehabilitated in 1994 (LCS database).

Birdseye Plaque

Constructed at Hopi Point in 1940, this stone and aluminum plaque commemorates geologist, surveyor, and explorer Colonel Claude Hale Birdseye. Birdseye led an expedition down the Colorado River in 1923 (LCS database).

CCC Plaque

This bronze and stone plaque located at Hopi Point commemorates the work of the Civilian Conservation Corps (CCC). The CCC was responsible for the construction of the West Rim Trail in the 1930s. The Plaque was dedicated 1983, honoring the 50th anniversary of the CCC. Further investigation into the accuracy of this construction date is needed.

Freemason Stone Monument

This plaque commemorates the conferring of third degree of masonry by the Flagstaff lodge of Freemasons in 1913. The plaque was built of stone in 1913 by the Freemasons, and is located near the Powell Memorial (LCS database).

Tram remnants near Pima Point

An aerial cable tram ran from Pima Point to Hermit Camp between around 1925 and 1936 and was used to transport supplies to Hermit camp. The tram was 6,300 feet in length and dropped 3,600 vertical feet. Hermit camp was abandoned in 1930, and the tram was subsequently abandoned. Remnants of the tram are visible from Pima Point (Anderson 1998).

Wooden split rail fence

Several overlooks such as Maricopa, Powell, Hopi, and Mohave Point feature modern wooden split rail fencing used to direct pedestrian traffic and protect revegetated areas.

Historic gravel quarries

Remnants of several historic gravel quarries and borrow pits are still evident (though not always visible from the road) along the south side of West Rim Drive. The locations include 1,490 feet northwest of Station 82+00, 200 feet left of station 207+00, 1,700 feet left of Station 245+50, 800 feet northwest of Station 284+00, and 1,500 feet northeast of Station 381+00 (Anderson 1994).

Rock Altar

Located along West Rim Trail, this altar is used in various church services (see cultural traditions section for more information).

CONTRIBUTING FEATURES AND/OR USES:

Powell Memorial
Birdseye Plaque
Colored Asphalt
Freemason Stone Monument
Remnants of tram below Pima Point
Historic benches
Historic metal railings
Remnants of colored asphalt
Historic gravel quarries and borrow pits
Rock Alter along West Rim Trail

SUPPORTING FEATURES AND/OR USES:

Signage
CCC Memorial (date ?)

NONCONTRIBUTING FEATURES AND/OR USES:

Non historic benches
Trash cans
Outhouses
Recycling bins
Non-historic chain link along metal railings
Wooden split rail fences
Orange safety fencing near Orphan Mine

Character-defining Features:

Feature: Birdseye Plaque

Feature Identification Number: 101868
Type of Feature Contribution: Contributing
IDLCS Number: 057225
LCS Structure Name: Birdseye Plaque
LCS Structure Number: PLAQUE10

Feature: CCC Plaque

Feature Identification Number: 91853
Type of Feature Contribution: Contributing
IDLCS Number: 057224
LCS Structure Name: CCC Plaque
LCS Structure Number: PLAQUE09

Feature: Freemason Stone Monument

Feature Identification Number: 94431
Type of Feature Contribution: Contributing
IDLCS Number: 057223
LCS Structure Name: Freemason Stone Monument
LCS Structure Number: PLAQUE08

Feature: Hermits Rest NHL Plaque

Feature Identification Number: 94432
Type of Feature Contribution: Contributing
IDLCS Number: 057220
LCS Structure Name: Hermits Rest NHL Plaque
LCS Structure Number: PLAQUE05

Feature: Powell Memorial

Feature Identification Number: 94433
Type of Feature Contribution: Contributing
IDLCS Number: 012022
LCS Structure Name: Powell Memorial
LCS Structure Number: POWELL1

Landscape Characteristic Graphics:



Modern wooden fence and benches at Powell Point. (Photo by J. Galbraith, 2003)



Modern recycling bins found at most major overlooks. (Photo by J. Galbraith 2003).

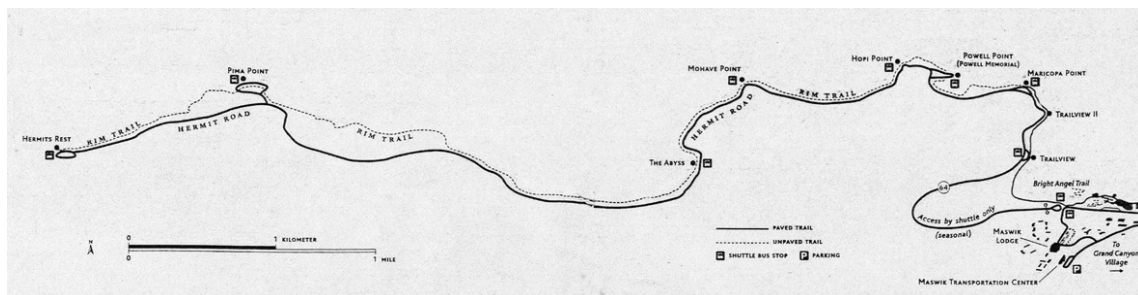
Spatial Organization

The spatial organization of this cultural landscape can be compared to a long, meandering, ribbon of land with several significant outcrops or bulges which signify the location of a constructed overlook. The narrow width of the cultural landscape encourages and directs visitors to continue on towards the next viewpoint.

CONTRIBUTING FEATURES AND USES:

Narrow, meandering path of the cultural landscape

Landscape Characteristic Graphics:



*Spatial diagram of illustrating the narrow, meandering path of this cultural landscape.
(Map copied from Anderson 2001)*

Topography

The design of the West Rim Drive, Overlooks, and Trail was influenced heavily by the topography of the area. Due to the nearly one mile vertical drop adjacent to the canyon rim, the safety of visitors was a primary concern during the design and construction of this project. To prevent drivers from veering off the road while focusing their eyes on a scenic view, this 'scenic drive' was designed to encourage drivers to stop and get out of their car at designated pullouts in order to enjoy scenic vistas. The topography of the canyon, of course, also helps create many of the notable views visitors seek during their trips to the Grand Canyon. There is one steep grade along the road and trail, rising up Hopi Hill to cross the Bright Angel Fault.

CONTRIBUTING FEATURES/USES:

Topography of the Grand Canyon and its influence on the West Rim Drive, Overlook, and Trail design

Vegetation

The vegetation along the West Rim Drive, Overlooks, and Trail consists for the most part of native Pinyon Pine and Utah Juniper. In smaller numbers, various other species appear such as cliff rose, scrub oaks, Datil yucca, Utah agave, Mormon tea, littleleaf mountain mahogany, and gambel oaks. There is not a significant problem with invasive species along the road or trail. Design and construction specifications for the West Rim Drive directed crews to clear vegetation only to that width necessary for road construction, and no more. Segments of the old road visible from the new road were to be restored and revegetated. The CCC replanted areas where vegetation was disturbed during construction, and, in some instances, existing mature trees were protected despite being located in the construction zone. For example, at some pullouts, breaks were incorporated into the stone wall to preserve an existing tree, or asphalt was laid around the trunk of an existing tree (Anderson 1994, 2002, 2003).

CONTRIBUTING FEATURES AND/OR USES:

Native vegetation
Trees accommodated during construction

Landscape Characteristic Graphics:



Example of paving and masonry walls incorporating existing trees at a West Rim Drive overlook. (Photo by J. Galbraith, 2003)

Views and Vistas

The West Rim Drive, Overlooks, and Trail are known for their spectacular views of the Grand Canyon. Views of North Rim are approximately 10 miles away, and the Colorado River, nearly a vertical mile below, can be viewed at various spots along the road and/or trail. Views of various geologic formations and layers, hiking trails, Grand Canyon Village, campsites, and remnants of historic development can also be seen along the route.

While views and vistas from the overlooks are too countless to list here, a few of the highlights are noted.

The Trailview Overlooks feature views of the San Francisco Peaks, Red Butte, Grand Canyon Village, North Rim Lodge, Bright Angel Trail, and Indian Garden.

Maricopa Point includes views of Orphan Mine, the Hopi Fire Tower, the Tonto Plateau, and Tonto Trail.

Hopi Point, which extends quite far into the canyon, has numerous unobstructed views of the Canyon, the Colorado River, and views of the Powell memorial. One of the most popular view points at Grand Canyon, people came to Hopi Point in the late 1800s even before the road was built.

Mohave Point features views of river rapids, while visitors to Pima Point can view the remains of the historic tram that carried supplies from Pima Point to Hermit Camp.

The Abyss is known for its views of sheer plunging cliffs, and Hermit Rest has views of the Hermit Trail and the historic Hermit Rest building designed by Mary Coulter.

Pima Point features views of Monument Rapids, Granite Gorge, and the Cataract Plains.

CONTRIBUTING FEATURES AND/OR USES:

Existing views from West Rim Drive, Overlooks, and Trail

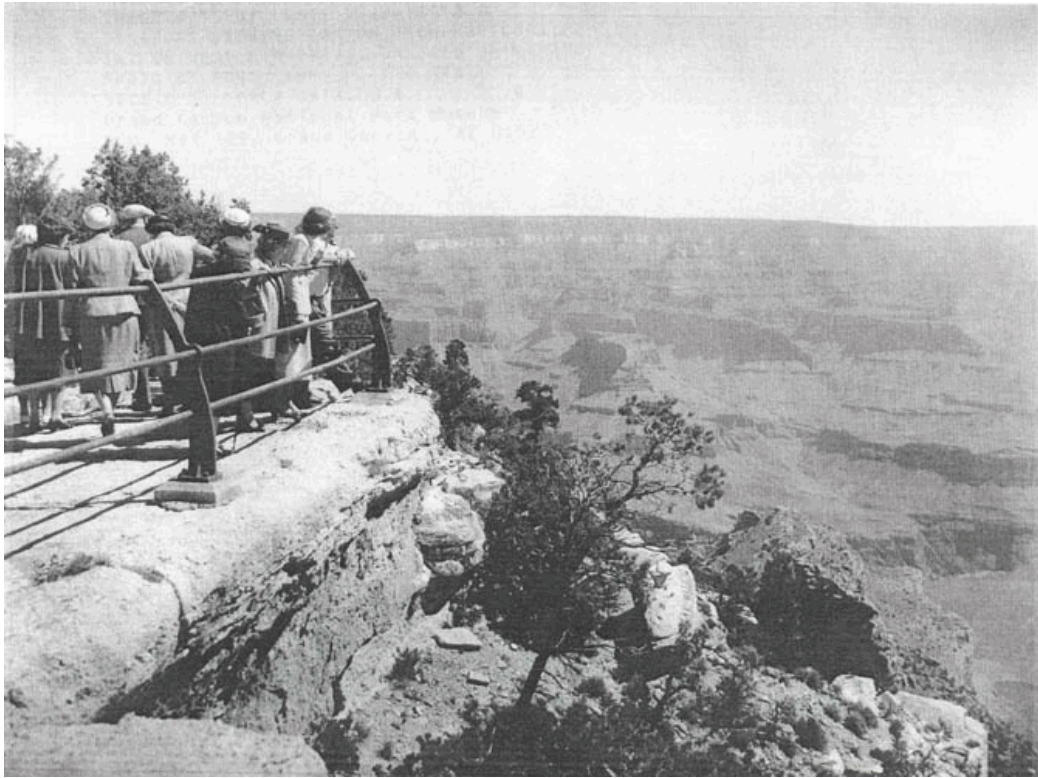
Landscape Characteristic Graphics:



Visitors enjoying the view from Hopi Point, 1935. (#3743 GRCA archive)



View of Bright Angel Trail from Trailview Overlook. (Photo by J. Galbraith, 2003)



Visitors at Maricopa Point, 1952. (#15207 GRCA archives, photographer Abbie Rowe)

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 08/05/2008

Condition Assessment Explanatory Narrative:

Concurrence memo dated August 5, 2008, from Jan Balsom, Deputy Chief Science and Resource Management, Grand Canyon NP.

Stabilization Measures:

Planned stabilization measures include remortaring and resetting of historic walls and railings. The paved road is chip sealed every 7-10 years.

Impacts

Type of Impact: Consumptive Use

External or Internal: Both Internal and External

Impact Description: Consumptive use of site causes wear and tear

Type of Impact: Exposure To Elements

External or Internal: External

Impact Description: Masonry walls, paved surfaces, railings, and other hardscape deteriorate due to exposure to the elements.

Type of Impact: Impending Development

External or Internal: Internal

Impact Description: Possible widening and expansion of West Rim Drive threatens the historic integrity and character of the cultural landscape

Type of Impact: Inappropriate Maintenance

External or Internal: Internal

Impact Description: Some patchwork on the masonry walls has taken place without regard to the historic character of the structures.

Type of Impact: Vandalism/Theft/Arson

External or Internal:	External
Impact Description:	Some graffiti has been carved into the metal railings. Historic graffiti, however, would be considered a contributing element to the cultural landscape.
Type of Impact:	Structural Deterioration
External or Internal:	Internal
Impact Description:	Some deterioration of the road bed has occurred due to the unintended/unforeseen use of heavy tour buses.

Stabilization Costs

Landscape Stabilization Cost:	150,000.00
Cost Date:	03/04/2003
Level of Estimate:	C - Similar Facilities
Cost Estimator:	Park/FMSS

Landscape Stabilization Cost Explanatory Description:

The LCS database lists \$1,000 as interim stabilization costs for the Overlooks. The LCS refers to the GMP which lists \$649,000 as costs for removal of the headframe, shafts, tunnels, adits, aerial tram, and revegetation at Orphan Mine. Costs do not specify hazmat cleanup and are dated 1996.

Landscape stabilization costs are provided my park (Mike Anderson) in 2003. Costs are estimated at \$150,000 for remortaring, resetting, and stabilizing all historic walls, railings, and paths.

Other costs include an unknown amount to chip seal the paved road every 7-10 years

Treatment

Treatment

Approved Treatment: Rehabilitation
Approved Treatment Document: Cultural Landscape Report
Document Date: 08/01/2004

Approved Treatment Document Explanatory Narrative:

As noted in the 2004 CLR, written by John Milner Associates, "The overarching treatment concept for the West Rim Drive, Trails, and overlooks project area is to rehabilitate West Rim Drive—including the overlooks and pullouts—and West Rim Trail to support current and future levels of vehicular, pedestrian, and bicycle traffic while preserving the historic character and significant features that make this resource unique" (CLR 2004, 5-7).

Approved Treatment Costs

Cost Date: 08/01/2004

Bibliography and Supplemental Information

Bibliography

Citation Author: Anderson, Michael
Citation Title: Living at the Edge
Year of Publication: 1998
Citation Publisher: Grand Canyon Association
Source Name: Library Of Congress/Dewey Decimal
Citation Number: 0-938216-55-4
Citation Type: Both Graphic And Narrative
Citation Location: ISBN

Citation Author: Anderson, Michael
Citation Title: HABS/HAER Report
Year of Publication: 1994
Citation Publisher: NPS
Source Name: HAER

Citation Author: Anderson, Michael
Citation Title: Polishing the Jewel
Year of Publication: 2000
Citation Publisher: Grand Canyon Association
Source Name: Library Of Congress/Dewey Decimal
Citation Number: 0-98216-72-4
Citation Type: Both Graphic And Narrative
Citation Location: ISBN

Citation Author: Anderson, Michael
Citation Title: Along the Rim
Year of Publication: 2001
Citation Publisher: Grand Canyon Association
Source Name: Library Of Congress/Dewey Decimal
Citation Number: 0-938216-75-9
Citation Type: Both Graphic And Narrative
Citation Location: ISBN number

Citation Author: Anderson, Michael
Citation Title: Personal Interview
Year of Publication: 2003
Citation Publisher: N?A
Source Name: Other
Citation Location: Personal Interview/Site visit with Michael Anderson, January 2003

Citation Author: Jackson, Robbyn
Citation Title: National Register Nomination-Roads and Trails
Year of Publication: 1996
Citation Publisher: NPS
Source Name: Other

Citation Author: NPS
Citation Title: West Rim Drive in Grand Canyon National Park
Year of Publication: 1935
Citation Publisher: NPS
Source Name: Other
Citation Type: Both Graphic And Narrative
Citation Location: Park archives

Citation Author: NPS
Citation Title: LCS database
Year of Publication: 1996
Citation Publisher: NPS
Source Name: Other