

National Park Service Cultural Landscapes Inventory 2022



Bluffs Coffee Shop and Service Station
Blue Ridge Parkway

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Chapter 1: General

Region

Southeast

Park Alpha Code

BLRI

Park Org Code

5157

Resource Type

Cultural Landscape

Resource Classification

Cultural Landscape

Inventory Status

Complete

Resource ID

550218

Resource Name

Bluffs Coffee Shop and Service Station

Parent Landscape

Doughton Park

Parent Resource ID

550140

State

NC

Park Name

Blue Ridge Parkway

Cultural Landscapes in the Cultural Resources Inventory System:

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archaeological sites, historic structures, ethnographic resources and cultural landscapes. The set of CRIS records for cultural landscapes is referred to as CRIS-CL. CRIS-CL records conform to a standardized data structure known as the Cultural Landscapes Inventory (CLI).

The legislative, regulatory and policy directions for conducting and maintaining the CRIS are: Section 110 of the National Historic Preservation Act, NPS Management Policies (2006), Director's Order 28 (Cultural Resources) and Director's Order 28a (Archeology).

The Cultural Landscapes Inventory (CLI)

The CLI is the data structure within CRIS used to document and evaluate all potentially significant landscapes in which NPS has, or plans to acquire any enforceable legal interest.

Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:

Landscape individually meets the National Register of Historic Places criteria for evaluation; or,
Landscape is a contributing element of a property that is eligible for the National Register; or,
Landscape does not meet the National Register criteria, but is managed as cultural resources because law, policy or decisions reached through the park planning process.

Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type.

Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.

The legislative, regulatory and policy directions for conducting and maintaining the CLI within CRIS are: *National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish...a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places...of properties...*

Executive Order 13287: Preserve America, 2003. Sec. 3(a)...Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA...No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior...

Executive Order 13287: Preserve America, 2003. Sec. 3(c) each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying...historic properties in its ownership and make the report available to the Council and the Secretary...

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A) Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories...about cultural resources in units of the national park system...Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,...and historic sites...

Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Landscape Description

Bluffs Coffee Shop and Service Station is a 6-acre component landscape set within 6300-acre Doughton Park, a developed area on the Blue Ridge Parkway in North Carolina. The site is accessed directly from the parkway at Milepost 241.1. Major features of the site include the coffee shop, the gas station, parking areas, and an abandoned picnic area historically intended to segregate African American visitors.

Bluffs Coffee Shop and Service Station is part of one of the first developed areas to be planned for the Blue Ridge Parkway. The picnic area, entry, and east parking lot were built in 1938-39, and a comfort station was added to the picnic area between 1941 and 1942. After much delay, a gas station and coffee shop were built and opened to the public in 1949. Both buildings are rustic in style, but use materials – like concrete shingles – that show the transition to more economical construction methods in post-WWII development. The land slopes steeply away from the parkway and is heavily wooded in the rear picnic area, with a scattering of trees and understory along the parkway road.

The period of significance for Blue Ridge Parkway, as defined in Ian Firth's draft National Historic Landmark (NHL) nomination, is 1933 – 1987. Parkway road development between these dates possesses NHL significance, while associated development – such as visitor concession areas – possesses NHL significance only through 1955. Later construction may be historically significant as it relates to Mission 66-era Parkway development. Construction at Bluffs Coffee Shop and Service Station began in 1937, and all major features at the property were in place by 1949. All these features contribute to the national significance of Blue Ridge Parkway as a NHL property.

Bluffs Coffee Shop and Service Station, currently listed in fair condition, retains all major features from the period of significance. The property possesses historic integrity in all seven criteria as defined by National Register standards.

Landscape Hierarchy Description

On the 1936 Blue Ridge Parkway Master Development Plan, Doughton Park (then known as The Bluffs) is shown as one of the proposed parkway developed areas. The 6300-acre site largely consists of forested land on steeply sloping land, with the built environment consisting of rustic trails, overlooks and a shelter. It is listed in the CLI in its entirety as Doughton Park. More intense development was planned for sites closer to the parkway in areas totaling 225 acres in size. Each of these seven sites has a separate developmental history and function and deserves individual listing in the CLI as a component landscape. They are, leading from parkway north to south: Brinegar Cabin, Doughton Park Campground, Bluffs Coffee Shop and Service Station, Bluffs Lodge, Caudill Family Homestead, Bluffs Picnic Area, and Doughton Park Maintenance Area.

Recent Condition

Fair

Subsite/Child components

None

Landscape Type

Historic Designed Landscape

Historic Vernacular Landscape

Cover Page Graphic

See Cover Page.

Site Plan(s)

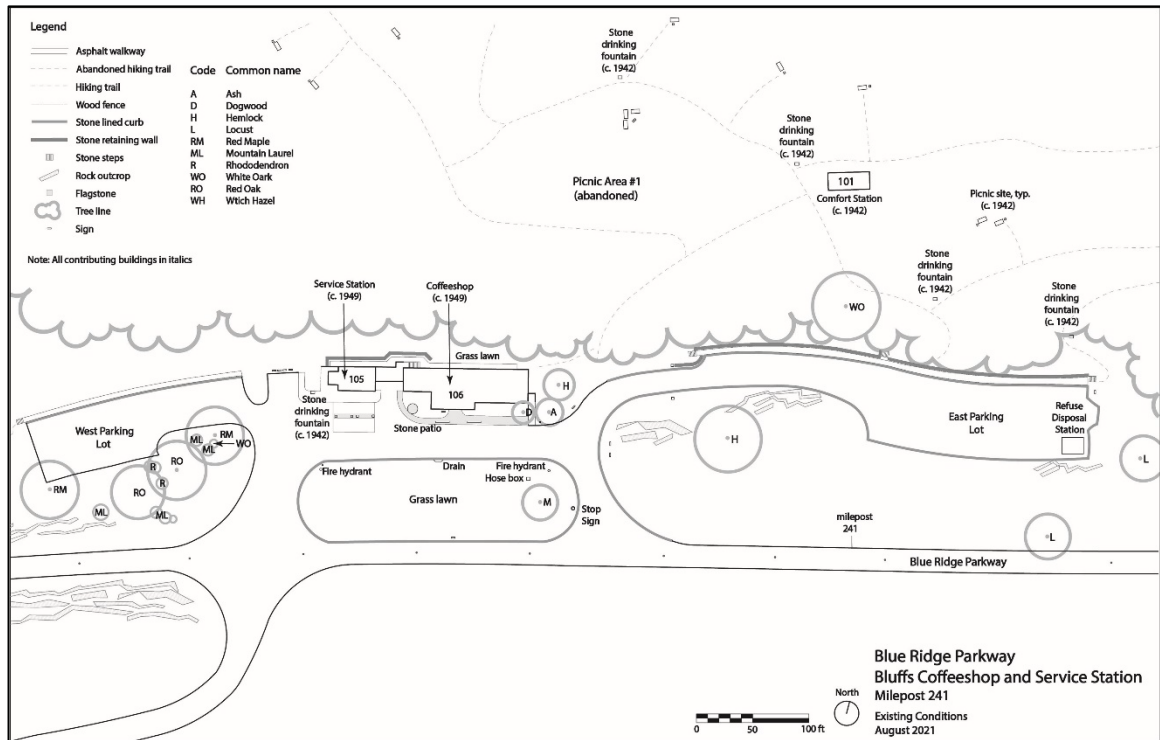


Fig 1-1. Updated site map for Bluffs Coffee Shop and Service Station (2021)

Hierarchy Description Graphic

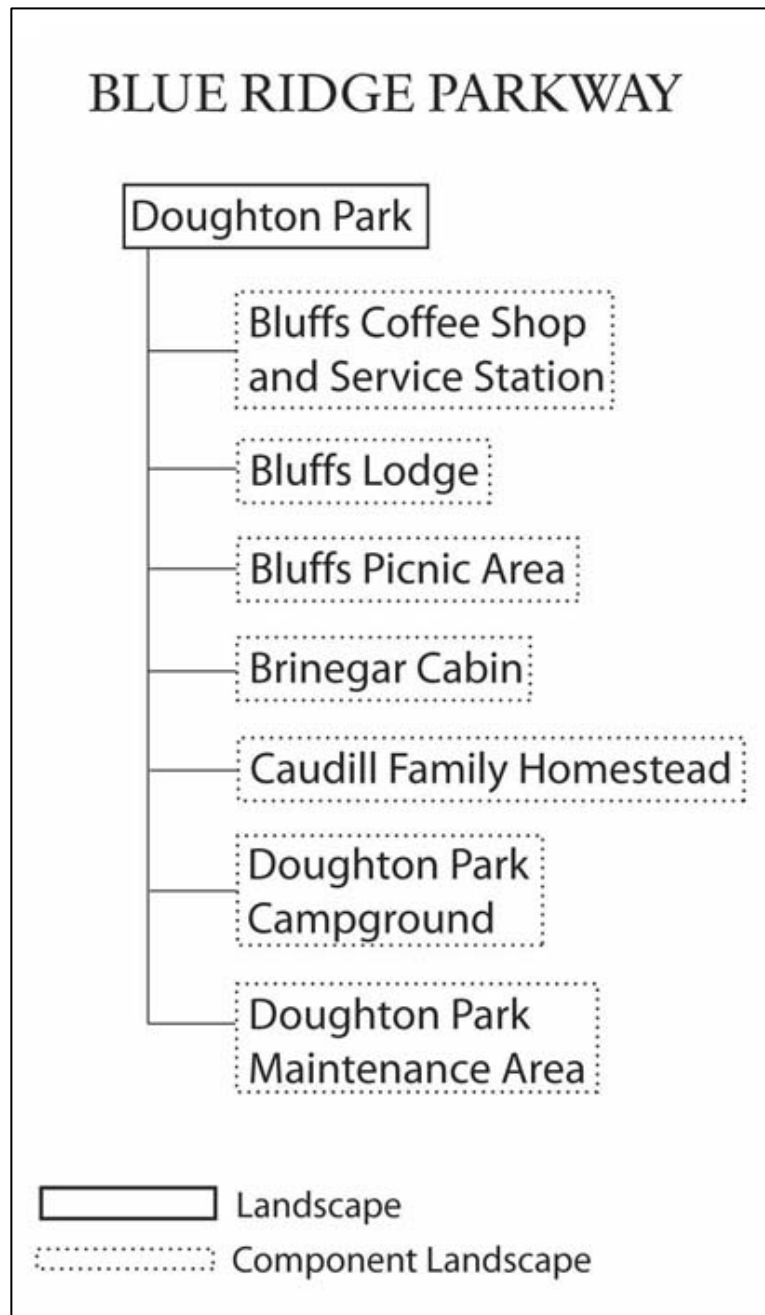


Fig 1-2. Updated site map for Bluffs Coffee Shop and Service Station (2021)

Other Names

Seq. No.	Name	Type
3112	Bluffs Coffee Shop and Gas Station	Both Current And Historic
3137	Bluffs Service Center	Historic
3121	Motor Service Station	Historic
3132	Picnic Area # 1 - Bluff Park	Historic
3083	Woods Picnic Area	Historic

Chapter 2: Concurrence Status

Park Superintendent Concurrence Date

09/16/2022

Park Superintendent Concurrence

Yes

Completion Status Explanatory Narrative

Field work was conducted for landscapes and component landscapes at Doughton Park during Summer 2001 by David Hasty, Lucy Lawliss and summer interns Patrick Beasley, Tom Gibney and Lindsey Heller. Follow-up fieldwork for the CLI update was conducted during Summer 2021 by NCPE intern Chris Robey. The park contact is BLRI Cultural Resource Specialist, Andrew Triplett.

Concurrence Graphics

 IN REPLY REFER TO:	United States Department of the Interior NATIONAL PARK SERVICE Southeast Regional Office Atlanta Federal Center 1924 Building 100 Alabama St., S.W. Atlanta, Georgia 30303	
H22(SERO-CRD)		July 19, 2005
 Memorandum		
To:	Superintendent, Blue Ridge Parkway	
From:	Chief, Cultural Resource Division, Southeast Region 	
Subject:	Cultural Landscape Inventory	
 We are pleased to transmit Cultural Landscape Inventories (CLI) for five component cultural landscapes at Doughton Park Developed Area: Bluffs Coffee Shop and Service Station, Bluffs Lodge, Bluffs Picnic Area, Doughton Park Campground, and Doughton Park Maintenance Area. The CLI is an evaluated list of landscape properties in the National Park System eligible for listing on the National Register of Historic Places (NR) or that contribute to an existing historic property. In order for the CLIs to be certified and counted under goals 1a7 and 1b2B in PMDS, the State Historic Preservation Office (SHPO) or Keeper of the NR needs to concur on the eligibility of the property for listing. The North Carolina SHPO concurred on the National Register eligibility of all Blue Ridge Parkway land in North Carolina on September 8, 2004. The Park Superintendent also needs to concur on the condition assessment and management category provided within the inventory. A signature page is enclosed for Park Superintendent approval. The assessment form needs to be signed and returned to the Regional Office for final certification and listing in PMDS goals 1a7 and 1b2B. If the condition assessment and management category are agreed upon, please sign the attached approval forms and return to our office to the attention of David Hasty.		
 Attachments		
 		

Fig 2-1. Letter to the Superintendent

**CULTURAL LANDSCAPE INVENTORY
CONDITION ASSESSMENT CONCURRENCE SHEET – 6 June 2005**

<u>Park Information</u>			
Park:	Blue Ridge Parkway		
District:	Highlands		
State:	North Carolina		
Counties:	Wilkes, Alleghany		

<u>Cultural Landscape Information</u>			
Inventory Name	CLI Id #	Condition	Management Category
Bluffs Coffee Shop and Service Station	550218	Fair	Must Be Preserved and Maintained
Bluffs Lodge	550214	Good	Must Be Preserved and Maintained
Bluffs Picnic Area	550215	Good	Must Be Preserved and Maintained
Doughton Park Campground	550216	Good	Must Be Preserved and Maintained
Doughton Park Maintenance Area	550219	Good	Must Be Preserved and Maintained

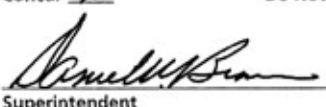
<u>Park Superintendent Concurrence</u>	
Concur ☒	Do Not Concur ☐
	8/1/05
Superintendent	Date

Fig 2-2. Superintendent Signature of Concurrence

CULTURAL LANDSCAPE INVENTORY CONDITION ASSESSMENT CONCURRENCE SHEET – 31 August 2011			
<u>Park Information</u>			
Park:	Blue Ridge Parkway		
District:	Highlands		
State:	North Carolina		
Counties:	Wilkes, Alleghany		
<u>Cultural Landscape Information</u>			
Inventory Name	CLI Id #	Condition	Previous Condition Date
Bluffs Coffee Shop and Service Station	550218	Fair	5/4/2005 (Fair)
Bluffs Lodge	550214	Good	5/4/2005 (Good)
Bluffs Picnic Area	550215	Good	5/4/2005 (Good)
Doughton Park Campground	550216	Good	5/4/2005 (Good)
Doughton Park Maintenance Area	550219	Good	5/4/2005 (Good)
<u>Park Superintendent Concurrence</u>			
Concur ☒		Do Not Concur ☐	
		9/23/11	
Superintendent		Date	

Fig 2-3. Superintendent condition recertification, 2011

10/12/2004 10:48 FAX 002

 **United States Department of the Interior**
NATIONAL PARK SERVICE
Blue Ridge Parkway
199 Hemphill Knob Road
Asheville, North Carolina 28803

IN REPLY REFER TO
H32

JUL 21 2004

Dr. Jeffrey J. Crow, State Historic Preservation Officer
North Carolina Department of Cultural Resources
Division of Archives and History
4610 Mail Service Center
Raleigh, North Carolina 27699-4610

Dear Dr. Crow:

As you know the National Register of Historic Places is the official list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering and culture. These contribute to an understanding of the historical and cultural foundations of the Nation. The National Register includes:

- * All prehistoric and historic units of the National Park System;
- * National Historic Landmarks, which are properties recognized by the Secretary of the Interior as possessing national significance; and
- * Properties significant in American, State, or local prehistory and history that have been nominated by State Historic Preservation Officers, Federal agencies, Tribal Preservation Officers, and others, and have been approved for listing by the National Park Service.

The Historic Sites Act of 1935 (Public Law 74-292) established the National Historic Landmark Survey. The National Historic Preservation Act of 1966 (Public Law 89-665) authorized the National Register of Historic Places, expanding Federal recognition to historic properties of local and State significance. The National Park Service in the U. S. Department of the Interior administers both programs. Regulations for these programs are contained in 36 CFR Part 60, "National Register of Historic Places", and 36 CFR Part 65, "National Historic Landmarks Program".

The National Historic Preservation Act of 1966 authorizes State Historic Preservation Officers to nominate properties to the National Register of Historic Places and to carry out other preservation activities. Federal Preservation Officers have been designated in Federal agencies to nominate Federal properties and to fulfill other responsibilities of the Act. The Blue Ridge Parkway leadership, acting in concert with the leadership of the National Park Service Southeast Regional Office, are working energetically and enthusiastically to nominate the Blue Ridge Parkway for listing in the National Register of Historic Places as a National Historic Landmark. We would highly value your support and concurrence on the signature line below. We look

Fig 2-4. Memo to NC SHPO

10/12/2004 10:49 FAX

forward to working closely with your office as we strive to protect the resources and enhance the integrity of the fabulous Blue Ridge Parkway. Please sign on the line below on both copies of this document and return one copy to Parkway Headquarters.

Thanks so much for your assistance and willing cooperation.

Sincerely,



Daniel W. Brown
Superintendent

The Blue Ridge Parkway clearly meets the eligibility requirements for listing in the National Register of Historic Places as a National Historic Landmark. The Office of the State Historic Preservation Officer, State of North Carolina, supports and endorses the National Park Service efforts with regards to this listing of the Blue Ridge Parkway in the National Register of Historic Places.

I Concur: , SHPO Date 9 Aug 04

	DIVISION CHIEF, RP & PS	
	LAND RESOURCES SPEC.	
	LAND RESOURCES SPEC.	
☒	CULTURAL RESOURCES SPEC.	
☒	ENVIRONMENTAL COMPLIANCE SPEC.	
	COMMUNITY PLANNER	
	RESIDENT LANDSCAPE ARCHITECT	
	CURATOR	
	GEOGRAPHIC INFO. SPEC.	
	ENGINEERING DRAFTSMAN	
	ADMIN. ASSISTANT	
☒	FILE: SUZETTE - FILED	
	COMPLIANCE FILE	

(Handwritten: 8/20)

Fig 2-5. NC SHPO Signature

CULTURAL LANDSCAPE INVENTORY
CONDITION REASSESSMENT CONCURRENCE SHEET – September 2022

Park Information **Park:** Blue Ridge Parkway **State:** North Carolina
Counties: Alleghany, Wilkes (Doughton Park);
Watauga (Moses Cone); Transylvania, Haywood (Mount Pisgah)

Cultural Landscape Information

	<u>CLI #</u>	<u>2022 Condition Reassessment</u>
Doughton Park	550140	Fair
Component Landscapes:		
Bluffs Coffee Shop and Service Station	550218	Fair
Bluffs Lodge	550214	Poor
Bluffs Picnic Area	550215	Fair
Brinegar Cabin	550138	Good
Doughton Park Campground	550216	Fair
Doughton Park Maintenance Area	550219	Fair
[Caudill Cabin (CRIS CL #550217 is the one remaining Doughton Park component landscape that is not yet evaluated for cultural landscapes. It will be documented, evaluated, and submitted at a later date.)]		
Moses Cone Estate	550140	Fair
Mount Pisgah Developed Area	550145	Good
Component Landscapes:		
Buck Springs Overlook	550222	Fair
Mount Pisgah Picnic Area	550223	Good
Pisgah Inn	550221	Fair
Mount Pisgah Campground	550220	Good

Park Superintendent Concurrence

Blue Ridge Parkway concurs with the condition reassessments and the overall findings of the CLIs for the Doughton Park Developed Area, Moses Cone Estate, and Mount Pisgah Developed Area (and their associated component landscapes).

Concur ☒

Not Concur ☐

**Park Superintendent
Signature and Date**

TRACY
SWARTOUT

Digitally signed by
TRACY SWARTOUT
Date: 2022.09.16
11:54:23 -04'00'

Fig 2-6. Superintendent Signature of Concurrence (2022)

Chapter 3: Geographic Information

Area (Acres)

6

Land Tract Number(s)

34-101, 35-101

Boundary Description

The Bluffs Coffee Shop and Service Station encompasses the land on parkway right at Milepost 241.1 that includes both buildings, the parking areas, and the presently unused Picnic Area #1 behind the northern parking lot.

Latitude/Longitude

Seq. No.	Geo-metry	Lati-tude	Longi-tude	Geo-Datum	Eleva-tion (Meters)	Position Source	Positi on Arrura cy	Date	Narra-tive
3023	Area	- 81.1799 452505 6682	36.4345 092540 84844	1927 North American Datum		USGS Map 1:24,000			
3158	Area	- 81.1741 991684 2582	36.4343 194357 9249	1927 North American Datum		USGS Map 1:24,000			
3172	Area	- 81.1754 971848 412	36.4360 304788 93485	1927 North American Datum		USGS Map 1:24,000			
3176	Area	- 81.1782 903450 5654	36.4328 799319 8932	1927 North American Datum		USGS Map 1:24,000			

Regional Landscape Context

Physiographic

The Blue Ridge Parkway runs northeast to southwest along the crest of the Blue Ridge Mountains. In this region of the Parkway, the roadway is consistently located above 3,000 feet in elevation. Steep narrow ridges form the eastern and western boundaries of the Park. The interior of the Park is further divided by additional ridges and creeks which form valleys and coves. At the southern tip of the Park boundary, the lowest elevations in the Park are found at 1,500 feet above sea level.

The Doughton Park area within the Blue Ridge Mountains is part of the Alligator Back Formation. This formation is composed of metamorphic and plutonic rocks from the Pre-Cambrian and Cambrian periods (Thornbury 1975, 74). Schist, gneiss, and amphibolites are visible in the many rock outcrops within the park, particularly in the open pastures of the Bluffs (Carter, et al. 2001, 8).

Soils in Doughton Park predominately consist of Chestnut Ashe complex. The other predominate soil type is Cleveland-Rock outcrop. In the alluvial areas along waterways of Basin Cove, Greenlee-Ostin complex and Cullasaja soils are common. Lastly, Evard soils are found in very limited quantities at the extreme southern boundary of the Park (Tuttle 1997).

There are six named watercourses in Doughton Park: Wildcat Branch, Caudill Branch, Brooks Branch, Cove Creek, West Camp Branch, and Basin Creek. These creeks and branches drain the steep slopes of Doughton Park. Basin Creek begins in the north central portion of the park just east of Wildcat Rocks Overlook and flows south. The remaining five watercourses converge into Basin Creek before the creek exits the Park along the southern tip of the Park's boundary. Basin Creek empties into the middle prong of the Roaring River near the town of Abshers, North Carolina. This river flows into the Yadkin River which joins the Pee Dee River before entering the Atlantic Ocean.

Climatic conditions in Doughton Park are characteristically humid-subtropical. Average maximum temperatures in January are 43.0° F, with a minimum of 22.1° F. In July, maximum temperatures reach 80.1° F and minimums reach 56.9° F. Precipitation levels range from 5.38 to 3.85 inches. Total rainfall remains relatively even throughout the year with a total annual average of 55.20 inches. The total average annual snowfall is 23.6 inches (Hellmann 2002, 11).

Vegetatively, Doughton Park is composed of nearly all forested slopes with a scattering of managed open areas surrounding its various component landscapes. Most of these open areas are meadows and lawns maintained either via a mowing regime or grazing leases. The forested portions of the Park are dominated by two forest types, High Elevation Red Oak Forest on the ridges and upland slopes and Cove Forest along the lowland streams of the Basin Cove area.

Cultural

The earliest inhabitants of what is now western North Carolina were Paleo-Indians transitioning from nomadism toward more sedentary lifeways (Hellmann 2005, 20). Paleo-Indian culture declined around 8,000 BCE as glaciation led to the extinction of many large game species.

Following glaciation, a new culture associated with the Archaic tradition (8000-1000 BCE) predominated throughout what is now the southeastern United States. Archaic people tended toward sedentarism but also remained somewhat mobile, migrating seasonally as the availability of provisions demanded (Hellmann 2005, 21). Hickory nuts, acorns and some native fruits were key forage crops. Additionally, Archaic people cultivated sunflower, maygrass, and squash and hunted wild game (Scarry and Scarry 1997). Increased reliance on agriculture near the end of this period precipitated a shift toward permanent settlement in regional floodplains (Hellmann 2005, 22).

During the Woodland period (1000 BCE to 1100 CE), the inhabitants of western North Carolina began cultivating corn and beans (Scarry and Scarry 1997). Archaeological evidence suggests more permanent structures were being constructed for housing and that hunting, fishing, and gathering continued to be foundational to the regional diet.

During the Pisgah phase of the South Appalachian Mississippian period (1000-1450 CE) settlements were concentrated in floodplains and included fortified villages and farms with large central mounds (Hellmann 2005, 23). During the Qualla phase (1450 CE – c. 1850 CE), the Lamar culture predominated throughout the Southeast (Hellmann 2005, 23-24).

By the early 1700s, western North Carolina hosted several American Indian tribes including the Catawba, Tutelo, Monoacan, Saponi, and Cherokee. During the eighteenth century, the Iroquois reigned over the northern Blue Ridge Mountains, while the Cherokee ruled the southern Blue Ridge. By this time, Europeans had also begun their first incursions into the region.

Through the late 17th century into the early 1700s, Europeans ventured further into the western Carolinas to trade with local tribes. Soon, Scotch-Irish, Scottish Highlanders, and German immigrants had swelled the population of North Carolina to between 65,000 and 75,000. By the mid-18th century, the predominate group of Europeans to settle in the Blue Ridge were the Scotch-Irish (Hellmann 2005, 25).

Until the late 19th century, the physical resources of Alleghany County remained largely unexploited due to inadequate markets, underdeveloped roads, and a lack of railroad infrastructure. Lumber harvesting remained small-scale, with farming occupying most inhabitants. Farming still left an indelible mark on the landscape, however, with most viable farmland cleared of forest by the early 1900s (Patt 1911).

Common house types in 19th-century rural North Carolina aligned with vernacular architectural trends elsewhere in the upland South. Single pen log cabins predominated, while larger houses tended to be saddlebag in plan (Williams 1991, 26-27). With time, individual homesteads developed into networks of rural communities in Allegheny and Wilkes Counties.

At the turn of the 20th-century, there were still few paved roads in the rural South. Eventually, farmers lobbied for road improvements to ease their ability to bring crops to market (Mitchell 1997, 19). Simultaneously, the growing popularity of automobile travel spurred other

enterprising inhabitants of the region to propose the development of scenic roads to attract tourism (Olson 1998, 54; Quin and Marston 1997, 34).

The ascendant influence of the automobile during the early 20th century raised demand for parkway construction throughout the United States. Simultaneously, road improvements and the greater availability of automobiles to the traveling public precipitated a boom in tourism throughout the South (Firth 1992, 17; Mitchell 1997, 24).

This enthusiasm for the parkway driving experience, stoked by the construction of early parkways like Skyline Drive and the Colonial Parkway, spurred federal funding for scenic roads through the 1920s into the early 1930s. As rural economies struggled amidst the Great Depression, parkway construction continued to be regarded as an economic boon providing both a key recreational amenity and much-needed employment. Subsequently, parkway projects were tailored to leverage funding and labor through Franklin D. Roosevelt's New Deal programs.

Political

Contact between American Indians and Europeans in what is now the Southeastern United States was tumultuous from the start. Between 1539 and 1540, Hernando de Soto's La Florida expedition pillaged several villages in present-day South Carolina before pressing on across the Appalachians in search of gold (Weber 1992, 52).

Further ventures following de Soto's expedition were sporadically recorded. In 1673, James Needham and Gabriel Arthur entered the mountain range in Virginia where they encountered Cherokee tribes, initiating a trading relationship between Europeans and American Indians. Though mutually agreeable for a time, this relationship ultimately benefited Europeans solely (Olson 1998, 4). Throughout the Southeast, increased trade also brought exposure to disease and ultimately warfare, fragmenting numerous tribes and forcing them westward into the Appalachian backcountry (Hellmann 2005, 24).

By early 1700s, the Catawba, Tutelo, Monoacan, Saponi, and Cherokee had settled in the Appalachians. With time, certain tribes established regional dominance. During the 18th century,

the Iroquois reigned over the northern reaches of Blue Ridge, while the Cherokee ruled the southern end. By this time, European colonists seeking to trade with these tribes had also begun venturing further into the western Carolinas. As before, these initial trading relationships soon led to colonization of former Indian lands. Cherokee and Creek tribes revolted against the influx of European settlement, leading to the Yamassee War (1715-1717). By 1750, European settlers had reached the southern Blue Ridge, a region formerly recognized as Cherokee territory by formal treaty (Olson 1998, 4).

During the French and Indian War (1756-1763), European settlers pressed further into Cherokee territory. The British, realizing they could not fight two enemies at once, sought an alliance with the Cherokee, culminating in King George III's Royal Proclamation of 1763, which established a boundary along the edge of the Appalachians intended to discourage further encroachment (Olson 1998, 4).

This agreement was short-lived, however. In 1789, North Carolina became the twelfth state to join the union, nullifying the Proclamation and re-opening the Appalachians to white settlement (Hellmann 2005, 26). Between 1790 and 1830, the population of western North Carolina swelled by 156 percent. Between 1777 and 1823, eighteen new counties, including Wilkes County, were established in the region. In 1859, Ashe County, which had originally been divided from Wilkes, was further divided to form Alleghany County (Hellmann 2005, 26).

On May 20, 1861, the government of North Carolina seceded and aligned itself with the Confederacy. Over the course of the Civil War, neither Confederate nor Union forces were very active in western North Carolina, though 40,000 North Carolinians died as a result of battles elsewhere. North Carolina was re-admitted into the union in 1868.

Southern roadways remained largely unpaved at the turn of the 20th century. Organizations of farmers lobbied for road improvements in order to maximize their ability to bring crops to market in what came to be known as the "Good Roads" movement. By the 1910s, there were at least 65 good roads associations active in North Carolina. The movement gained momentum as

the advent of automobile technology attracted lobbyists from beyond the farming community. Lobby groups soon began advocating for the construction of long-distance highways that would enable tourists to reach the rural South (Mitchell 1997, 19-22).

By the 1920s, better rural roads and the wider availability of automobiles sparked a boom in tourism throughout the South – much to the delight of business leaders in Asheville, North Carolina, who had worked for decades to cultivate a tourist industry in the mountains (Mitchell 1997, 24). Around 1928, Eastern National Park-to-Park Highway Association began lobbying for federal funding to join the Shenandoah, Great Smoky Mountains, and Mammoth Cave National Parks with Washington D.C. and the burgeoning historic sites at Williamsburg, Jamestown, and Yorktown, Virginia (Mitchell 1997, 31-32).

The economic collapse of the 1930s exacerbated hardships in the rural South, where poverty, isolation, and underemployment had been the norm for many people. Even so, parkway construction projects that could utilize labor provided through President Roosevelt's CCC and Works Progress Administration (WPA) were regarded as economically beneficial to rural constituents, supplying a valuable recreational asset that could attract a flush of tourist dollars while providing much-needed opportunities for employment.

Location Map Graphic Information

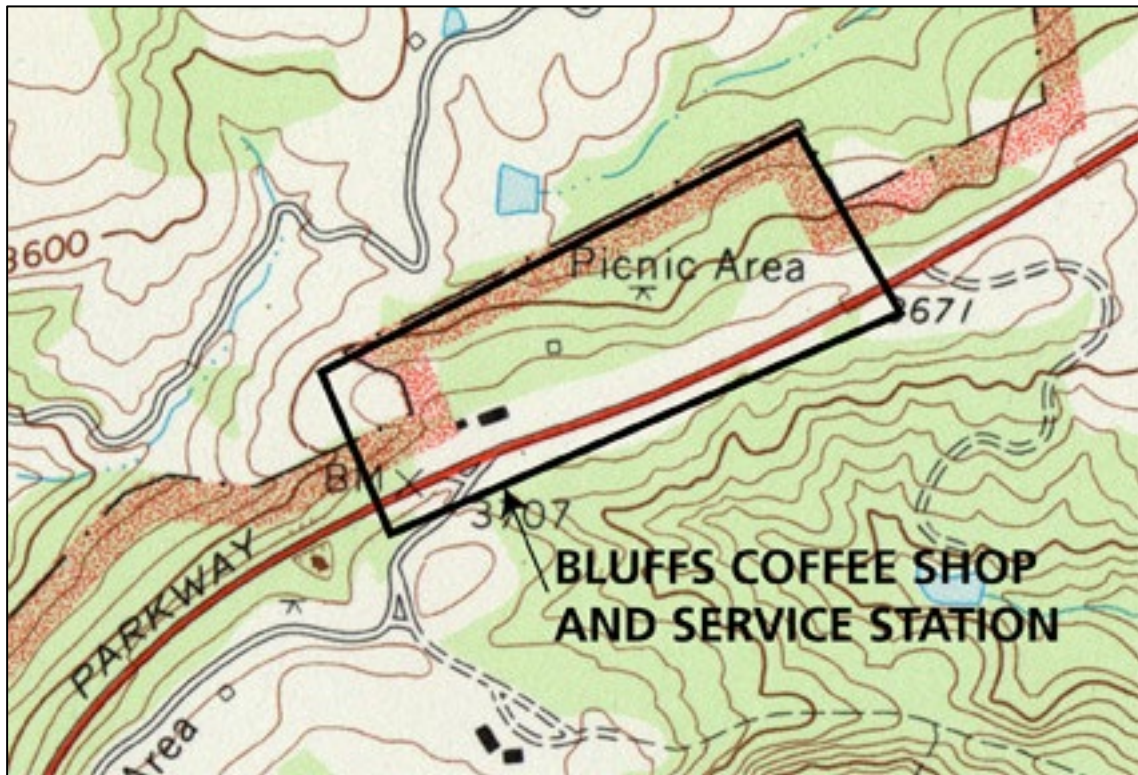


Fig 3-1. Bluffs Coffee Shop and Service Station Location Map (Whitehead, NC, USGS Quadrangle - 1968)

Counties and States

Alleghany County, NC

Chapter 4 : Management Information

Management Category

Must Be Preserved and Maintained

Management Category Date

05/04/2005

Management Category Explanatory Narrative

The major features of Bluffs Coffee Shop and Service Station were planned in the 1930s and early 1940s. Trails in the picnic area were built in 1938, and, by 1948, the gas station and coffee shop were completed. These features were completed during the first three periods of BLRIs history (1933-1942, 1942-1945, and 1946-1955) as defined by Ian Firth, and thus contribute to the national significance of Blue Ridge Parkway as a potential National Historic Landmark.

Legal Interests

Legal Interest Type	Fee Simple Reservation Expiration Date	Other Organization/Agency	Legal Interest Narrative
Fee Simple	N/A	N/A	N/A

Located in a managed wilderness?

No

Adjacent Lands Information

Do Adjacent Lands Contribute?

Yes

Narrative

Adjacent lands contribute to the significance of Bluffs Coffee Shop and Service Station in terms of views on 'parkway right' extending out into the surrounding community southeast of the town of Whitehead, NC.

Chapter 5: National Register Information

National Register of Historic Places

Documentation Status

Undocumented

Documentation Narrative Description

With the exception of Moses Cone Estate and Brinegar Cabin, none of Blue Ridge Parkway is listed in the National Register. As of 2020, a National Historic Landmark nomination is underway, with a first draft submitted in April 2022.

Eligibility

Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date

09/08/2004

Concurrence Eligibility Narrative

Through BLRI consultation with North Carolina SHPO, the entire parkway property within the state of North Carolina was deemed eligible for listing on the National Register in 2004. A National Historic Landmark (NHL) nomination was written for the Parkway by Ian Firth in 2005. This nomination reached final draft stage but was never signed off on by either the Parkway superintendent or the National Register. As of 2020, a new NHL nomination is underway for Blue Ridge Parkway through an Agreement with Public Archaeology Lab, Inc. (PAL). PAL submitted a first draft in early 2022.

Significance Level

National

Contributing/Individual

Contributing

National Register Classification

District

Statement of Significance

Bluffs Coffee Shop and Service Station is part of one of the first developed areas to be designed and built along the Blue Ridge Parkway. Three buildings exist at the property: the comfort station (Building # 101) completed in 1942, the gas station (Building # 105), and the coffee shop – both completed in 1949. The picnic area, parkway entry and east parking lot were completed by 1939. A second parking area was built to the west of the gas station in 1949. No major development has occurred at the property since that time. The vegetation has remained consistent through the years as well. The land closest to the parkway is mostly open with a scattering of trees and understory, and the steep slope behind the parking lots, gas station and coffee shop is heavily wooded.

As one of the first service areas to be designed and built, the property contributes to the historical significance of the parkway. All major development took place during the first three periods of BLRI history (1936 – 1955) and contributes to the national significance of BLRI as an NHL. These features include the entrance road, parking areas, picnic area (including the trails, drinking fountains, picnic tables, and fireplaces), existing vegetation patterns, the comfort station, gas station, and coffee shop.

National Register Significance Criteria

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

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

National Register Criteria Considerations

G -- A property less than 50 years of age

National Register Periods of Significance (with Historic Context Themes)

Seq. No.	Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
3118	1933 CE to 1987 CE	Creating Social Institutions and Movements	Recreation	General Recreation

		Developing the American Economy	Transportation by Land and Air	Carriage Roads, Touring Roads and Parkways
		Expressing Cultural Values	Architecture	Rustic Architecture

National Register Areas of Significance

Seq. No.	Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
3358	Transportation		
3364	Landscape Architecture		
3365	Architecture		
3370	Conservation		

Is Resource within a designated National Natural Landscape?

No

Chapter 6: Chronology & Physical History

Chronology

Seq. No.	Major Event	Major Event Narrative	Start Year of Event	Start Era	End Year of Event	End Era
3266	Built	Picnic Area # 1, is designed and built on a wooded slope at mile marker 241.1. An existing road through the site is to be obliterated. Trails connect 35 picnic sites that contain a picnic table and fireplace. This site was designated for African-Americans.	1937	CE	1938	CE
3272	Built	An entry road and parking area are built. The north end is next to Picnic Area # 1. To correct the steep existing slope, a stone retaining wall is built, and stone steps lead down to the picnic area trails. Concrete curbs and sidewalks are also built.	1938	CE	1939	CE
3305	Built	The picnic area is given a water supply. A pipe is laid from the Wildcat Rocks water tank, crossing the parkway and connecting to five proposed drinking fountains and future comfort station.	1938	CE	1939	CE
3313	Built	A sewage system is planned and installed for the proposed comfort station at Picnic Area # 1.	1941	CE	1941	CE
3352	Built	Comfort Station (Building # 101) is built in Picnic Area # 1.	1941	CE	1942	CE
3374	Altered	Picnic Area # 1 is now called the Woods Picnic Area.	1943	CE	1943	CE
3389	Built	A number of designs appear for the Gas Station and Coffee Shop. After much delay, construction began, and the gas station (Building # 105) and coffee shop (Building # 106) were opened to the public in 1949.	1941	CE	1948	CE
3407	Built	Additional parking is built in a lot to the south of the gas station.	1949	CE	1949	CE
3428	Altered	The Bluffs is renamed Doughton Park in honor of NC	1950	CE	1950	CE

Bluffs Coffee Shop and Service Station
Blue Ridge Parkway

		Congressman Robert L. Doughton, a staunch supporter of the parkway.				
3453	Planned	Plans for expanding the parking lot to the south and adding a visitor center and new gas station appear throughout the 1950s, but they are never built.	1950	CE	1960	CE
	Abandoned	The Woods Picnic Area is abandoned. By the time that the site is inventoried for the 2001 CLI, it has already been abandoned for many years.	1975	AD	1980	AD
	Altered	NPS installs a new sewage system for the Coffee Shop and Service Center Area.	1973	CE	1973	CE
	Removed	The gas pumps outside the Service Station are removed.	2006	AD	2006	AD
	Neglected	The Coffee Shop and Service Station closes after the previous concessionaire decides not to renew their lease and a new vendor fails to step forward.	2010	AD	2020	AD
	Preserved	The Blue Ridge Parkway Foundation, in cooperation with the individual donors, the State of North Carolina, and the Appalachian Regional Commission, raises \$1 million to repair and restore the Coffee Shop and Service Station.	2016	AD	2017	AD
	Restored	The Coffee Shop and Service Station is restored to resemble its 1949 construction. Simultaneously, the facility is upgraded with a new roof and kitchen equipment, a fresh-painted interior, ADA-compliant restrooms, a rebuilt kitchen counter, and upgrades to its HVAC, plumbing, and electrical systems to meet current standards.	2017	CE	2020	CE
	Commemorated	In August, the Coffee Shop and Service Station, now known as The Bluffs restaurant, hosts a soft opening for donors. Five days later, it closes again due to the COVID-19 pandemic.	2020	AD	2020	AD

	Maintained	On May 27, The Bluffs restaurant re-opens and resumes seasonal operation.	2021	AD	2021	AD
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Physical History

1. Prewar Planning and Construction Era (1933 – 1942)

Planning for provisions for an auto service station and eating establishment began early in the planning process for The Bluff recreation area. Located at MP 241.1, the first implemented portions of this area included the entrance road and a parking area. The roadway portions of the plans produced in 1938 and 1939 were implemented after an existing road through the site was obliterated (NPS 2005, 14). The plan included a stone retaining wall and walkways. Stone steps were to lead down from the parking lot level to Picnic Area #1 (later known as the Woods Picnic Area). This area was to contain “35 picnic units to be located along trails down thru the woods” (RGH 1939). The plan indicates a “Proposed Road to Cottages” on the east side of the plan; however, these were never constructed.

During the construction of the road and parking area, water supply from the Wildcat Rocks Overlook water tank was routed to the picnic area to supply a comfort station and water fountains. In 1941, a master plan for The Bluff indicated the planned layout for the ‘Woods Picnic Area’ showing locations for picnic units, a comfort station, temporary pit toilets, and water fountains. The picnic area was constructed between 1941 and 1942 including the comfort station with a sewage system.

Planning for racial segregation of recreation area amenities was commonplace in the initial implementation of amenities on the Parkway. Of the two picnic areas constructed at The Bluff, the area adjacent to the future Coffee Shop and Service Station was designated for African Americans. The Meadow Picnic Area (also known as Picnic Area #3) was designated for use by whites. A monthly superintendent report from August of 1941 reveals that the decision for this separation arose out of a conflict which took place in the area. Abbott writes, “On the last Sunday of the month a group of Negroes from Winston-Salem, North Carolina, refused to use the portion of Bluff Park picnic area that had been set aside for Negro use. This group forwarded a letter to

the Director and to the Secretary explaining the difficulty. It has now been established that the woodlands picnic area at this park shall be open to both colored and white people on a joint use basis, and the meadow picnic grounds will be for the use of white persons only" (Abbott 1941, 4).

Planning for the Gas Station and Coffee Shop began during this period; however, the design was not finalized until 1948. Plan variations from the early 1940s include the placement and layout of these buildings as well as the loop drive serving them.

**Bluffs Coffee Shop and Service Station
Blue Ridge Parkway**

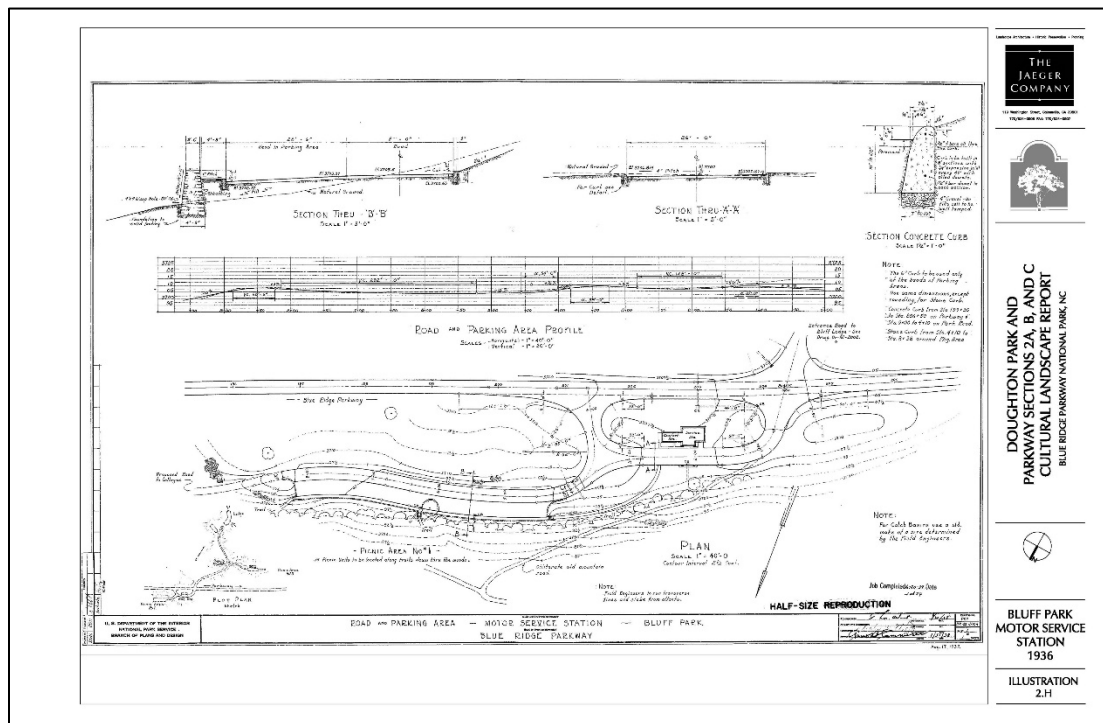


Fig 6-1. C. 1936 plan for Bluffs Coffee Shop and Service Station, including the entrance road and west parking area. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 195.

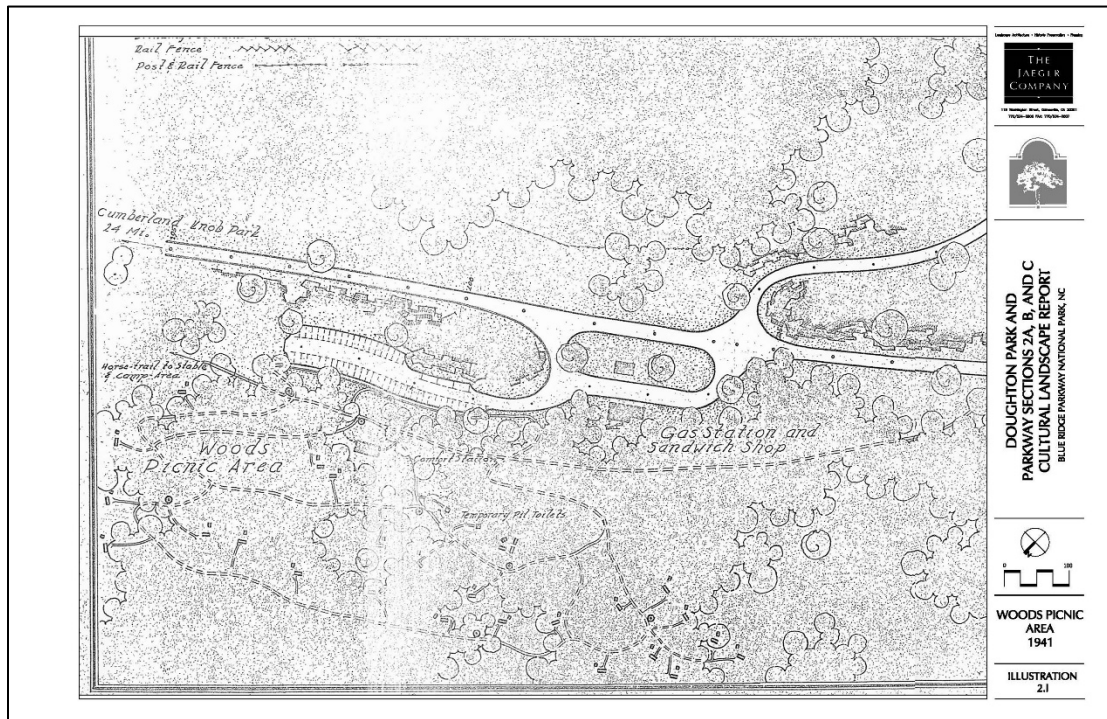


Fig 6-2. C. 1941 master plan for The Bluffs indicating the planned layout for the segregated "Woods Picnic Area," including picnic units, a comfort station, temporary pit toilets, and water fountains. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 196.

2. The War Years (1942 – 1945)

Like the Lodge, design for the Coffee Shop and Service Station area at The Bluffs continued through the War Years Era. The buildings are separated by a pull-through road. Parking was to be provided for these amenities in the existing parking lot.

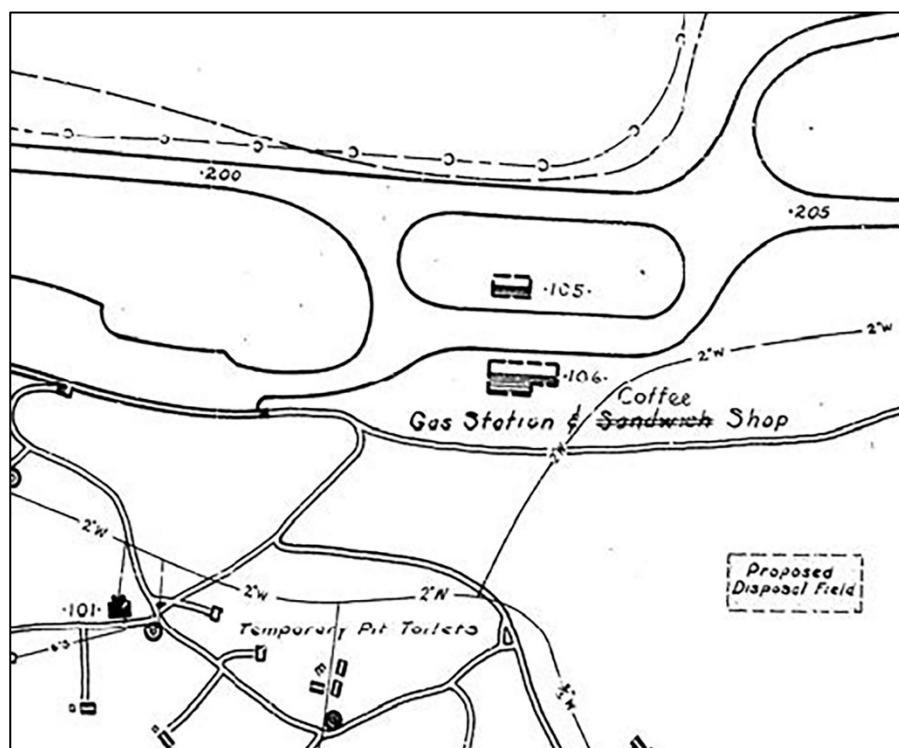


Fig 6.3. Proposed Gas Station and Coffee Shop locations as indicated on Utility Layout Plan, 1943.

3. Resumption of Construction Era (1946 – 1955)

One of the most heavily analyzed design components for The Bluffs was the configuration of the Coffee Shop and Service Station. One of the complicating factors in the approval of this design was the fact that multiple design offices were attempting to coordinate the location and configuration of these buildings. “In addition to the NPS offices in Roanoke and Richmond, Vint’s office in Washington, and the office of an architect hired by National Park Concessions were involved” (Firth 2005, 277). Beyond design coordination, other factors contributed to the delays encountered with the design for this area. Yet to be determined when the design process began were: “the program for the building, arrangement of internal spaces, and the arrangement of the buildings to a steeply sloping site.” NPS architect Charles Grossman noted as he worked on the preliminary drawings,

“The exterior of the building reflects the architecture of the region in general proportions, roof slopes, and the materials used. The interior of the building we visualize as being first “functional” but it is recommended that local feeling be striven for in the coffee shop, the fountain room and most assuredly in the gift shop. This might be accomplished through the use of bead jointed chestnut boards on certain wall surfaces, together with characteristic soft grey and blue mountain colors on any plaster wall, and of course in the decorative fabrics of the mountain looms in hangings, table items for decorative interest, in the coffee shop only it is contemplated to open the ceiling to the truss and roof framing, common practice in many native barns” (Firth 2005, 178).

Design development documents for the Coffee Shop and Service Station included versions with terraces and various configurations of the interior elements (kitchen, dining room, ranger office, shop, locker rooms). After much debate, NPS agreed upon a final design and approved the construction documents of this complex in 1947-1948. This scheme consisted of two buildings situated at the crest of the hill leading down toward the Woods Picnic Area. The Coffee Shop included a first floor over a half-plan basement level built into the slope. The main level included a dining room and counter, lobby with small gift area, kitchen and store room, and two restrooms (Grossman 1948).

The adjacent Service Station included an office, “Ranger” room, restrooms (accessible from the outside), and an oil storage area. While the Coffee Shop was a wood frame structure, the Service Station was wood frame on the front portions and rubble stone on the rear (Author not listed, 1947). The septic field for both buildings was routed down the slope into the existing 2000-gallon tank constructed for the Woods Picnic Area. NPS increased the capacity of this tank by adding two 900 foot leaching fields (McBatten 1954).

Concurrent with these building designs, NPS developed modifications for the entry area, additional parking spaces, and a filling area for the gas pumps. The configuration centered the proposed buildings on a loop road which allowed for two-way movement into and out of the site. Additional parking was proposed west of the development. A double-bay lot was proposed

to accommodate 50 cars. Drawings indicate that heavy grading was required to construct the buildings and the parking area. A small retaining wall was required on the north side of the Service Station to accommodate access to the back of the building (Newcomb 1949).

Plantings between the Parkway and the buildings included specimen trees and native shrubs. Shrub species included rosebay rhododendron, mountain laurel, flame azalea, and common witch hazel. Trees included red maple, dogwood, and Table Mountain pine. Lowbush blueberry was proposed as a groundcover in the area. Plans called for a complete revegetation of the slope north of the Coffee Shop and Service Station (likely the slope disturbed during construction.) Northern red oak, Table Mountain pine, Canadian hemlock, red maple, dogwood, serviceberry and a variety of shrubs were proposed for the area. Plantings between the buildings and the drive include serviceberry, dogwood, and shrub species (Decutt 1949).

Between 1950 and 1960, NPS proposed several plans for further expansion of this area. The proposals included a new gas station and an additional visitor center. However, these plans were never realized.

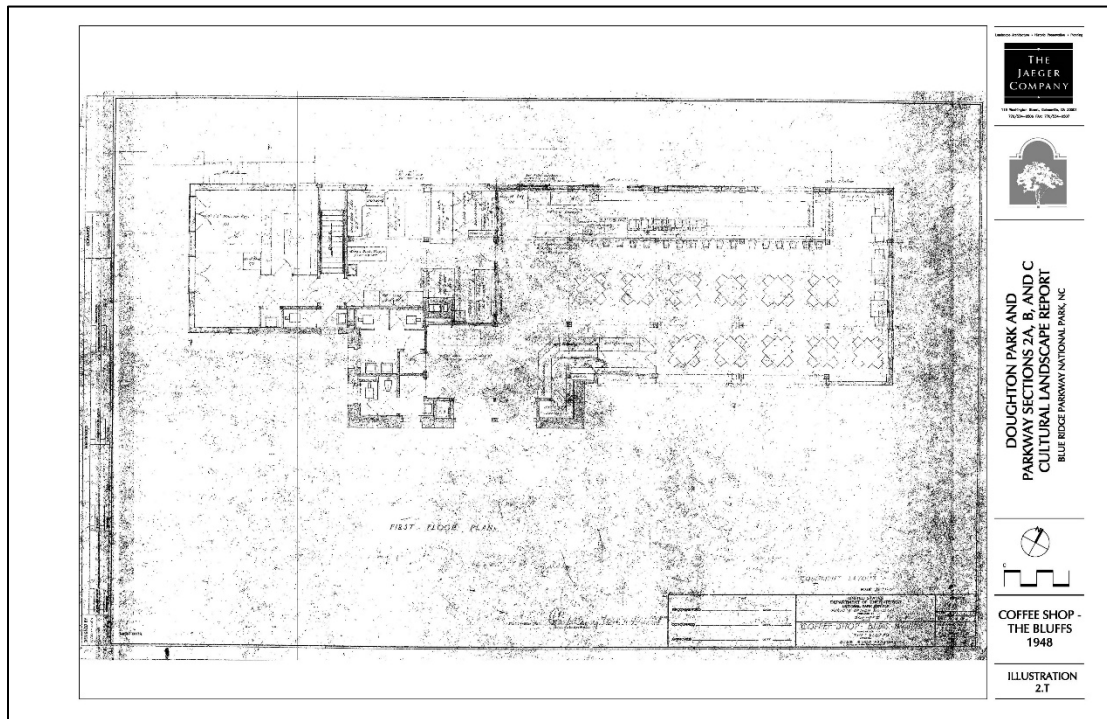


Fig 6-4. C. 1948 plan illustrating final designs for the interior of the proposed Bluffs Coffee Shop and Service Station. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 207.

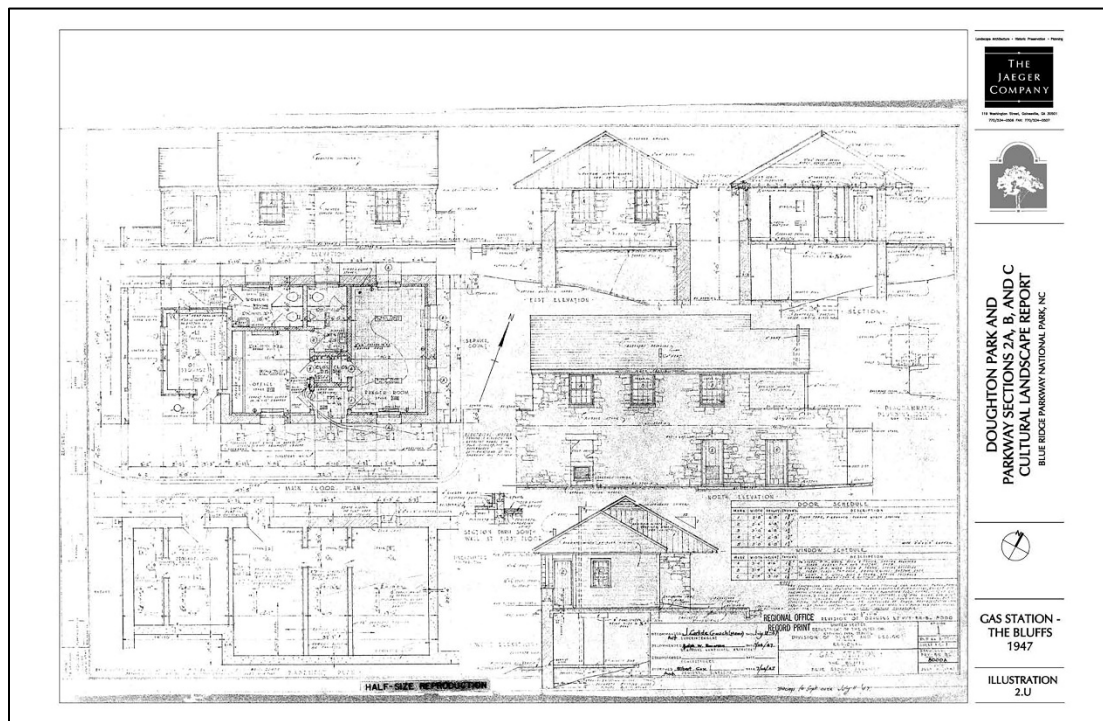


Fig 6-5. C. 1948 plan illustrating the general layout as well as the front, rear, and side elevations of the proposed Bluffs Coffee Shop and Service Station. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 208.



Fig 6-6. Bluffs Coffee Shop and Service Station Parking, 1956, Neg. #575, Class.
#306.1, BLRI Archives.

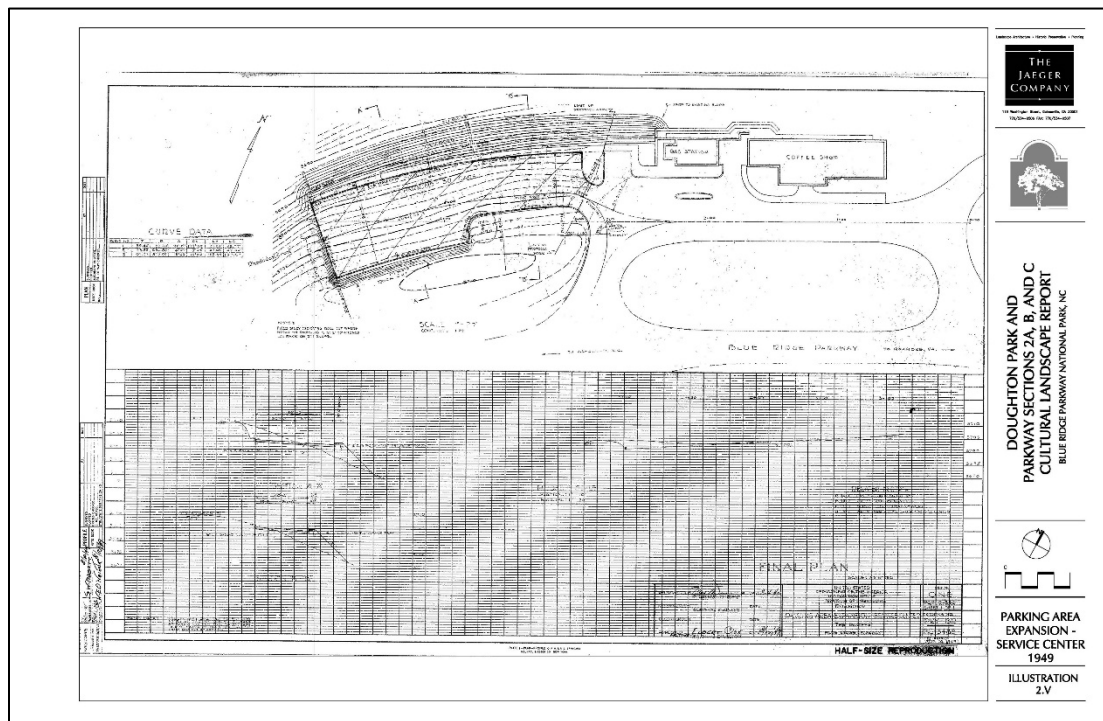


Fig 6-7. C. 1949 plan for the east parking area at Bluffs Coffee Shop and Service Station. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 209.



Fig 6-8. Bluffs Coffee Shop and Gas Station as viewed from the area adjacent to the Bluffs Lodge entry road, c. 1960.

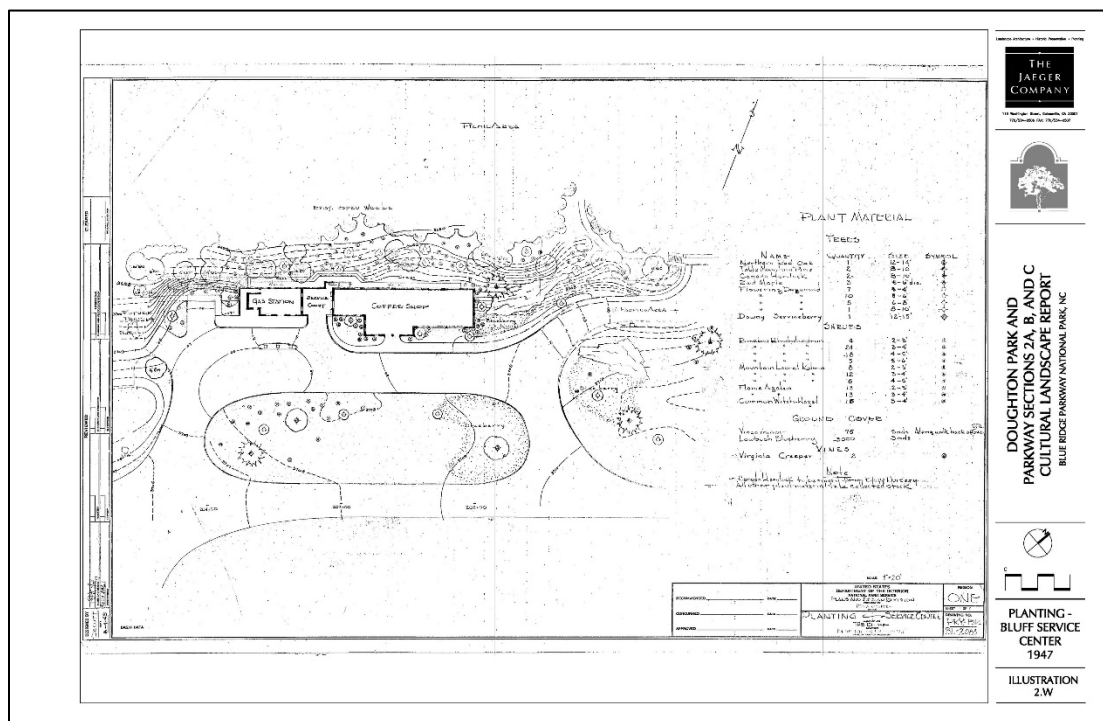


Fig 6-9. C. 1947 planting plan for the Bluffs Coffee Shop and Service Station. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 210.

4. "Mission 66" Construction Era

Research does not reveal any changes in this area during this period.

5. Post "Mission 66" Era (1967 - Present)

In 1973, NPS installed a new sewage system for the Coffee Shop and Service Center Area. Other changes to this area during this period include the removal of the gas pumps in 2006.

Sometime between 1960 and 2000, the Woods Picnic Area was also abandoned. By the time that the site is inventoried for the CLI in 2001, it has already been abandoned for many years.

On November 1, 2010, the Coffee Shop and Service Station closed when the previous concessionaire ceased operations and a new concessionaire did not step forward to take up operations. The building remained closed for ten years, during which it fell into disrepair.

In 2016, the Blue Ridge Parkway Foundation began raising funds to repair and restore the restaurant. A combination of individual donors, the State of North Carolina, and the Appalachian Regional Commission contributed upwards of \$1 million toward the rehabilitation of the building. The capital campaign was organized through the Blue Ridge Parkway Foundation.

With funds secured, the building underwent an extensive restoration and upgrade. The building was given a new roof and kitchen equipment, a fresh-painted interior, ADA-compliant restrooms, a rebuilt kitchen counter, and upgrades to its HVAC, plumbing, and electrical systems to meet current standards. The interior design for the project followed guidelines of the National Park Service and North Carolina Historic Preservation Office to retain its original look and feel. Features such as the green checkerboard floor tiles and the original light fixtures, for example, were retained as essential elements of that original look and feel. The design and construction for the restoration project was overseen by Atriax Group of Hickory, N.C.

In August of 2020, the restaurant held a soft opening for donors. The restaurant remained open for only five days, however, before closing again due to the COVID-19 pandemic. On May 27th, 2021, the restaurant re-opened and is now fully operational. The restaurant now operates on a seasonal basis, just as it did in the past.

Bluffs Coffee Shop and Service Station is leased today by the NPS through public-private partnerships. The Blue Ridge Parkway Foundation holds the lease for the facility and will be responsible for ongoing maintenance and improvements. The vendor selected to manage the facility, Heritage Dining and Events, LLC, oversees the operation of the restaurant and maintains an ongoing agreement with the NPS.

Bluffs Coffee Shop and Service Station Blue Ridge Parkway

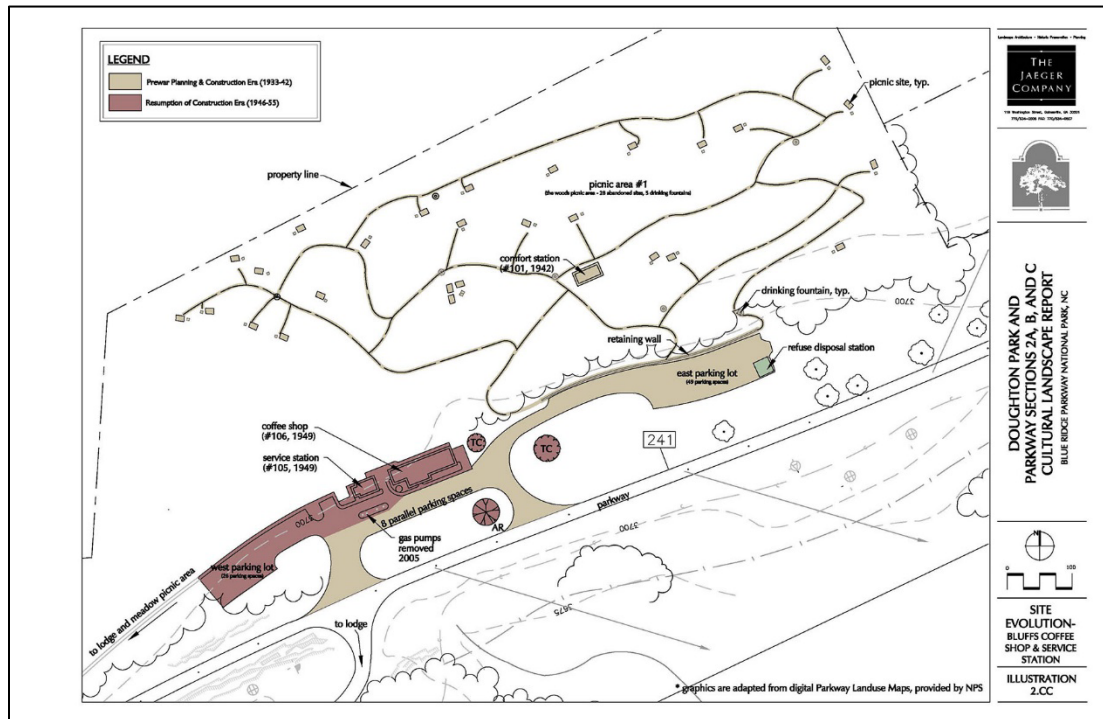


Fig 6-10. Bluffs Coffee Shop and Service Station Site Evolution. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 215.

Chapter 7: Uses

Functions and Uses

Seq. No. (R)	Major Category (R)	Category (R)	Use/ Function (R, if exists)	Historic (Yes/No)	Current (Yes/No)	Primary (Yes/No)
3078	Commerce/Trade	Restaurant (Bar, Lounge)	Restaurant (Bar, Lounge)	Yes	Yes	No
		Outdoor Recreation	Campground/Picnic Area	Yes	No	Yes

Public Access

Public Access

Unrestricted

Chapter 8: Analysis & Evaluation

Analysis and Evaluation Summary

Bluffs Coffee Shop and Service Station is part of one of the first developed areas to be designed and built along the Blue Ridge Parkway. Located at Milepost 241.1, the site consists of the coffee shop, gas station, parking areas and abandoned picnic area. It is easily visible from the Parkway, but no major views lead out from the property.

The site was planned for and partially designed in the late 1930s, with the picnic area – including trails, rustic stone picnic tables and fireplaces – and first parking lot built between 1938 and 1939. The comfort station (Building #101) was completed in 1942. Grossman drew plans for the coffee shop (Building # 106) and gas station (Building #105) in the early 1940s, but the plans were not finalized for many years, and the buildings opened in 1949. A second parking area was added to the south during the same time. The vegetation at the site has remained consistent over the years, with the steeply sloping back area covered in forest and the area bordering the parkway road mostly open with a scattering of trees and understory. No major development has occurred at the site since the late 1940s.

As one of the first concession areas to be designed and constructed, the property contributes to the national significance of the parkway. All major construction took place during the first three periods of BLRI development (1936 – 1955). The parking lot and picnic area are built with the rustic stone detailing and workmanship typical of early park development. The coffee shop and gas station use rooflines, pitch, and massing from local architecture, but incorporate materials, like the concrete shingles, that express the parkway's 1940s move to more streamlined and economical development.

Bluffs Coffee Shop and Service Station retains integrity in all seven aspects of the National Register criteria: location, design, setting, materials, workmanship, feeling and association. The location of all primary features – the entry, parking areas and walkways, picnic area, comfort station (Building #101), gas station (Building #105), coffee shop (Building # 106), existing

vegetation is the same today as during the historic period. The design, materials and workmanship of these features largely remains rustic and utilitarian in nature. The feeling is the same as originally intended – a high-use concession area for visitors, close to and visible from the parkway road. The roadside setting remains in place. Finally, the original association of this property – namely a place for parkway visitors to eat and refuel – continues today, although the picnic area has been abandoned.

Landscape Characteristics and Features

Land Use

Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction.

Existing Conditions:

The intended uses of this component landscape are twofold. Originally this site was to contain an area for recreation and an area for roadside service and supply procurement. Recreation was to be accomplished with a 25-site picnic area. The Picnic area remains but it was abandoned in the late 1970s. Since that time the area has been allowed to return to an unmanaged state. Supplies and services were to be provided in two buildings located side by side. These buildings were constructed to house a coffee shop/restaurant and an automobile service station. The current use of the Coffee Shop is consistent with its intended use, while the Service Station was converted into a Gift Shop/Camp Store in spring 2006. After languishing in a state of abandonment between 2010 and 2020, the Bluffs Coffee Shop has been restored and today continues to serve hearty southern style breakfast, lunch and dinner daily from May through October just as it had historically. The Gift Shop and Camp Store is also open seasonally.

Feature Name: Roadside Attraction

Feature Contribution: Contributing

Feature Name: Recreation

Feature Contribution: Contributing

Feature Name: Visitor Services

Feature Contribution: Contributing

Feature Name: Commercial

Feature Contribution: Contributing

Topography

Topography is the three dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect).

Existing Conditions:

The land at Bluffs Coffee Shop and Service Station is fairly level in the areas close to the parkway, and then quickly drops off in a steep slope. This change in elevation figured prominently in early construction plans. A retaining wall was needed for the north parking lot, and the result was the rustic-style wall we still see today. The steep slope also factors into the plans for the coffee shop, and allows there to be a lower level accessed from the rear. Topography contributes to the historical significance of the site in terms of feeling and setting.

Feature Name: Retaining wall for steep slope

Feature Contribution: Contributing



Fig 8-1. View of stone retaining wall from abandoned segregated picnic area, facing south (2021)

Vegetation

Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape.

Existing Conditions:

Originally planned as a wooded picnic area and a concessions operation located on the Parkway, the Coffee Shop, Gift Shop/Camp Store, and picnic area retain their intended setting. As planned, a hardwood forest composed of tree species such as red maple cover the picnic area and forms a backdrop for the concessions buildings. The picnic area is now fully canopied and contains an understory of flowering shrubs and trees. Species such as rosebay rhododendron and mountain

laurel are scattered throughout the site. The condition of the vegetation in this area is generally good. Since being abandoned in the late 1970s, the lack of maintenance has become apparent. This area is far less manicured than the maintained areas within this component landscape. However, the character and species of trees and shrubs that were intended for this area persist. The Coffee Shop, Gift Shop, and Camp Store and associated parking lot are separated from the Parkway by mown turf. The lawn areas surrounding the buildings and parking areas are well-manicured and in good condition. These lawn areas are dotted with several flowering shrubs and specimen trees. 1950s photos show this landscape with many more flowering shrubs scattered around the lawn. The condition of the existing trees and shrubs is fair. In particular, one eastern hemlock shows signs of Hemlock Woolly Adelgid (*Adelges tsugae*) damage. Additionally, many of the mountain laurels are in a state of decline, possibly due to old age. A former CCC member who worked on original landscape installation in the Doughton Park Area and then became a Doughton Park Parkway maintenance employee noted, "They don't have the help up there that I did, in my day. We kept all the same things up [original plantings], the shrubbery and all that. And I had plenty of help. [Today] [t]hey just don't have it." Much of the current landscape maintenance appears to be related to mowing.

Feature Name: Remnants of c.-1940s Planting Plan

Feature Contribution: Contributing

Feature Name: Hardwood Forest backdrop

Feature Contribution: Contributing

Feature Name: Mown turf areas dotted with specimen trees and flowering shrubs

Feature Contribution: Contributing



Fig 8-2. View of Bluffs Coffee Shop lawn and entry sign from west side of entry loop, facing northeast. Former location of 1940s-era shrub plantings. Red maple in background possible remnant of 1940s-era plantings (2021)



Fig 8-3. View down stone steps leading to abandoned segregated picnic area. Path blocked by heavy overgrowth of jewelweed, rhododendron, oak seedlings, and other vegetation (2021)



Fig 8-4. Declining mountain laurel near west parking lot (2021)



Fig 8-5. View into abandoned segregated picnic area from east parking lot. Hardwood canopy prominent. Comfort Station #101 barely visible in background (2021)

Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape.

Existing Conditions:

Automotive traffic enters this site from the Parkway on one of two entrances. These entrances form a loop in front of the Coffee Shop, Gift Shop, and Camp Store. The entrance loop is 24 feet wide to accommodate two-way traffic. An additional 10 feet width of asphalt is provided in front of the buildings along the southern side of the loop to provide parallel parking spaces for eight automobiles. Portions of this loop were closed off to accommodate outdoor seating in response to

the COVID-19 pandemic. These outdoor seating areas have since been disassembled and the loop fully re-opened.

Two parking lots are located off of this loop, one to the east and one to the west. The eastern parking lot provides 49 parking spaces, while the western parking lot provides 26 parking spaces. Each is composed of 20 foot-wide central access lane which provides two-way automotive access to parking spaces. All parking spaces, parking access lanes and entrance lanes are surfaced with asphalt and bordered with six-inch-tall stone curbing. The asphalt is worn and contains many irregularities in the surface; therefore, the condition of the asphalt surface in this area is fair. The stone curbing is in good condition but needs repair in several places.

Pedestrian circulation in the parking lots is provided along the northern edge of both lots with a four-foot-wide asphalt walk. As with the asphalt condition in the driving lanes and parking spaces, the asphalt surface of the sidewalks is worn and in fair condition.

Additionally, the central automotive access lanes are used for informal pedestrian circulation within the parking lot. Flagstone sidewalks are located along the length of the front facades of the Coffee Shop, Gift Shop and Camp Store. These walks range between six and eight feet in width and are in good condition.

Pedestrian circulation also exists in the abandoned picnic area. Approximately 4,000 feet of asphalt path was constructed in this area to connect the parking lot with the various amenities of the picnic area. Since being abandoned, these paths are nearly invisible. Due to lack of maintenance and the associated accumulation of organic material these paths are degraded and are therefore in poor condition.

Feature Name: Asphalt Sidewalks

Feature Contribution: Contributing

Feature Name: Central Access Lanes

Feature Contribution: Contributing

Feature Name: Flagstone Pathways

Feature Contribution: Contributing

Feature Name: Stone Curbing

Feature Contribution: Contributing

Feature Name: Woods Picnic Area Pathways (1938)

Feature Contribution: Contributing

Feature Name: East Parking Lot and Entry Loop

Feature Contribution: Contributing

Feature Name: West Parking Lot (1949)

Feature Contribution: Contributing



Fig 8-6. Asphalt slabs and fragments. Remnants of pathway system in abandoned segregated picnic area (2021)



Fig 8-7. View of west entrance to entry loop (2021)



Fig 8-8. View of east parking lot, facing southwest (2021)



Fig 8-9. View of west parking lot with specimen red maple on left side of frame, facing west (2021)



Fig 8-10. View of asphalt sidewalk along north end of east parking lot. Cracking and other wear evident (2021)



Fig 8-11. View of central access lanes in front of Bluffs Gift Shop. Former location of pumps when operating as gas station (2021)



Fig 8-12. View of entrance to east parking lot, facing west (2021)



Fig 8-13. View of flagstone pathway and central access lane in front of Bluffs Coffee Shop (2021)



Fig 8-14. Stone curbing on south side of central access lane near Bluffs Coffee Shop (2021)

Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity.

Existing Conditions:

The Bluffs Coffee Shop, Gift Shop, and Camp Store site is located on parkway right at Milepost 241.10 and features three stone and wooden buildings located along an asphalt-paved drive and surface lot, immediately off the parkway. The structures are located on a mown-turf clearing at the top of a hill that slopes steeply to the north. The Coffee Shop is located at the east end of the site and has a stone-paved sidewalk that extends along the front of the structure. The Coffee Shop

and Camp Store are separated by a gated asphalt-paved service road. The condition of these buildings is fair. This is due mostly to the poor condition of Comfort Station #101 the oldest building on the property. The Coffee Shop and Gift Shop/Camp Store are in good condition.

Comfort Station #101: This comfort station was built in 1942 and is located downslope from the Bluffs Coffee Shop and Service Station. The building situated in a dense deciduous forest on a steep-sloped hillside far from the paved loop roadway. The comfort station is accessed from a stone-paved walkway which runs from the parking lot northwest to the rear of the site. Due to the steep slope of the abandoned picnic area, the rear of the building is partially below grade. This provides an at-grade entrance to the building on the northwestern side. The comfort station is single-story and wood-framed with a rectangular plan. It houses restroom facilities and a janitor's closet, both of which are no longer operational. Like the two comfort stations in Doughton Park Campground, which were built in the same era (1933-1942), this building was constructed in the early rustic style and evokes local Appalachian building forms through its massing and roof line. The building consists of a concrete foundation, board and batten siding, and a wood-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The wall framing is clad with vertical boards. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding. This comfort station has not been maintained since the picnic area was abandoned in 1975. Neglect is evident. Wood rot and a general accumulation of organic debris are leading to diminished integrity of this early Parkway building. Because of its lack of maintenance, the building is in poor condition. The building does retain its original windows, doors, and siding, however, and is a contributing resource that relates to the original design of the Blue Ridge

Parkway. It is a highly characteristic and intact example of a rustic-style comfort station on the Parkway (WJE 2016, A-226).

Coffee Shop: The Coffee Shop is set back 120 feet from the Parkway with the entrance facing southeast toward the Parkway. The building is approximately 100 feet long and 30 feet wide. As with the previously constructed Comfort Station #101, this building was constructed in the rustic style drawing inspiration from local vernacular building traditions. Unlike the Comfort Station, this post World War II building shows a new commitment to more modern and economical materials. The Coffee Shop is single-story and wood-framed with a concrete foundation, horizontal wood plank siding stained grey, random ashlar native stone veneer, and a cement shingle gable roof with boxed hanging gutters. Typical fenestration has stone sills and includes wood-frame four-light awning windows arranged in a long horizontal band as well as stacked single-light awnings. The main entrance features a pair of centrally-placed wood-framed double doors with glazing and exposed cross bracing. These doors lead into the restaurant foyer. The interior of the building is composed of a large dining room with numerous tables and chairs and a bar with barstools. The building has a stone interior chimney. A small gift shop area is located immediately to the right after entering the building and is screened from the dining room with a vertical wood louver screen. Restrooms are located on the left just after entering. The Coffee Shop functioned as a restaurant from 1949 to 2010, when it was closed after the previous concessionaire ceased operations. Beginning in 2016, the Blue Ridge Parkway Foundation raised upwards of \$1 million to repair and restore the restaurant. With funds secured, the building underwent an extensive restoration and upgrade. The building was given a new roof and kitchen equipment, a fresh-painted interior, ADA-compliant restrooms, a rebuilt kitchen counter, and upgrades to its HVAC, plumbing, and electrical systems to meet current standards. The interior design for the project followed guidelines of the National Park Service and North Carolina Historic Preservation Office to retain its original look and feel. Features such as the green checkerboard floor tiles and the original light fixtures, for example, were retained as essential elements of that original look and feel. As of May 27th, 2021, the restaurant has re-opened and is now now operates on a seasonal basis, just as it did in the past. The Coffee Shop is a contributing resource

that relates to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of a rustic-style visitor service building on the Parkway (WJE 2016, A-231).

Gift Shop and Camp Store: Designed and constructed at the same time, the Coffee Shop and Service Station were intended to be a set of buildings. The former Service Station, currently operated as a Camp Store, sits twenty feet west of the Coffee Shop. The two buildings are separated by a paved service area. Measuring approximately 40 feet long by 20 feet wide, the former Service Station is a one-story wood-framed structure with the main entrance facing south. The building consists of two rooms with separate entrances which are used for the Camp Store and Gift Shop, two restrooms and a large storage room. The building has a concrete foundation, horizontal wood plank siding stained grey, random ashlar native stone veneer, and a cement shingle gable roof with boxed hanging gutters. Wood-framed balconies are located along the west and north elevations. Typical fenestration includes wood-frame eight-over-eight double-hung windows. The Gift Shop and Camp Store is a contributing resource that relates to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of a rustic-style visitor service building type on the Parkway (WJE 2016, A-230).

Stone Retaining Walls: A 360-foot-long stone masonry retaining wall runs along the northern edge of the eastern parking lot. This wall is approximately 10 feet tall and two feet wide and was used to create a level parking area on an otherwise steep sloping site. The wall is the oldest structure on the site being part of the first phase of construction in this area of the Bluffs. Incorporated into the wall on either end and in the center of the wall, sets of stone stairs descend into the abandoned picnic area. The wall and stairs appear to be in good structural condition, but have become obscured by vegetation and organic matter.

Feature Name: Stone Retaining Walls

Feature Contribution: Contributing

Feature Name: Comfort Shelter (Building # 101 - c. 1942)

Feature Contribution: Contributing

Feature Name: Bluffs Coffee Shop (Building # 106 - c. 1949)

Feature Contribution: Contributing

Feature Name: Bluffs Gas Station (Building # 105 - c. 1949)

Feature Contribution: Contributing



Fig 8-15. Woods Picnic Area Comfort Station (n.d.)



Fig 8-16. Bluffs Coffee Shop and Service Station area circa 1949



Fig 8-17. Bluffs Coffee Shop and Service Station parking (1956)



Fig 8-18. Oblique view of Bluffs Coffee Shop, south façade, facing northeast (2021)



Fig 8-19. Oblique view of Bluffs Gift Shop, south façade, facing northeast (2021)



Fig 8-20. Oblique view of Comfort Station #101, south façade, facing northwest. Mature specimen mountain laurel visible on left side of frame (2021)



Fig 8-21. View down stone steps leading to abandoned segregated picnic area. Path blocked by heavy overgrowth of jewelweed, rhododendron, oak seedlings, and other vegetation (2021)



Fig 8-22. West end of stone retaining wall with view down stone steps leading to abandoned segregated picnic area (2021)

Views and Vistas

A views is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived.

Existing Conditions:

The PLUMs indicate the presence of a 400-foot-wide vista located across the Parkway from the Coffee Shop. This vista is no longer open. This opening would provide a view southeast from the Coffee shop entrance and dining room windows. The view from the Coffee Shop, Gift Shop and Camp Store south toward the entrance road to the Lodge is in good condition. Comparison of historic and contemporary photos of this area shows that the view up to the meadow is very

similar to that of the view immediately after construction. Vegetation has matured in this area, but the character of a meadow dotted with flowering shrubs, specimen trees, and stone outcrops persists.

Feature Name: View from Coffee Shop, Gift Shop and Camp Store toward Lodge entrance road

Feature Contribution: Contributing

Small-Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape.

Existing Conditions:

The following is an inventory of small-scale features located at the Doughton Park Coffee Shop, Gift Shop and Camp Store. The general condition of the small-scale features is good unless otherwise noted.

Woods Picnic Area Drinking Fountains: There are five drinking fountains in the picnic area and one located on the northeastern corner of the western parking lot. All six fountains are examples of the second generation of Parkway drinking fountains. The fountains are made of the original mortared stone bases. A stone stair elevates small visitors to an appropriate height to access the fountain. The top of the fountain contains an inset metal bowl with central drain and fountain head. Structurally, the masonry stone base is in good condition, but the fountains have long been out of service.

Picnic Tables and Fireplaces: Located in the abandoned Woodland Picnic Area there are the remains of 28 sets of tables, benches and fireplaces. The tables are constructed with two stone pillar bases which support a concrete slab tabletop. The benches are also constructed with two stone pillars which support a three by twelve-inch wooden plank seat. The fireplaces are constructed with U-shaped stone walls and metal grate cooking surfaces. Due to the lack of

maintenance of this area over the past 30 years, many of these elements are missing or in poor condition. Many sets are incomplete and many contain broken benches and tables.

Signs: A variety of sign types are found at the Coffee Shop, Gift Shop and Camp Store. Entrance signs are located at front doors of each concession. These signs are constructed of stained and routed wood and are in keeping with the early styles of Parkway signs. Additionally, several low wooden signs are located around the parking lots to direct automobiles and announce things such as firewood purchasing opportunities. Two metal reflective signs are located on the Parkway to mark the entrance to the concessions and parking area. A six-foot-tall three-sided informational sign is located between the two buildings. This three-sided sign is in poor condition due to excessive wear on the surface and fading of the graphics on the sign. All other signs are in good condition.

Refuse Containment Area: A fenced space for collection of trash and recyclables from the operation of the concessions is located in the southeastern corner of the eastern parking lot. A gray wooden fence surrounds three dumpsters for trash and recyclables. Each dumpster is enclosed on three sides with a wooden wall with an access gate to each unit located on the northern side.

Drop Inlet and Culvert: A drop inlet and culvert is located at the entrance to the eastern parking lot. This inlet serves to drain water from the parking lot and release the water at the picnic area level. The inlet is composed of a three foot by three-foot metal grate surrounded by masonry rubble stone on three sides and a one and half foot tall masonry rubble stone wall on the fourth side. Another inlet exists in the midpoint of the large island situated between the Parkway and the buildings. This metal and concrete inlet is flush with the grade of the drive in this area and is surrounded by stone curbing.

Feature Name: Woods Picnic Area Fireplaces

Feature Contribution: Contributing

Feature Name: Entrance Signs

Feature Contribution: Non-Contributing

Feature Name: Refuse Containment Area

Feature Contribution: Non-Contributing

Feature Name: Drop Inlets and Culvert

Feature Contribution: Contributing

Feature Name: Bluffs Gift Shop Stone Drinking Fountain

Feature Contribution: Contributing

Feature Name: Parking Signs

Feature Contribution: Non-Contributing

Feature Name: Woods Picnic Area Drinking Fountains

Feature Contribution: Contributing

Feature Name: Woods Picnic Area Picnic Tables

Feature Contribution: Contributing



Fig 8-23. Stone drinking fountain in abandoned segregated picnic area (2021)



Fig 8-24. Mostly intact stone picnic table in abandoned segregated picnic area partially obscured by vegetation (2021)



Fig 8-25. Stone drinking fountain near southwest corner of Bluffs Gift Shop (2021)



Fig 8-26. Drop inlet on south side of central access lane (2021)



Fig 8-27. Refuse containment area at east end of east parking lot (2021)



Fig 8-28. Structurally intact stone fireplace in abandoned segregated picnic area (2021)

Chapter 9: Condition Assessment

Assessment Interval:

6 years

Condition

Condition:

Fair

Condition Date:

09/01/2022

Primary Inspector Name:

Chris Robey

Profession/Credentials:

NCPE Cultural Landscapes Intern

Narrative:

Follow-up fieldwork conducted for the purpose of updating the CLI for this component landscape during the Summer of 2021 confirmed that it remains in fair condition. An aggregated assessment of its constituent landscape characteristics is offered below.

The condition of the vegetation in this component landscape is fair. The intended character and species composition of the hardwood canopy and flowering understory shrubs and trees which covers the abandoned picnic area and forms a backdrop to the concessions buildings persists and remains in good condition. The majority of this area has been heavily invaded by Japanese stiltgrass, however. In places, this invasion has obscured features like fireplaces and asphalt pathways. The lawns around the Restaurant, Gift Shop, Parking Lots and Entry Drives are manicured and well-maintained. There are far fewer shrub plantings and specimen trees than had been originally specified in this area, however. Further, some of the remaining shrubs and specimen trees appear to be declining.

The condition of the land use in this component landscape is fair. The current use of the Coffee Shop is consistent with its intended use, while the Service Station was converted into a Gift

Shop/Camp Store in spring 2006. After languishing in a state of abandonment between 2010 and 2020, the Bluffs Coffee Shop and Gift Shop / Camp Store have resumed seasonal operation. The Woods Picnic area was abandoned in the late 1970s, however, and has since been allowed to return to an unmanaged state.

The condition of the buildings and structures in this component landscape is fair. Comfort Station #101 has been abandoned and is exhibiting clear signs of neglect. The Coffee Shop, and Gift Shop / Camp Store are well maintained and structurally sound. Exterior renovations and improvements have been in keeping with the original look and feeling of the building as it was constructed in 1949. The Gift Shop and Camp Store is well-maintained and structurally sound. Exterior renovations and improvements have been in keeping with the original look and feeling of the building as it was constructed in 1949. The stone retaining wall remains structurally sound but has begun to show its age.

The condition of the circulation in this component landscape is fair. The system of asphalt pathways built to provide circulation throughout the Woods Picnic Area is severely deteriorated. The entry loop, parking lots, and their associated pedestrian pathways are well-used and exhibit minor signs of wear but are otherwise in good condition.

The condition of the small-scale features in this component landscape is poor. All stone drinking fountains originally specified for this area are still intact and in their original locations, but are no longer operational. Most of the stone picnic tables and fireplaces originally specified for the Woods Picnic Area appear to still be standing but remain in varying states of deterioration or disrepair. All signage for this component landscape is legible and appear well-maintained. The refuse containment area in the North Parking Area is well-maintained and functional. Finally, the drop inlets in the east and west parking lots are generally in good condition.

The condition of the vista in this component landscape is fair. The PLUMs indicate the presence of a 400-foot-wide vista located across the Parkway from the Coffee Shop. This vista is no longer

open. The view from the Coffee Shop, Gift Shop and Camp Store south toward the entrance road to the Lodge is in good condition.

Impacts

Seq. No.	Type	Impact Type – Other	Internal Source?	External Source?	Narrative	Date Identified
xx			Yes/No	Yes/No	1000 Char.	mm/dd/yyyy
	Neglect				The system of asphalt pathways built to provide circulation throughout the Woods Picnic Area is severely deteriorated. By and large, the pathways are no longer visible and appear to either have been obscured by vegetation, sediment deposition, and duff buildup or destroyed by weathering and erosion. Partial segments of the pathway network are still visible in some area as the Picnic area. These segments no longer clearly relate to one another, however, and are actively deteriorating.	08/03/2021
	Neglect				All stone drinking fountains	08/03/2021

					originally specified for the Woods Picnic Area appear to still be standing but are no longer functioning.	
	Neglect				All stone picnic tables originally specified for the Woods Picnic Area appear to still be standing but remain in varying states of deterioration or disrepair. Many have collapsed or are on the verge of collapsing. Some are buried under fallen trees - in many cases, fallen woody debris has split or shattered the original concrete tabletops.	08/03/2021
	Neglect				Most stone fireplaces specified for the Woods Picnic Area are still present but remain in varying states of deterioration or disrepair. Many have been obscured by encroaching vegetation – notably thick invasions of Japanese stiltgrass – or are buried beneath fallen woody debris.	08/03/2021
	Release To Succession				The PLUMs indicate the presence of a 400-	08/03/2021

					foot-wide vista located across the Parkway from the Coffee Shop. This vista is no longer open, as its surrounding vegetation as matured. This opening would provide a view southeast from the Coffee shop entrance and dining room windows.	
	Removal/Replacement				There are far fewer shrub plantings than had been originally specified in the vicinity of the Restaurant, Gift Shop, and Parking Areas, suggesting that many have been removed.	08/03/2021
	Vegetation/Invasive Plants				Some flowering shrubs in the vicinity of the Coffee Shop and Gift Shop / Camp Store appear to be declining due to old age.	08/03/2021
	Vegetation/Invasive Plants				There are fewer specimen trees than originally specified in the vicinity of the Restaurant, Gift Shop, and Parking Lots, suggesting that many have been removed. Those that remain are generally in	08/03/2021

					good condition, although some appear to be declining.	
	Vegetation/Invasive Plants				The entire woods picnic area has been overrun with a heavy invasion of Japanese stiltgrass. In places, this invasion has obscured small-scale features like fireplaces and pathways.	08/03/2021
	Vegetation/Invasive Plants				At least one of the stone staircases leading down to the Woods Picnic Area has completely blocked by overgrowth.	08/03/2021
	Deferred Maintenance				At least one inlet has become obscured by debris and encroaching vegetation and needs to be cleaned out.	08/03/2021
	Neglect				Comfort Station #101 has been abandoned and is exhibiting clear signs of neglect. Most windows are shattered, portions of its siding and roof and siding are actively deteriorating, and the exterior walls are visibly weathered. The interior of the building is open to the animals and	08/03/2021

					appears to be used as a den by wild animals. The building's overall structural stability appears sound but may be deteriorating as well.	
3366	Deferred Maintenance		Yes	No	Picnic Area #1 is unused and not maintained, but it is the first picnic area built at Doughton Park and contributes BLRIs national significance.	07/29/2005
3378s	Neglect		Yes	No	Picnic Area #1 is unused and not maintained.	07/29/2005

Chapter 10: Treatment

Approved Treatments

Type	Completed	Approved Treatment Doc.	Doc Date	Narrative	Approved Treatment Cost	Cost Date	Estimate Level	Estimator	Cost Narrative
Rehabilitation	No	Cultural Landscape Report	07/15/2006	Pp. 148-149 of the Doughton Park and Sections 2A, B, and C Blue Ridge Parkway CLR covers specific treatment recommendations for Doughton Park Campground. The CLR is accessible at https://irma.nps.gov/DataStore/Reference/Profile/2185737 .	N/A	N/A	N/A	N/A	N/A

Chapter 11: Bibliography and Supplemental Information

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		2C-2052A "Section 2C Sta 190	19 42			Gra phic			

		to ?" Sheet 7 of 19 8 Oct 1942 AHH							
		3036 "Central Developm ent Plan – Doughton Park – Part of the Master Plan" 14 June 1960; recomme nded by Weems 23 June 1960	19 60			Gra phic			
		5371 "Water Distributi on Picnic Area No. 1 – Bluff Park" Approved 24 Sept 1939. Designed by Arnfield and Browning	19 39			Gra phic			
		5468 A "(Overlay) Utilities – Coffee Shop and Service Sta."	19 54			Gra phic			
		8000 A "Gas Station – The Bluffs" 11 July 1947; recomme nded by J.	19 47			Gra phic			

		Carlisle Crouch 18 July 1947							
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	Arnfield/ Browning	5351 "Water Supply System – Pipeline – Bluff Park" Job completed 17 Dec 1938; approved	19 38			Gra phic			

		22 Sept 1938							
	Arnfield/ Browning	5376 "Drainage – Entrance Road Lodge – Stable Site and Maintena nce Area – Bluff Park" Recomme nded 4 Dec 1939, Concurre d by Abbott 20 Aug 1939, designed by Armfield and drawn by Browning 1 Aug 1939	19 39			Gra phic			
	Batten	5392 "Utility Layout Lodge, Sandwich Shop & Picnic Areas – Bluff Park – Part of the Master Plan – Blue Ridge Parkway" 1 Jan 1943, drawn by Batten	19 43			Gra phic			

	Decutt	5485 "Planting, Service Center" approved 12 March 1949	19 49			Gra phic			
	E.W. Batten	5466 "Site Developm ent – Gas Sta. & Coffee Shop – The Bluffs" 31 July 1947; designed by E. W. Batten; recomme nded by D? 1 August 1947	19 47			Gra phic			
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	John W. Tuttle	Soil Survey of Wilkes County, North Carolina	19 97	United States Depart ment of Agricu lture, Natura l Resour ces Conser vation Service		Narr ative			
	Joseph Hyde Patt	The North Carolina Geologica l and Economic Survey, Bulletin No. 23: Forest Condition s in Western	19 11	US Depart ment of Agricu lture	Washin gton, DC	Narr ative			

		North Carolina							
	Mark Carter, et al	A Geographic Adventure Along the Blue Ridge Parkway in North Carolina: Bulletin 98	2001	Department of Environment and Natural Resources, North Carolina Geological Survey Section	Raleigh, NC	Narrative			
	Michael Ann Williams	Homeplace: The Social Use and Meaning of the Folk Dwelling in Southwestern North Carolina	1991	University of Georgia Press	University of Georgia Press	Narrative			
	Robert Hellmann	Archeological Investigations Conducted at Blue Ridge Parkway	2005	Southeast Archeological Center	Jacksonville, FL	Narrative			
	Stanley Abbott	Monthly Report, August 14, 1941	1941	BLRI	BLRI Archives, Superintendent's Monthly Reports, BLRI 1941-1950,	Narrative			

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	Ted Olson	Blue Ridge Folklife	19 92	Univer sity Press of Missis sippi	Jackson, MS	Narr ative			
	US Departme nt of the Interior, NPS	CLI Coordinat or Review Report, Bluffs Picnic Area	20 05	USDI, NPS	Washin gton, DC	Narr ative			
	William D. Thornbur y	Regional Geomorp hology of the United States	19 65	John Wiley & Sons	New York	Narr ative			

Appendix

Landscape Features

Seq. No.	Feature Name	Feature Contribution	CLI Feature ID	Latitude	Longitude	CRIS-HS Resource Name	CRIS-HS Resource ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match?	CRIS-AR ID
	Land Use										
	Roadside Attraction	Contributing	194902								
	Recreation	Contributing	194903								
	Visitor Services	Contributing	194904								
	Commercial	Contributing	194919								
	Topography										
	Retaining wall for steep slope	Contributing	183717								
	Vegetation										
	Remnants of c.-1940s Planting Plan	Contributing	183715								
	Hardwood Forest backdrop	Contributing	194917								

**Bluffs Coffee Shop and Service Station
Blue Ridge Parkway**

	Mown turf areas dotted with specimen trees and flowering shrubs	Contributing	194918								
	Circulation										
	Asphalt Sidewalks	Contributing	194906								
	Central Access Lanes	Contributing	194907								
	Flagstone Pathways	Contributing	194908								
	Stone Curbing	Contributing	194909								
3723	Woods Picnic Area Pathways (1938)	Contributing	98502								
3735	East Parking Lot and Entry Loop	Contributing	98500								
3752	West Parking Lot (1949)	Contributing	98501								
	Buildings and Structures										
	Stone Retaining Walls	Contributing	194905								

**Bluffs Coffee Shop and Service Station
Blue Ridge Parkway**

3087	Comfort Shelter (Building # 101 - c. 1942)	Contributing	98499								
3103	Bluffs Coffee Shop (Building # 106 - c. 1949)	Contributing	98497								
3116	Bluffs Gas Station (Building # 105 - c. 1949)	Contributing	98498								
	Views and Vistas										
	View from Coffee Shop, Gift Shop and Camp Store toward Lodge entrance road	Contributing	194901								
	Small-Scale Features										
	Woods Picnic Area Fireplaces	Contributing	194910								
	Entrance Signs	Non contributing	194911								
	Refuse Containment Area	Non contributing	194912								

**Bluffs Coffee Shop and Service Station
Blue Ridge Parkway**

	Drop Inlets and Culvert	Contributi ng	194913								
	Informational Sign	Non contributi ng	194914								
	Bluffs Gift Shop Stone Drinking Fountain	Contributi ng	194915								
	Parking Signs	Non contributi ng	194916								
3719	Woods Picnic Area Drinking Fountains	Contributi ng	98503								
3746	Woods Picnic Area Picnic Tables	Contributi ng	98504								