

National Park Service Cultural Landscapes Inventory 2022



Bluffs Picnic Area
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

550215

Resource Name

Bluffs Picnic Area

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 Picnic Area is an 80-acre component landscape set within 6300-acre Doughton Park, a developed area on the Blue Ridge Parkway in North Carolina. The site is accessed by Ridge Road, which spans the entire picnic area starting at parkway Milepost 241.1. Ridge Road parallels the eastern side of the Parkway road, and terminates in a cul-de-sac, roughly one mile to the south.

Bluffs Picnic Area is one of the first picnic facilities planned for the Blue Ridge Parkway. The first section was completed in the late-1930s. An extension was proposed during this time, and then designed and built in the 1950s. The picnic area takes advantage of the rolling terrain of the Bluffs area, offering views of the surrounding mountain laurel meadows, and providing the visitor with rustic picnic sites secluded in the scattered forest. The first comfort station was built in 1941, and it is notable both for its rustic, Adirondack-style architecture and its prominent siting above the first Ridge Road parking area. The second comfort station was built close to two decades later, and better represents the later, utilitarian style found along the Parkway. Many of the pathways leading through the picnic area were designed and built in the late 1930s and early 1940s. Their location and the use of stone steps and log interrupters are consistent with the design specifications of the Parkway. Early examples of picnic tables, fireplaces, and drinking fountains are also seen, although repairs on some of these small-scale features have used materials inconsistent with the original. Picnic sites along the southern end of the extension show the progression from the rustic style of the first three periods of Parkway development (1933 – 1955), to the last two periods (1956 – 1987). Planting plans for the property were completed in the 1940s, and further enhance the naturalistic style already in place, with low-growing plants used in the rock ledges, more mountain laurel and rhododendron in open areas, and a few trees at the entry. Evidence of this naturalistic planting style is still seen today.

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 picnic areas – possesses NHL significance only through 1955. Later development may be historically significant

as it relates to "Mission 66"-era projects and initiatives. Construction at the Bluffs Picnic Area began in 1938, and the first phase of development was complete by the end of the 1940s. The Ridge Road extension was designed in 1952 and completed at least by 1957. All this development contributes to the national significance of Blue Ridge Parkway as an NHL property. Development whose design and construction both post-date 1955 – namely the second comfort station and the additional picnic sites may have historic significance as they relate to Mission 66-era Parkway development.

Bluffs Picnic Area, previously listed in good condition, is currently in fair condition and still retains all major features from the period of significance. More recent development is small in scale, and its inconsistencies with the earlier rustic style are mainly in terms of materials. 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 steeply-sloping, forested 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

Cover Page Graphic

See Cover Page.

Site Plan(s)

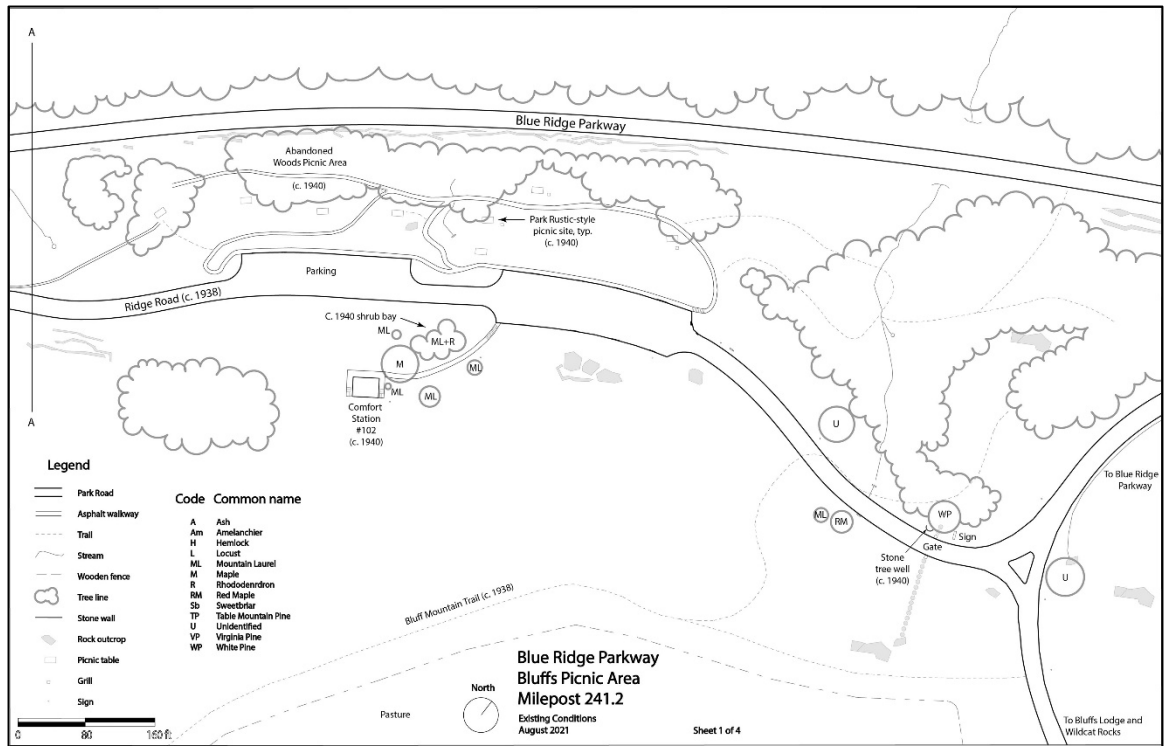


Fig 1-1. Updated Bluffs Picnic Area Site Plan (1 of 4)

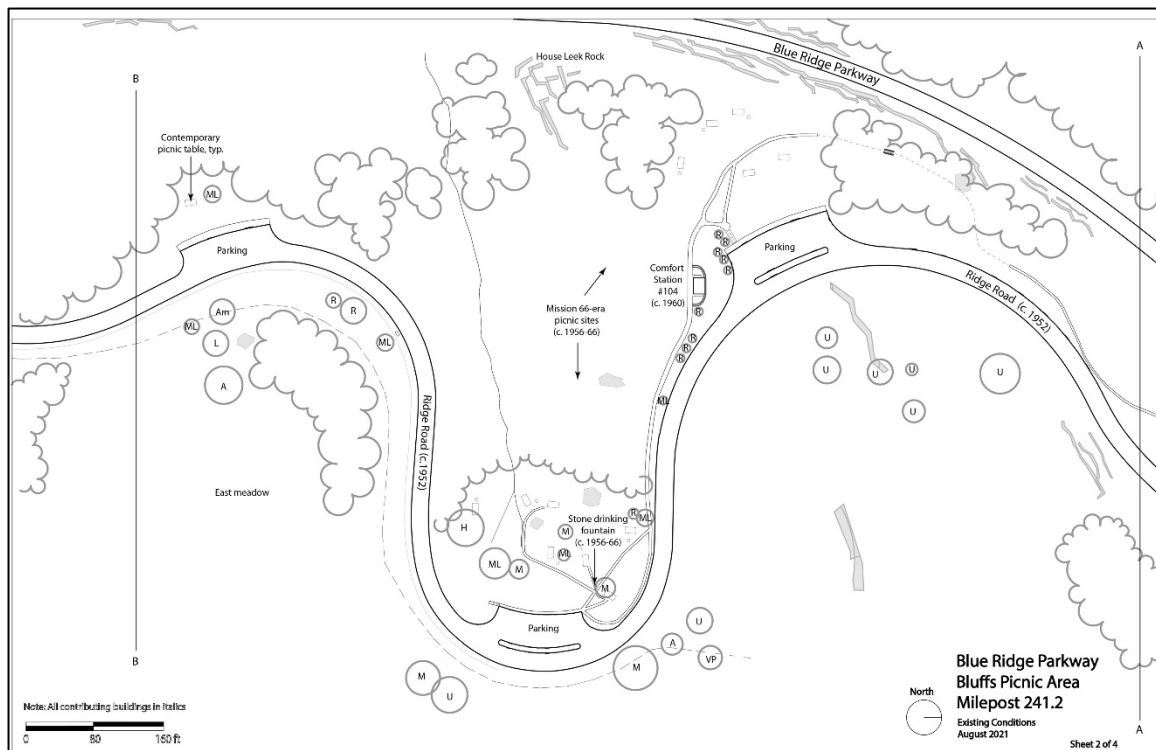


Fig 1-2. Updated Bluffs Picnic Area Site Plan (2 of 4)

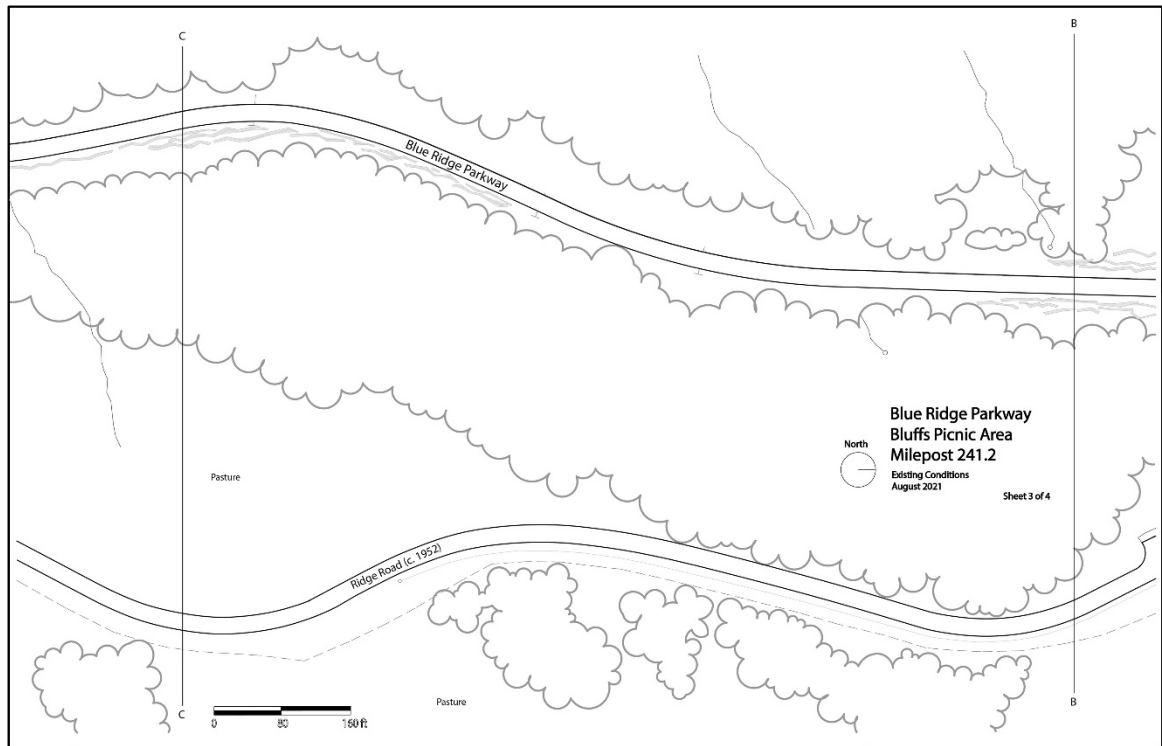


Fig 1-3. Updated Bluffs Picnic Area Site Plan (3 of 4)

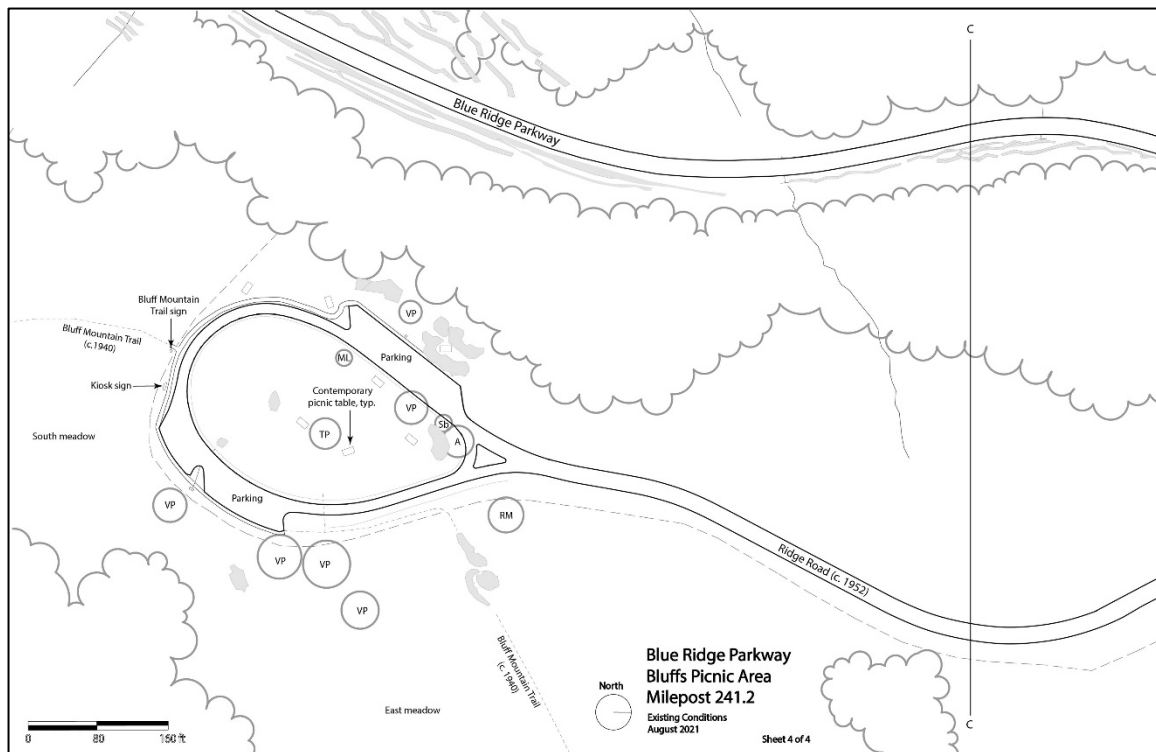


Fig 1-4. Updated Bluffs Picnic Area Site Plan (4 of 4)

Hierarchy Description Graphic

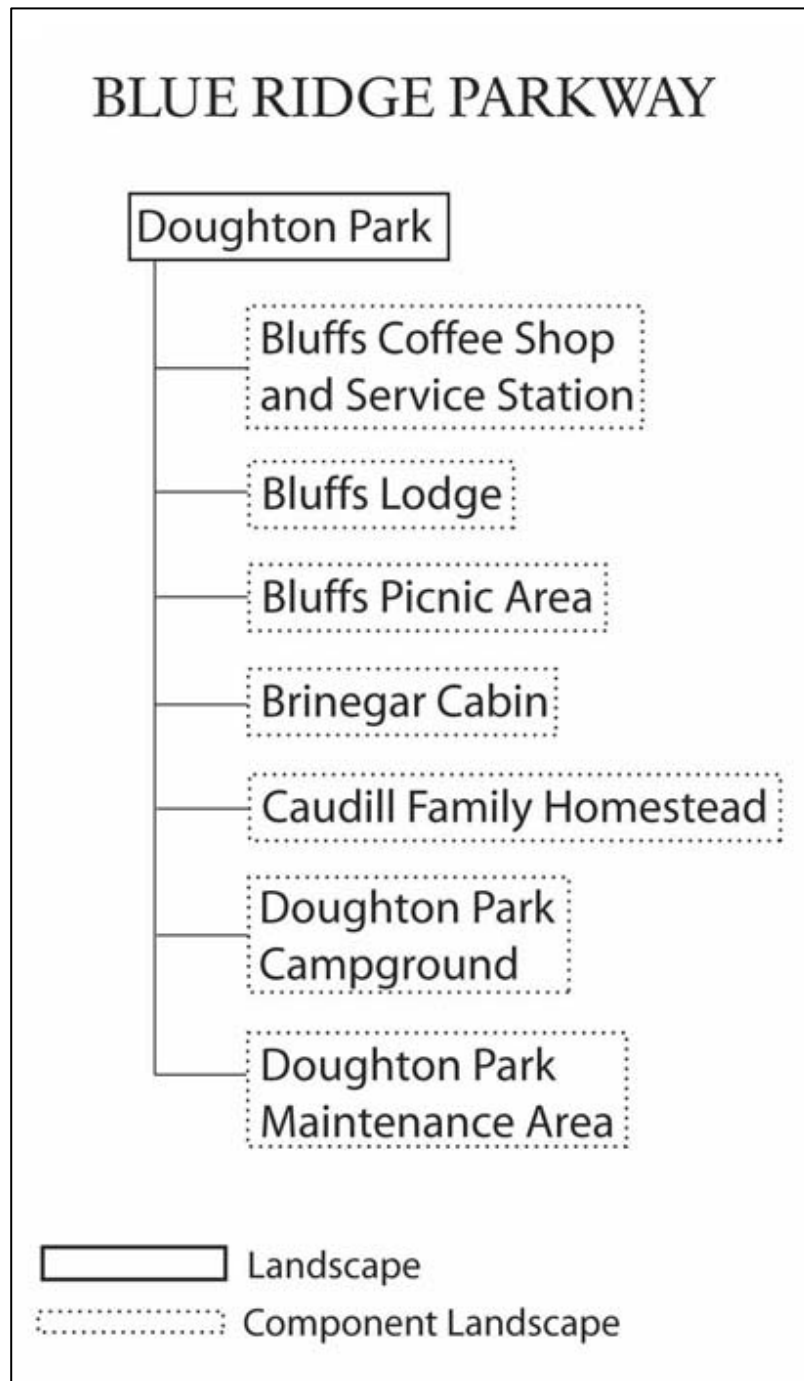


Fig 1-5. Doughton Park CLI Hierarchy

Other Names

Seq. No.	Name	Type
3144	Bluffs Picnic Area	Current
3139	Meadow Picnic Area	Both Current and Historic
3151	Picnic Area #3	Both Current and 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 by NCPE intern Chris Robey during the Summer of 2021. The park contact is BLRI Cultural Resource Specialist, Andrew Triplett.

Concurrence Graphics

 BY 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 Superintendent

CULTURAL LANDSCAPE INVENTORY
CONDITION ASSESSMENT CONCURRENCE SHEET – 6 June 2005

Park Information

Park: Blue Ridge Parkway
District: Highlands
State: North Carolina
Counties: Wilkes, Alleghany

Cultural Landscape Information

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

Park Superintendent Concurrence

Concur ☒ Do Not Concur ☐


Superintendent
8/1/05
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

AMS
8/17/04

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

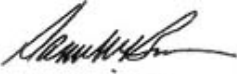
Fig 2-4. Memo to NC SHPO

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.

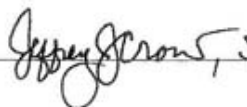
Thanks so much for your assistance and willing cooperation.

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	

(GWB) 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)

80

Land Tract Number(s)

34-101, 35-104

Boundary Description

The Bluffs Picnic Area boundary begins at the spur road leading off from the road to the lodge and extends down to the terminus of the picnic area road, including the open field to its south.

The parkway road defines the western boundary, and the eastern boundary encompasses the areas visible from the picnic road.

Latitude/Longitude

[enter text here (eg 'See spreadsheet in Appendix.')]

Seq. No.	Geo-metry	Lati-tude	Longi-tude	Geo-Datum	Eleva-tion (Meters)	Position Source	Positi on Arrura cy	Date	Narra-tive
3014	Area	- 81.1807 120638 222	36.4284 046020 3671	1927 North American Datum		USGS Map 1:24,000			
3195	Area	- 81.1877 425639 7286	36.4201 265306 7516	1927 North American Datum		USGS Map 1:24,000			
3202	Area	- 81.1839 843010 5519	36.4299 322399 25165	1927 North American Datum		USGS Map 1:24,000			
3204	Area	- 81.1782 868608 9584	36.4313 563177 31506	1927 North American Datum		USGS Map 1:24,000			

3208	Area	- 81.1788 808246 5332	36.4325 274442 62334	1927 North American Datum		USGS Map 1:24,000			
3215	Area	- 81.1839 575680 3895	36.4185 997838 7558	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 Yamasee 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

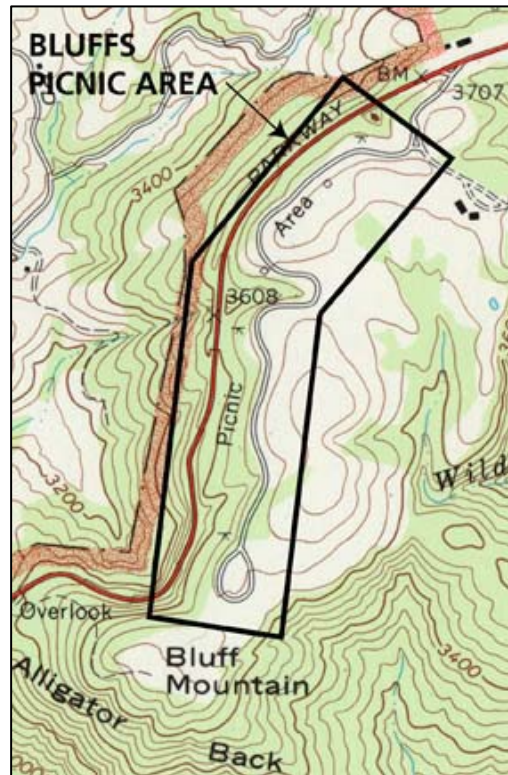


Fig 3-1. Doughton Park Picnic Area Location Map (Whitehead, NC, USGS Quadrangle - 1968)

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 first section of the picnic area was built in 1939, during the first period of BLRIs history as defined by Ian Firth. Thus, this section – including Comfort Station #102 (1941) – contributes to the national significance of Blue Ridge Parkway as a potential National Historic Landmark. Plans for the picnic area's expansion are in existence by 1952, and the roadway extension was completed between 1955 and 1957. Comfort Station #104 was completed in 1959. With plans developed during the third period of Parkway development, and roadway completion shortly thereafter, the Ridge Road extension still contributes to the integrity of the parkway. The second comfort station and picnic sites to its south may have historical significance, but not at the level of earlier development.

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?

No

Narrative

Bluffs Picnic Area is immediately adjacent to 'parkway left,' and has no association with or views out to adjacent land.

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 Picnic Area is one of the first picnic areas to be designed and built along the Blue Ridge Parkway. A comfort station and trail shelter (Building # 102) was completed in 1941, using a rustic Adirondack architectural style. The first portion of the picnic road (later to be named Ridge Road) was completed by 1939, with picnic sites and trails constructed during the same time. The specifications for the picnic tables and fireplaces called for a rustic style of stonework. The Ridge Road extension was designed in 1952 and completed by 1957, and increases the picnic road to a total of about one mile.

The setting of mountain laurel and rhododendron meadows interspersed with patches of forest figured prominently in this location for the picnic area. A 1942 planting plan called for the enhancement of this existing flora, with a few trees suggested for the entry, more rhododendron and mountain laurel throughout, and smaller, lower-growing species for the rock ledges – enhancing the rock garden feeling of the rock ledges along Ridge Road.

Later development at Bluffs Picnic Area includes a second comfort station (c. 1959) which uses the utilitarian style of that period. More picnic sites were installed south of this building, although this time they did not use the rustic materials of the earlier ones.

As one of the first picnic areas to be designed and built, the property contributes to the historical significance of the parkway. The development that took place during the first three periods of Parkway history (1936 – 1955) contributes to the national significance of the Blue Ridge Parkway as an NHL. These features include the entire length of Ridge Road, since the second portion was designed before 1955 and construction completed shortly after. It also includes the comfort station and trail shelter (Building # 102), the c. 1939 trails, picnic sites and drinking fountains, as well as the vegetation, including what remains of the 1940 planting design. The second comfort station (Building # 104), and the associated picnic sites, post-date 1955 and are significant for their association with Mission 66-era Parkway development.

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
3111	1933 CE and 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
		Expressing Cultural Values	Landscape Architecture	Protection Of Natural And Cultural Resources

National Register Areas of Significance

Seq. No.	Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
3319	Transportation		
3324	Landscape Architecture		
3341	Architecture		
3356	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
3257	Built	A pipeline and dam are built to supply water to the Bluffs proposed developed areas - including the picnic area.	1938	CE	1938	CE
3277	Built	The entrance road leading from the parkway road to Wildcat Rocks and the lodge site is built.	1938	CE	1938	CE
3291	Built	Leading south from the lodge entry road, the first section of the picnic road is built. Future expansion of this road is planned for.	1938	CE	1939	CE
3322	Built	Approximately 1 mile of trails (with log interrupters and approx. 25 stone steps) and 36 picnic units (table and fireplace) are built amongst the scattering of woods and mountain laurel south and east of the picnic area road.	1939	CE	1939	CE
3341	Built	Water distribution and sewage disposal systems are built. Four drinking fountains and a comfort station/trail shelter are proposed.	1939	CE	1940	CE
3361	Built	The comfort station and trail shelter (Building #102) is built. The structure couldn't be buffered, with the surrounding low mountain laurel & rhododendron. As an alternative, the rustic Adirondack structure is set prominently above the parking lot.	1940	CE	1941	CE
3380	Designed	A planting plan is designed and approved, proposing a scattering of trees at the parkway entry, more rhododendron and kalmia above and among the rock ledges, and low growing plants in the rock ledges (hairy rockcress, coral bells, rock geranium, etc.).	1942	CE	1947	CE

3418	Built	The Master Plan for Bluff Park in 1943 shows that 6 drinking fountains and 28 picnic sites have been installed.	1939	CE	1943	CE
3438	Planned	A Road System Plan shows the proposed extension of the picnic road and associated parking.	1952	CE	1952	CE
3459	Built	By 1957, the picnic road - now called Ridge Road - extension is built.	1952	CE	1957	CE
3465	Built	Comfort Station (Building # 104) is designed in 1957 and construction is completed by 1959. This structure is located partway down the new Ridge Road extension.	1957	CE	1959	CE
	Built	Development of Bluffs Picnic Area mostly completed. Additions at this time are limited to small-scale features, signs and gates.	1960	AD	1970	AD
	Built	NPS places three contemporary metal picnic tables at the end of Ridge Road.	1995	AD	2000	AD
	Built	NPS continues placing contemporary-style metal and wood picnic tables along Ridge Road. The CLR notes 8 of these third-era tables in total: 5 near the cul-de-sac, 2 near Comfort Station #102, and a single site located immediately south of Comfort Station #104.	1995	CE	2015	CE
	Altered	All third-era metal-and-wood picnic tables, as well as all Mission '66-era models, are replaced by a heretofore uncategorized fourth-era modular picnic table. This model of more modern design and made entirely of concrete. Like the third-era models, all traces of the previous rustic style and its evocation of the surrounding environment are absent from this fourth-era model.	2015	CE	2021	CE
	Removed	NPS removes all of the original first-generation stone drinking fountains from Bluffs Picnic Area,	1985	AD	1995	AD

		but retains the second-generation model installed in the Mission '66-era portion of the picnic area. The original fountains were removed to "reduce service connections" to less than 15 locations within Doughton Park, thereby placing the associated water system within a less retractive operational category. These fountains were then stockpiled adjacent to the radio tower near the Maintenance Aera.				
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Physical History

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

The picnic area at The Bluff was one of the first developed along the BLRI and is located at MP 241.1, Parkway left. The infrastructure for the area was in place by 1939 with the construction of the lodge area entry road and the water supply system. After the construction of the entry road, the first section of the picnic road was constructed. The road was a spur off of the main entry road to The Bluff development veering west approximately 700 feet from the Parkway. This road continued about 500 feet west and terminated in a parking area for approximately 42 cars. A stone water fountain was constructed at the end of the parking area. The parking area contained stone curbing and was a gravel surface.

Although five rustic stone drinking fountains were proposed for the area in the original construction documents, it is unclear how many were actually constructed. By 1939, approximately one mile of trails (with log interrupters and approximately 25 stone steps) was installed near the Picnic Area.

Picnic facilities included 36 picnic sites each of which included a table and fireplace area. Each picnic site was situated along a pathway, which wound through either the pasture or the wooded area adjacent to the Parkway. A unique comfort station was designed and constructed on the south side of the parking area. The design of this building differed from other comfort stations constructed during this period along the Parkway. Because the building's prominent location on

the open pasture sloping down the parking area, the comfort station could not be buffered with vegetation. For aesthetic reasons, an Adirondack style was chosen for the design, and NPS constructed the building between 1940 and 1941.

By 1941 this picnic area was being referred to as the “Meadow Picnic Area” and potential expansion for the area was indicated on master planning documents. PLUMs dating from 1942 indicate that additional plantings were recommended for the area including additional rhododendron and kalmia above and among the rock ledges as well as low growing plants in the rock ledges such as hairy rockcress, coral bells, and rock geranium (*Huchera americana*) (NPS 2005, 15).

Popularity of this picnic area lagged behind the more well known Cumberland Knob destination. In 1941, a Superintendent’s Monthly Report reveals, “[a] considerable increase in visitors to the Parkway and the recreation areas was noted, and especially at Cumberland Knob Park where 10,720 persons were counted. An effort is being made to encourage more use of the Bluff Area where the facilities are adequate to take care of larger crowds” (Abbott 1941, 6).

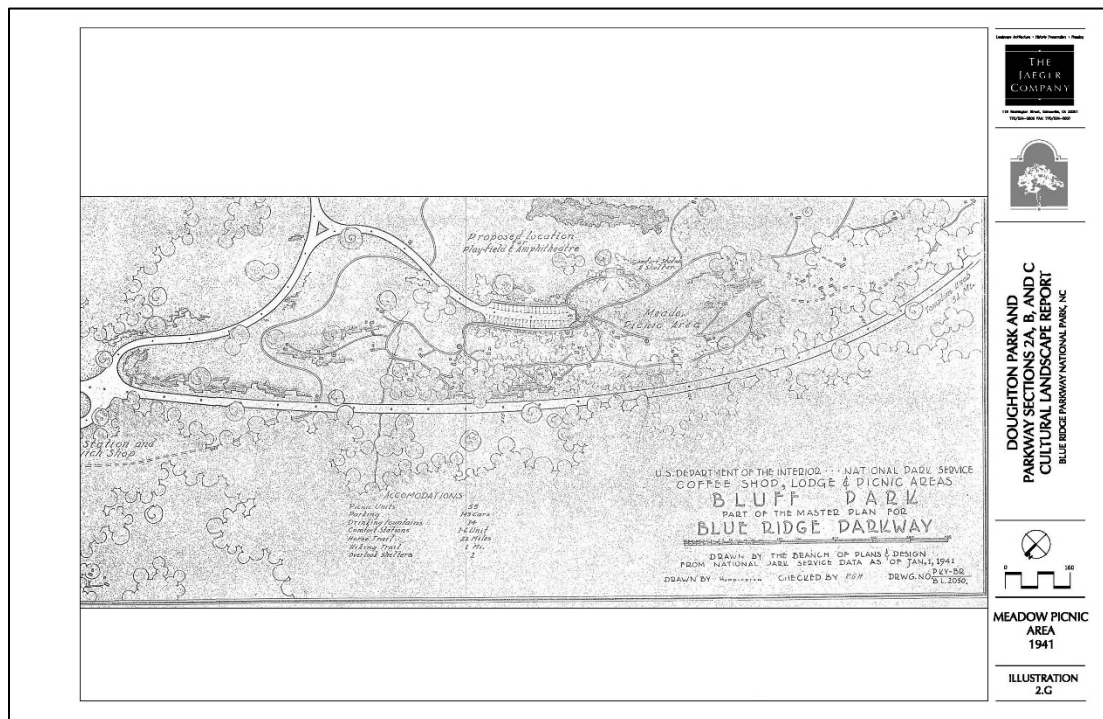


Fig 6-1. C. 1951 site plan for Bluffs Picnic Area illustrating spur road connecting to 42-car parking area. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 194.



Fig 6-2. Bluffs Picnic Area, showing parking area, water fountain, and trail in distance, c. 1940, Neg. #6718 (760f), Class. #796.5, BLRI Archives.



Fig 6-3. Detail of stone drinking fountain, Bluffs Picnic Area, 1940, Neg. #6719 (760e),
Class. #796.5, BLRI Archives.



Fig 6-4. Detail of fireplace in Bluffs picnic Area, 1940, Neg. #6715 (760c), Class. #796.5, BLRI Archives.



Fig 6-5. Typical picnic unit with table, benches and fireplace, 1940, Neg. #6716 (760d),
Class. #796.5, BLRI Archives.



Fig 6-6. Construction of comfort station, Bluffs Picnic Area, 1940, Neg. #10,004, Class. #069.24, BLRI Archives.

2. The War Years Era (1942-1945)

Research does not reveal any changes occurring in the Picnic Area during this era.

3. Resumption of Construction Era (1946-1955)

By 1952, NPS issued a Master Plan which delineated an expansion of the Meadow Picnic Area (Picnic Area #3). The plan called for long road, now referred to as Ridge Road, extending south toward the Bluff Overlook Shelter at Brooks Knob. This expansion was necessitated by high visitor use of the area.

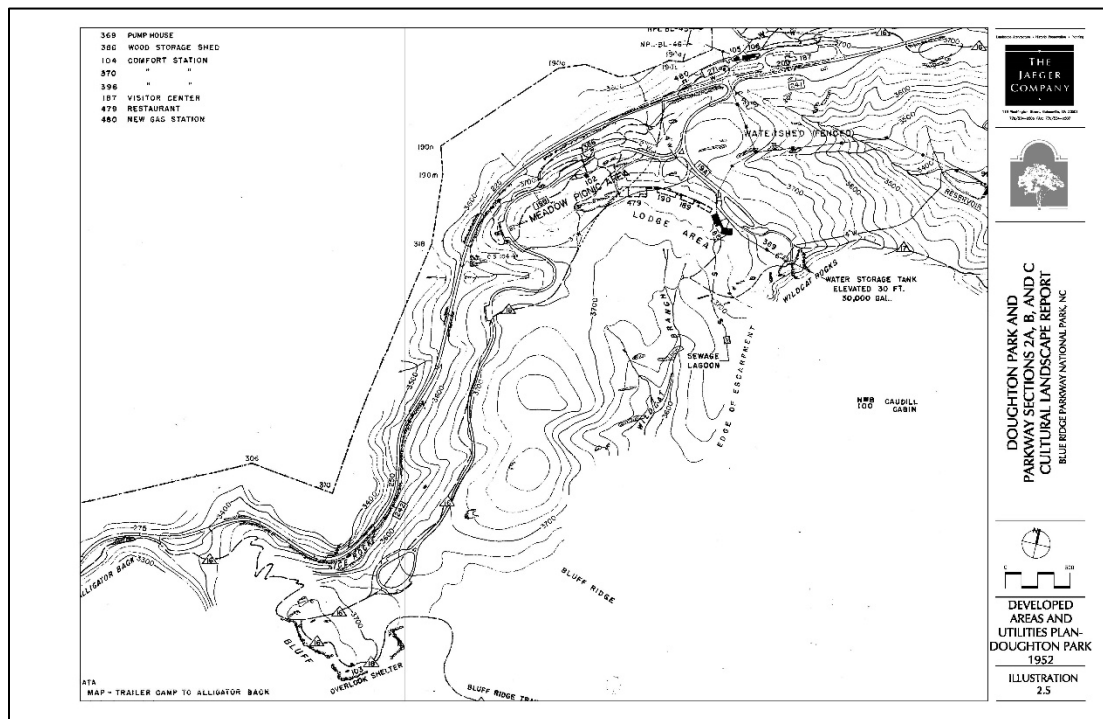


Fig 6-7. C. 1952 Master Plan delineating the expansion of Bluffs Picnic Area. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 206.



Fig 6-8. Picnic Area #3 (Meadow Picnic Area), by 1953 the area was so popular that NPS planned a major expansion of the area, 1953, Neg. #135, Class. #306.1, BLRI Archives.

4. 'Mission 66' Construction Era (1956-1966)

In 1957, NPS implemented the 1952 plans for the expansion of the Picnic Area. The intent of the expansion of the Picnic Area was to “relieve congestion, which [was] particularly acute on weekends, at Doughton Park” (Weems 1957, 4). This design included the elongation of Ridge Road with small parking areas constructed off of the route. This road roughly followed elevation 3,700 along the hillside and was buffered from view of the Lodge Area by a knoll. This extension put the furthest picnic units from the entry road directly above Ice Rock, lending an expansive view above the Parkway to the valley below. Foot trails roughly paralleled this new road system. NPS implemented picnic units on both the wooded slope above the Parkway and tucked into the adjacent meadow. Some of the new picnic units were as far as one-half mile from the existing Comfort Station.

In an effort to reduce this walking distance and to provide adequate services for the newly expanded Picnic Area, NPS designed and implemented a new Comfort Station at approximately the halfway point of Ridge Road. This facility was a modern design tucked into the hillside adjacent to the road. Pathways leading to the comfort station consisted of a crushed gravel surface.

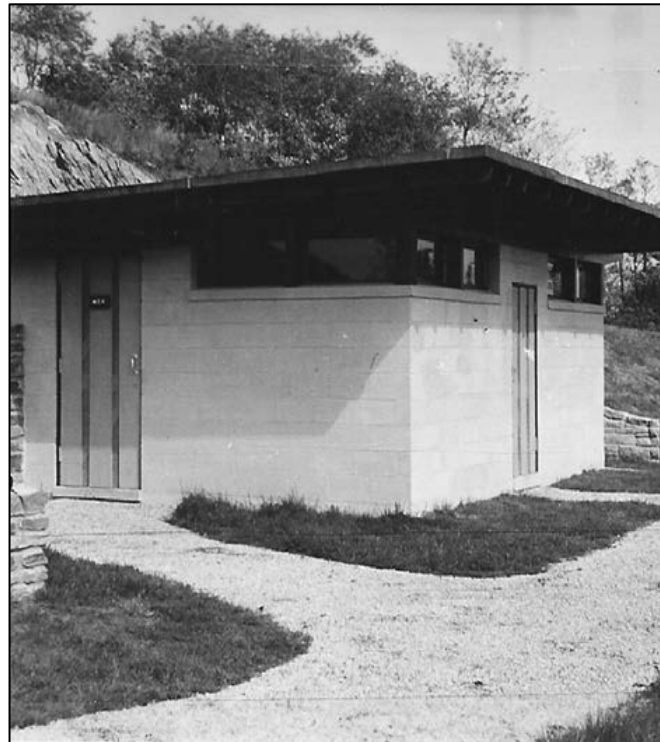


Fig 6-9. Newly constructed comfort station in the Picnic Area, 1957, Neg. #1390, Class. #725.3, BLRI Archives.

5. Post 'Mission 66' Era (1967-present)

In the late 1980s and early 1990s the NPS removed all of the stone drinking fountains from the Bluffs Picnic Area. These fountains were eliminated to “reduce service connections” to less than 15 locations within Doughton Park. This reduction placed the associated water system in a less restrictive operational category (Shaw 2006). These fountains are stockpiled adjacent to the radio

tower near the Maintenance Area. NPS placed three contemporary metal picnic tables at the end of Ridge Road during the 1990s. Research has not revealed any construction documents for the siting of these tables.

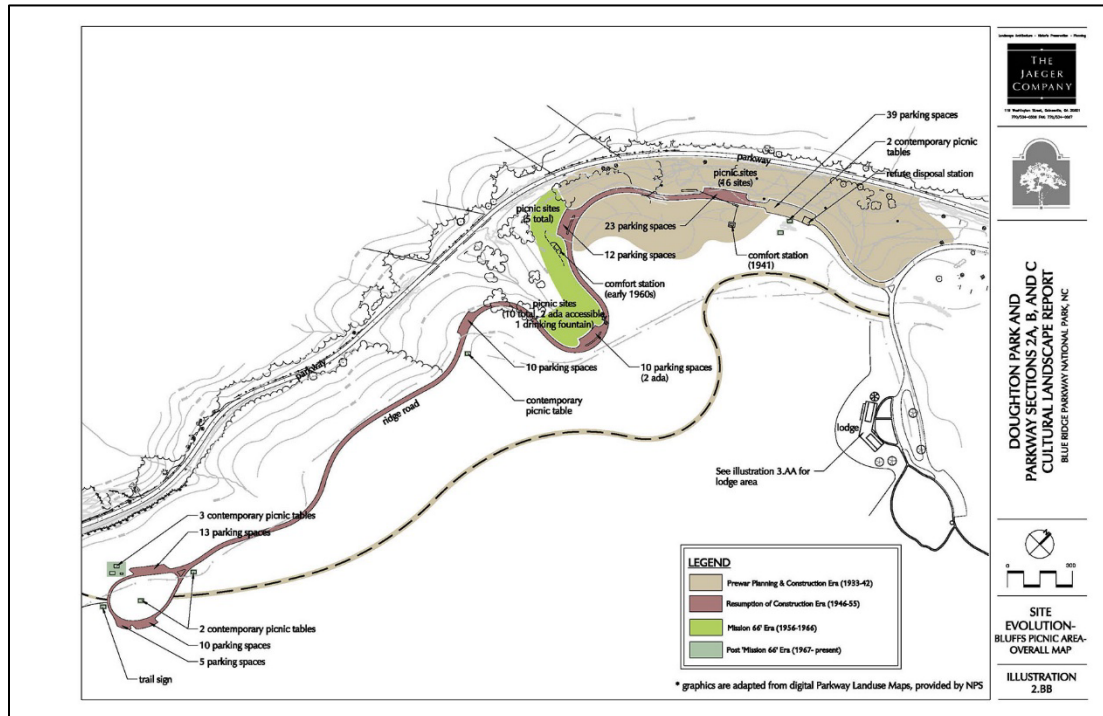


Fig 6-10. Bluffs Picnic Area Site Evolution. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 214.

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)
3083	Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	Yes

Public Access

Public Access

Unrestricted

Chapter 8: Analysis & Evaluation

Analysis and Evaluation Summary

Bluffs Picnic Area is part of one of the first developed areas to be designed and built along the Blue Ridge Parkway. The area consists of Ridge Road which parallels the Parkway road for approximately 1 mile heading southwards from Milepost 241.1. To the west, there are a series of picnic sites located down a partially wooded slope. To the south and east are views out over the highland meadows and rhododendron and mountain laurel stands.

The picnic area was planned for and partially designed in the late 1930s, with the first section of road, parking, trails and picnic sites installed in 1939. A rustic-style comfort station and shelter (Building # 102) was completed in 1941. A Parkway Land Use Map called for the addition of 6 trees at the parkway entrance to the site, more mountain laurel and rhododendron – adding to the ones already there, and low growing plants for the rock ledges that punctuate the span of Ridge Road. In 1952, the Ridge Road extension, which had been planned for in the 1930s, was designed. It was completed by 1957.

Later development at Bluffs Picnic Area includes a second comfort station (Building # 104) in 1959. More picnic sites were installed to the south of this building. This comfort station is built in a utilitarian style, not in the rustic style of the first. Similarly, the picnic tables in this area are not built with stone like the earlier ones to the north.

As one of the first picnic areas to be designed and constructed, the property contributes to the national significance of Blue Ridge Parkway. Most major construction took place during the first three periods of BLRI development (1936 – 1955), as defined by Ian Firth in his draft National Historic Landmark nomination, with the Ridge Road extension designed in 1952 and completed by 1957. The construction from this time is consistent with the rustic style intended for parkway picnic areas. The second comfort station and subsequent picnic sites represent a later, more utilitarian style and are significant for their association with Mission 66-era development on the Parkway.

Bluffs Picnic Area 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 – Ridge Road, comfort station (Building # 102), 1930s picnic sites and associated trail system, existing natural and introduced vegetation – is the same today as during the historic period. The design, materials and workmanship of these earlier features largely remains rustic in nature. Modern repairs, however, have often used materials and workmanship different than the original. Post-1957 development follows a utilitarian design ethic. The feeling of the area is the same as originally intended, a picnic area following a contour just below the crest of a plateau, offering views into the meadow to the east and south, and access to the picnic sites set in the woods and shrubs to the west. The mountain plateau setting, with its open meadow and abundant stands of mountain laurel and rhododendron, that first attracted BLRI designers, remains in place. Finally, the original association of this property – namely a picnic area for Blue Ridge Parkway visitors – continues today.

Landscape Characteristics and Features

Spatial Organization

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces.

Existing Conditions:

The development of Bluffs Picnic Area is centered along Ridge Road. The character of the area is defined by picnic sites and trails tucked downhill into the forested areas to the west of the road and views leading to the east and south up into the meadows - punctuated by rock ledges, mountain laurel and rhododendron stands. This same organization remains today as it did in the 1940s and 50s, and it contributes to the significance of the property.

Feature Name: Ridge Road

Feature Contribution: Contributing

Feature Name: Picnic sites & trails in forested area

Feature Contribution: Contributing



Fig 8-1. View of Bluff Mountain and south meadow from Bluff Mountain Trail illustrating the rolling, open topography. Camera facing southwest (2021)



Fig 8-2. Curve in Ridge Road Extension with view into east pasture with split rail fence border (2021)



Fig 8-3. C. 1939 picnic site with intact stone table, benches, and fireplace. Heavy Japanese stiltgrass infestation. Camera facing north (2021)

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 Bluffs Picnic area was created to facilitate recreation along the Parkway primarily in the form of picnicking. This use continues today, but at a decreased volume. A one mile stretch of picnic sites, two comfort stations and many parking spaces provide visitors with ample area for dining outdoors. To a lesser extent the area is used for hiking as the Bluff's Mountain Trail is accessible from the Picnic area.

Feature Name: Recreation

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).

Post-Historic and Existing Conditions:

Bluffs Picnic Area straddles the 3700' contour for much of its path, just below the crest of the adjacent meadow. The siting largely buffers the road's presence from visitors in the meadow, but still offers a series of views from Ridge Road into that area. The alignment of the road is still intact, and the topography has not been manipulated, thus it contributes to the national significance of the parkway.

Feature Name: Unchanged topo, road alignment intact

Feature Contribution: Contributing

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:

The Bluffs area is notable for its open meadows punctuated with stands of mountain laurel and rhododendron - species usually found in understory locations. The site's unique beauty is a primary reason that BLRI designers located a developed recreation area here, and remains a visibly evident character-defining feature today.

In the 1940s, BLRI planting designs called for the enhancement of this character, calling for varied species of mountain laurel and rhododendron, smaller herbaceous species such as coral bells (*Huchera americana*), hairy mountain rockcress (*Arabis hirstuta*) and sedums (*Sedum spp.*) to create

a rock garden look along rock ledges, and a cluster of trees near the parkway entrance, including white oak (*Quercus alba*), red maple (*Acer rubrum*), Japanese stone pine (*Pinus pumila*), and serviceberry (*Amelanchier borealis*).

Remnants of this planting plan appear to have persisted to the present day. These remnants are most evident on the slope below Comfort Station #102. A circa-1950 photograph of this area depicts a scattering of mountain laurel, rhododendron, and ornamental trees planted on the slope and around the comfort station. Subsequent photographs taken in 2010 and 2021 confirm that much of this original design has persisted and matured.

Additionally, volunteer populations of coral bells (*Huchera americana*) are visible along Ridge Road from the entrance through the 1950s extension to the southern terminus. Roadside bays of rhododendron and mountain laurel, as well as specimen red maples planted near picnic sites and table mountain pines at the southern terminus further distinguish the Ridge Road extension.

Overall, the south and east meadows retain their open character and contribute to the significance of the Bluffs Picnic Area landscape. The east meadow, which comprises much of the area of the Picnic Area, is exemplary in this regard – open and dominated by tall grasses and forbs with scattered bays of trees, with some individual specimen trees. Notable herbaceous species include butterflyweed (*Asclepias tuberosa*), common milkweed (*Asclepias syriaca*), lanceleaf coreopsis (*Coreopsis lanceolata*), little bluestem (*Schizachyrium scoparium*), big bluestem (*Andropogon gerardii*), various mountain mints (*Pycnanthemum spp.*), and numerous goldenrod species (*Solidago spp.*). This prairie-like composition alternates with areas of mown pasture painted with swathes of mountain mint. A portion of the Bluff Mountain Trail, consisting of a continuous, undulating mown grass path, follows the ridge above Ridge Road along its entirety, takes hikers through the east meadow and its adjacent cattle grazing pasture, offering expansive views of the surrounding pastures and to the mountains south of the Doughton Park all along the way.

The south meadow, which extends over the north side of Bluff Mountain, is smaller but no less beautiful and comprised of a similar mixture of herbaceous species. Table mountain pine (*Pinus*

pungens) and other specimen trees accent the southern meadow as well. The Bluff Mountain Trail, still consisting of a mown grass path, continues onward through this meadow, ascending the north side of Bluff Mountain before splitting at a fork. One end leads hikers to the Bluff Ridge trail shelter and Bluff Ridge Primitive Trailhead, while the other continues on through dense forest down the west side of Bluff Mountain toward Alligator Back Overlook.

The mature hardwood stands and flowering understory that also characterize the Bluffs Picnic Area site were well established prior to construction. Indeed, the plantings recommended by the 1942 PLUMs drew directly from this existing vegetation and sought to accentuate it. Forests on the northwestern side of Ridge Road mostly composed of red maple (*Acer rubrum*), white pine (*Pinus strobus*), tulip poplar (*Lyriodendron tulipifera*), black locust (*Robinia pseudoacacia*), rosebay rhododendron (*Rhododendron maximum*), and mountain laurel (*Kalmia latifolia*). The species composition on the opposite side of Ridge Road is very similar. The forested areas between Ridge Road and the Parkway road are still in place, although it appears that the area has grown more heavily forested than it was in the 1940s.

In 1939, 36 picnic sites were built under the tree and mountain laurel canopy on the northern and western sides of Ridge Road. Additionally, there were many picnic sites formerly located on the southern side of Ridge Road at its original 1939 terminus. Most of these sites were obliterated when the road was extended in the 1950s. While these sites were lost, the character of a shaded picnic area persists today. Many of the forested picnic sites on the north side of Ridge Road have been abandoned, however, and have become obscured by Japanese stiltgrass (*Microstegium vimineum*), moss, and other encroaching vegetation.

All of the aforementioned features are in generally good condition. There are some exceptions, however, resulting from impacts relating to disease and invasive species encroachment. Evidence of hemlock wooly adelgid is apparent on several mature hemlocks (*Tsuga canadensis*). There are also dead rosebay rhododendron in the understory around many northeastern sites. Some red maples (*A. rubrum*) are exhibiting signs of decline. Most evident, however, is the aggressive encroachment of invasive species, namely Japanese stiltgrass and garlic mustard (*Alliaria*

petiolata). Stiltgrass is by far the most prolific invasive plant on site and is particularly evident around drains and outlets, in the woods west and downslope of Comfort Station #104, and in the forested picnic area north of Comfort Station #102. The forested picnic area, in particular, has been almost completely overtaken by stiltgrass. Garlic mustard appears to be concentrated around the Mission-66-era picnic area but may have spread elsewhere as well.

Even with the small changes in vegetative patterns, the site largely retains its integrity and contributes to the significance of the parkway.

Feature Name: South meadow

Feature Contribution: Contributing

Feature Name: East meadow

Feature Contribution: Contributing

Feature Name: Mature hardwood stands with flowering understory

Feature Contribution: Contributing

Feature Name: Remnants of c. 1940s shrub plantings

Feature Contribution: Contributing

Feature Name: Open meadow-like character punctuated by shrub bays and trees

Feature Contribution: Contributing



Fig 8-4. C. 1940s shrub plantings near Comfort Station #102. Camera facing south (2021)



Fig 8-5. Flowering mountain laurel near contemporary picnic site with woodland background. Camera facing west (2021)



Fig 8-6. Specimen Rhododendron maximum located on curve along Ridge Road extension (2021)



Fig 8-7. Table mountain pine planted near contemporary picnic areas at southern terminus of Ridge Road. Camera facing north (2021)



Fig 8-8. Close-up of east meadow vegetation, including lanceleaf coreopsis and hoary mountain mint (2021)

Circulation

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

Existing Conditions:

Primary vehicular circulation at Bluffs Picnic Area is provided by Ridge Road. This mile-long, two lane asphalt road begins at entrance to the Picnic Area and curves southwest to its terminus at a cul-de-sac. This cul-de-sac is surrounded by meadowland and joins with the Bluff Mountain Trail. A total of eight parking bays are located along the length of Ridge and provide a total of 122 parking spaces. Each bay bordered by stone curbing. The asphalt in these parking bays is in good condition with minimal wear. The asphalt in the driving lanes is in fair condition with some

wear and signs of age. The stone curbing around each parking bay is somewhat obscured from years of asphalt resurfacing. Other than an additional parking area, the road retains its original form and design, and contributes to the national significance of the parkway as an NHL.

Pedestrian circulation is provided by paved asphalt trails throughout the picnic area. These trails were constructed over the course of two distinct phases of development. The first phase of trail development took place during Prewar Planning and Construction Era (1933-1942). These earlier sections of trail are located within the first half mile of Ridge Road. Completed in 1939 and originally featuring earthen surfacing, these trails were eventually paved in the mid-20th century. These c.-1939 trails are in fair condition, but are visibly worn and damaged by erosion and exposure. With the extension of Ridge Road, a portion of these trails were obliterated in the 1950s, but most remain in place and retain their integrity. Stone steps and log interrupters are still in place.

The second phase of trail development at Bluffs Picnic Area took place during Mission 66 era (1956-1966). Sited located along the stretch of Ridge Road south of Comfort Station #104, these trails feature 3-foot-wide paths and provide approximately 500 feet of pedestrian circulation. These c.-1950s trails remain in fair condition, with some wear and missing asphalt. Trails built south of the second comfort station – and post-dating 1955 - do not contribute to the national significance of the parkway, but may have historical significance as they relate to “Mission 66”-era projects and initiatives.

Feature Name: Ridge Road (c. 1938 portion)

Feature Contribution: Contributing

Feature Name: Ridge Road Extension (c. 1952 - 1957)

Feature Contribution: Contributing

Feature Name: Bluffs Picnic Area Pathways (c. 1939)

Feature Contribution: Contributing

Feature Name: Bluffs Picnic Area Pathways (post-1955)

Feature Contribution: Undetermined



Fig 8-9. Curve in Ridge Road Extension, mountain laurel planting in foreground. Camera facing north (2021)



Fig 8-10. Moss-covered c. 1939 asphalt trail segment bordered by heavy infestation of Japanese stiltgrass. Camera facing southwest (2021)



Fig 8-11. Curved Mission 66-era asphalt trail with moderate moss growth. Camera facing northeast (2021)



Fig 8-12. Mission-66 era trail in wooded area downslope and southwest of Ridge Road. Camera facing northwest (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 Picnic Areas features two buildings. These buildings are dispersed throughout the area containing picnic units. The condition of these buildings is good. No signs of insensitive alteration or neglect of maintenance are apparent. Generally, the location of these buildings and structures is based on providing convenient amenities to as many users as possible.

Comfort Station #102: Comfort Station #102 sits prominently on a mown-turf hillside overlooking the northeastern parking area of the Picnic Area. It is accessible via an asphalt-paved spur road that extends from parkway right and terminates at an asphalt-paved surface lot. An asphalt-paved walkway extends from the surface lot to the comfort station.

Built in the Adirondack style in the early 1940s, Comfort Station #102 is different in material and style than the other Doughton Park comfort stations of the same era. The walls of the building are constructed of squared and stained logs with flush-mounted vertical wood boards covering the gables. Additionally, the 23 feet wide by 30 feet long building features a stone foundation, hinged six light sash windows, and a wood shake roof. The building is single-story, wood-framed, and rectangular in plan with restroom facilities and a covered porch that serves as a scenic overlook. The building has a stone foundation, sawn log framing with half dovetail joints, and a wood-framed wood shake gable roof with exposed framing. The end gables are clad with wood plank siding and the entire building is painted grey.

A large overhang on the northwestern side of the building creates a deep porch with built in bench seating and a flagstone floor. The covered porch has stone-paved flooring, timber post framing, and a wood bench integrated into the structure. Entrances and window openings are located at the end gable elevations. Typical fenestration includes wood-framed six-light awning windows. Door openings are wood-framed with wood plank doors. The doors are designed with wide gaps between the planks through which the interior wood cross-braced framing is visible. At the time that the 2006 CLR was being completed, Comfort Station #102 had recently been stained and re-roofed.

This building remains in good condition with no additions or repairs 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 its building type on the Parkway (WJE 2016, A-227).

Comfort Station #104: Comfort Station #104 is set within a grass-covered hillside with numerous deciduous trees. It is accessible via an asphalt-paved surface lot midway down Ridge Road. An

asphalt-paved walkway extends from the surface lot to the comfort station. A stone retaining wall, curved in plan, extends from the back elevation of the comfort station and edges the paved walkways to the entrances.

Built in the utilitarian style, Comfort Station #104 is a stylistic departure from #102. The entrance faces south toward the wooded slope beyond. The 16-foot wide by 24-foot-long building is single-story, wood-framed, and rectangular in plan with restroom facilities and a janitor's closet. It has a concrete foundation and concrete block walls clad in plywood sheets milled to look like vertical wood siding and painted grey. The building is covered by a low-slope wood-framed roof with enclosed eaves and clad with sheet metal. Small rectangular one-light fixed windows located above eye level are provided in each of the two facilities to bring natural light into the building. These windows have concrete sills clad with wood. Doors are constructed of vertical wood planks and are stained gray to match the rest of the wood on the building. The doors are designed with wide gaps between the planks through which the interior wood cross-braced framing is visible. The building remains in good condition with no additions.

Comfort Station #104 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 Mission 66-era utilitarian-style building on the Parkway (WJE 2016, A-229).

Feature Name: Comfort Station and Trail Shelter (Building # 102)

Feature Contribution: Contributing

Feature Name: Comfort Station (Building # 104)

Feature Contribution: Contributing



Fig 8-13. Picnic Area Parking Lot circa 1954



Fig 8-14. Picnic Area Comfort Station and Shelter - Building # 102 (pre-1956)



Fig 8-15. Oblique view of Comfort Station # 104. Camera facing north (2021)



Fig 8-16. Oblique view of Comfort Station #102. Camera facing southwest (2021)

Views and Vistas

A view 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 Bluffs Picnic area features one primary view at the cul-de-sac at the end of Ridge Road. The northwestern portion of this 360 degree panorama is a maintained vista of the mountains beyond the Parkway. Vegetation is maintained along the northwestern parking bay to create this vista. The remainder of the panorama is composed of a pastoral view. This view consists of rolling grass and wildflower meadow with scattered bays of shrubs and trees. This view and vista are in

good condition and retain the character that was originally intended by Parkway planners for this area.

Feature Name: Views from Ridge Road into east and south meadows

Feature Contribution: Contributing



Fig 8-17. View into east meadow from parking area along Ridge Road. Camera facing southeast (2021)



Fig 8-18. View into south meadow from kissing gate at Bluff Mountain trailhead. Camera facing south (2021)

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:

Small-scale features at the picnic area include the drinking fountains, picnic tables, fireplaces, trail signs, entrance gates, split-rail fences, refuse disposal stations, stone curbing and log interrupters. Of these features, the stone drinking fountains, picnic tables dating up to 1972, stone fireplaces, split rail fences, and stone curbing may be considered contributing to the property's significance as an NHL. Some of the repair work on these features has used materials and workmanship inconsistent with the original fabric. Overall, many still retain enough integrity to

contribute the significance of the property as an NHL. Later additions to the picnic area do not use the same type of material or workmanship but may contribute to the significance of the property's Mission 66-era historic context.

Drinking Fountains: The 1943 Master Plan shows six stone drinking fountains planned for Bluffs Picnic Area. From the 1940s to the early 1990s, these fountains serviced the picnic sites located along the first half-mile of Ridge Road. During the Mission '66 development period, an additional stone drinking fountain was added to the picnic sites south of Comfort Station #104. Today, this modified example of the second generation of Parkway drinking fountain stands as the only remaining example of its kind within the Picnic Area. The fountain retains its original stone base but has been modified with a side-projecting stainless-steel fountain and lower side spigot. As these modifications are not consonant with the fountain's original Rustic design, these modifications constitute a loss of integrity.

Picnic Sites: Four different generations of picnic sites representing four distinct periods of physical development at Bluffs Picnic Area have been identified.

Approximately 13 Prewar Planning and Construction Era Picnic Sites are concentrated in the wooded picnic area near Comfort Station #102. These sites feature Park Rustic style picnic tables with wood plank seats and concrete tabletops with stacked stone piers. These sites also feature rustic-style fireplaces constructed with U-shaped stone walls topped with a metal grate cooking surfaces. Many of these original units are still located within the wooded picnic area. Repairs, often making use of new types of materials, have been made to most units. The general condition of these units is good. Current materials differ from those associated with the original installation, however.

Approximately 15 Mission 66-era picnic sites were added immediately south of Comfort Station #104. These picnic tables and benches took the same form as the Prewar Planning and Construction Era tables and benches, but the stone piers are replaced with concrete piers. Mission 66-era picnic sites also featured metal grill on steel post rather than stone fireplace. These steel

fabricated grills are mounted on steel poles that are approximately 3' tall. All of second-generation concrete picnic tables have since been replaced with fourth generation precast concrete tables.

At one point, a third generation of picnic table could also found in Bluffs Picnic Area. At the time that the 2006 CLR was completed, a total of 8 such sites were interspersed along Ridge Road. 5 were located around the cul-de-sac, two are near Comfort Station #102 and a single site was located just south of Comfort Station #104. These tables consisted of a of bent steel pipe frame with wooden bench seats and table tops. The tables had been installed without fireplaces, grills and formalized path systems. These contemporary additions were not found mixed in with the previously described picnic units and have since been removed.

The third-generation picnic sites have since been replaced by a fourth generation that differs from the contemporary styles previously noted in the 2006 CLR. The picnic tables associated with these sites are of a sleeker, more modern design and constructed of precast concrete. Like their third-generation predecessors, they generally do not feature fireplaces, grills, or formalized path systems.

Stone Steps: Two sets of stone steps were constructed at Bluffs Picnic Area, with each set intended to serve each of the two comfort stations. In total, there are 24 individual stone steps between the two sets. The first set of steps can be found near the entrance to the Picnic Area and curves upslope toward Comfort Station #102. This set consists of 12 steps in total and appears to be in good condition, with no notable structural problems. Another set of stone steps can be found north of Comfort Station #104. This set curves downslope from the adjacent parking area toward Comfort Station #104 and consists of 12 individual steps. These steps appear to be in fair condition, with visibly deteriorating mortar joints.

Signs: Several types of signs are present at Bluffs Picnic Area, most of which provide trail directions. A large wooden sign depicting the entire trail system of Doughton Park can be found near the cul-de-sac at the terminus of Ridge Road, near the junction with the Bluff Mountain

Trail. This sign appears to be in fair condition, with some signs of weathering but no structural instability. A variety of other trail signs are also found at the junction of the Bluffs Mountain Trail and Ridge Road cul-de-sac. These signs record distances, landmarks, directions, and camping regulations. Other signs found elsewhere in Bluffs Mountain Picnic Area communicate picnic area policies, picnic site locations and directions to other nearby facilities.

Entrance Gate: A contemporary entrance gate is installed at the northern terminus of Ridge Road. This gate is constructed of large timbers joined by metal hardware and is used to close off the entire picnic area to vehicular traffic. It appears to be in good condition.

Fences: Split-rail fencing is visible along several sections of Ridge Road and has been used to frame views into the adjacent pastures. Most of this fencing runs parallel to Ridge Road. Split-rail fencing also completely encircles the cul-de-sac at the terminus of Ridge Road as well as its associated parking bays and has been installed at trail junctions as well. Trail junctions are likewise made of split rails and take the form of traditional “kissing gates” or stiles.

Refuse Disposal Stations: A fenced space for trash and recyclables is located in the first parking bay near the entrance to Bluffs Picnic Area.

Stone Curbing: All eight parking bays at Bluffs Picnic Area are bordered by stone curbing. Much of this curbing has become somewhat obscured by years of asphalt resurfacing but is otherwise in good condition.

Feature Name: Mission 66 Era Picnic Tables

Feature Contribution: Contributing

Feature Name: Mission 66 Era Steel Grills

Feature Contribution: Contributing

Feature Name: Contemporary Precast Concrete Picnic Tables

Feature Contribution: Non-Contributing

Feature Name: Stone Steps

Feature Contribution: Contributing

Feature Name: Trail Signs and Kiosk

Feature Contribution: Contributing

Feature Name: Entrance Gate

Feature Contribution: Non-Contributing

Feature Name: Refuse Disposal Station

Feature Contribution: Non-Contributing

Feature Name: Stone Tree Well

Feature Contribution: Contributing

Feature Name: Split-rail fencing

Feature Contribution: Contributing

Feature Name: Stone Curbing

Feature Contribution: Contributing

Feature Name: Stone Drinking Fountains

Feature Contribution: Contributing

Feature Name: Prewar Planning and Construction Era Picnic Tables

Feature Contribution: Contributing

Feature Name: Prewar Planning and Construction Era Stone Fireplaces

Feature Contribution: Contributing



Fig 8-19. Stone drinking fountain near Mission 66-era picnic sites. Camera facing south (2021)



Fig 8-20. Stone picnic table in forested area downslope of Comfort Station #102. Partially collapsed. Camera facing northeast (2021)



Fig 8-21. Fully intact stone fireplace southwest of Mission 66-era picnic site. Camera facing northeast (2021)



Fig 8-22. Section of collapsed split rail fencing near south meadow. Camera facing south (2021)



Fig 8-23. Bluff Mountain trailhead and kissing gate near south meadow. Camera facing south (2021)



Fig 8-24. Pre-cast concrete picnic table at south terminus of Ridge Road. Segment of Bluff Mountain Trail leading into east meadow visible in background. Camera facing northeast (2021)



Fig 8-25. Refuse disposal station along Ridge Road with bear-proof receptacles. Camera facing south (2021)



Fig 8-26. Kiosk near south meadow with Doughton Park trail system map. Camera facing southwest (2021)



Fig 8-27. Set of 12 stone steps near Comfort Station #104 in fair condition, with deteriorated mortar joints. Camera facing northeast (2021)



Fig 8-28. Stone tree well near northern terminus of Ridge Road. Camera facing south (2021)



Fig 8-29. Close-up of stone curbing at south meadow parking bay. Camera facing northeast (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 GIS Intern

Narrative:

All character-defining features remain intact, but many are exhibiting signs of wear, age or neglect. Numerous small-scale features, including one of the fabricated steel grills, the modified second-generation drinking fountain, and several sections of split-rail fence, are in need of repair. The drinking fountain, which is the sole remaining example of this feature type found at Bluffs Picnic Area, remains intact but is exhibiting signs of wear and has been outfitted with contemporary steel plumbing and fixtures that are not consistent with its historic fabric. Many asphalt pathways are exhibiting visible signs of age and weathering, and some have been obscured by sedimentation or damaged by stormwater-related erosion. Similar to the asphalt pathways, some sections of Ridge Road are visibly aged and partially covered with moss or lichen. The Prewar Planning and Construction-era Rustic picnic sites found in the forested section north and downslope of Comfort Station #102 are rapidly deteriorating and visibly neglected. Most Rustic-style picnic tables and stone fireplaces are partially collapsed or obscured by vegetation, and almost all sites are partly to fully overrun with Japanese stiltgrass. These deteriorated Rustic-style models are the only examples of previous generations of NPS picnic tables found in Bluffs Picnic Area. All other examples, including the semi-Rustic concrete Mission '66 models and the steel-and-wood Contemporary, Type I models, have been replaced with a

heretofore uncategorized fourth-generation concrete model, hereafter referred to as Contemporary, Type II. Invasive species, including Japanese stiltgrass and garlic mustard, have spread prolifically throughout the site and have overrun many Prewar-era picnic site. Japanese stiltgrass is by far the most prolific invasive plant on site.

Impacts

Seq. No.	Type	Impact Type – Other	Internal Source?	External Source?	Narrative	Date Identified
xx			Yes/No	Yes/No	1000 Char.	mm/dd/yyyy
	Erosion		Yes	No	The asphalt trails in the forested Prewar Planning and Construction-era picnic sites north of Comfort Station #102 are exhibiting moderate to severe stormwater erosion. This damage is most evident wherever these pathways cross designed drainage channels and natural fall lines. Some sections have been partially buried by sediment deposition, while others have crumbled due to severe undercutting.	08/06/2021
	Exposure to Elements		Yes	No	The picnic tables and stone fireplaces in the forested Prewar	08/06/2021

					Planning and Construction-era picnic sites north of Comfort Station #102 are severely deteriorated. Most original stone picnic tables are partially collapsed and rapidly deteriorating. The stone fireplaces are in similar condition and are partially to completely obscured by encroaching vegetation in places. Throughout the Bluffs Picnic Area, and particularly in the forested and Mission-66-era picnic areas, asphalt walkways are exhibiting signs of age and weathering, including cracking and moss and lichen growth. Sections of Ridge Road are similarly cracked and coated with lichen and moss.	
	Inappropriate Maintenance		Yes	No	The stone drinking fountain in the Mission-66-era picnic area has been outfitted with contemporary steel plumbing and fixtures that are not consonant with its historic fabric.	08/06/2021

	Deferred Maintenance		Yes	No	At least one steel grill missing in the Mission 66-era picnic area. The remaining steel post has been marked with pink flagging. Additionally, the drinking fountain in this area is exhibiting signs of wear, including loose mortar and at least one stone that has completely detached from the top of the unit. Near the cul-de-sac at the northwestern terminus of Ridge Road, some sections of wooden split-rail fence have collapsed and are in need repair.	08/06/2021
	Neglect		Yes	No	The picnic tables, grills and fireplaces in the forested Prewar Planning and Construction-era picnic sites north of Comfort Station #102 are exhibiting signs of severe neglect. Many are partially collapsed and obscured by encroaching vegetation. The trails and pathways in this area likewise reflect varying degrees of neglect – some remain clearly visible, but are	08/06/2021

					coated with moss and lichens, while others have almost completely disappeared into the forest duff and undergrowth. Asphalt pathways elsewhere in the Bluffs Picnic Area exhibit similar, albeit far less severe, signs of neglect. Likewise, certain sections of the Ridge Road have been similarly varnished with moss and lichen.	
	Removal/Replacement		Yes	No	Most picnic tables throughout the Bluffs Picnic Area are of the fourth-era Contemporary, Type II design. Aside from the severely degraded examples among the forested picnic sites north of Comfort Station #102, almost all early Rustic-style picnic tables have been replaced by the contemporary models. All Mission-66 era picnic tables appear to have been similarly replaced. Additionally, the original plumbing and drinking fixtures on the stone drinking fountain in the Mission-66-era	08/06/2021

					picnic area have been replaced with contemporary steel plumbing and fixtures.	
	Vegetation/Invasive Plants		Yes	No	A number of invasive species have spread aggressively throughout the woods surrounding the Bluffs Picnic Area, most notably Japanese stiltgrass and Garlic Mustard. Japanese stiltgrass is by far the most prolific invasive plant on site and is particularly evident around drains and outlets emptying into the woods northwest of the cul-de-sac, in the woods west and downslope of Comfort Station #104, and in the forested picnic area north of Comfort Station #102. The forested picnic area, in particular, has been almost completely overtaken by stiltgrass. Garlic mustard appears to be concentrated around the Mission-66-era picnic area, but may have spread elsewhere throughout the greater Bluffs	08/06/2021

Bluffs Picnic Area
Blue Ridge Parkway

					Picnic Area site as well.	
3370	Deferred Maintenance		Yes	No	Bluffs Picnic Area is a popular destination, and its trails and sites show signs of heavy use.	07/29/2005
3375	Inappropriate Maintenance		Yes	No	Some of the earlier picnic sites still contain the original style picnic tables, water bubblers, and fire pits. These elements have been repaired over time, but not always using materials or practices matching the original fabric or workmanship.	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	07/25/2006	Pp. 151-152 of the Doughton Park and Sections 2A, B, and C Blue Ridge Parkway CLR covers specific treatment recommendations for Bluffs Lodge. 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

Bibliography

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	The Jaeger Company	Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report	2006	USDI, NPS		Both Graphic and Narrative		2185737	https://irma.nps.gov/DataStore/Reference/Profile/2185737
	Wiss, Janney, Elstner Associates, Inc (WJE)	Appendix, Survey and Assessment, Blue Ridge Parkway	2016	Wiss, Janney, Elstner Associates, Inc.		Both Graphic and Narrative		2268418	https://irma.nps.gov/DataStore/Reference/Profile/2268418
		2002 "Entrance Road to Lodge &	1938			Graphic			

		Parking Area – Bluff Park” 1 May 1937; job completed 24 May 1938							
		2150 “Comfort Station # 104 – Doughton Park Ridge Road” 8 February 1957; approved by Weems 3 March 1957	1957			Graphic			
		2150 B “Comfort Station # 104 – Doughton Park – Ridge Road” 6 May 1937 – approved by Weems; job completed 9 March 1959	1959			Graphic			
		2154 B “Sewage Disposal System – Comfort Sta. # 104 –	1959			Graphic			

		Doughton Park" 8 May 1957; job completed 9 March 1959							
		2183 B "Water System Extension – Doughton Park" May 1957; job completed 9 March 1959	19 59			Graphic			
		5351 "Water Supply System – Pipeline – Bluff Park" Job completed 17 Dec 1938; approved 22 Sept 1938	19 38			Graphic			
	AHH	2C- 2052A Planting Plan "Section 2C Sta 190 to ?" Sheet 7 of 19 (and cover sheet, 1 Jan 1944, Delineated by	19 42			Graphic			

		Huntoon , designed by AHH 27 Sept 1942, recomm ended by Abbott 16 April 1947 8 Oct 1942 AHH							
	Armfi eld and Brown in	5372 "Water Distribut ion – Picnic Area No. 3 – Bluff Park" 23 June 1939 designed by Armfield and Brownin g; recomm ended 19 Sept 1939	19 39			Grap hic			
	Armfi eld and Brown in	5377 "Drop Inlets – Culvert Headwal ls – Catch Basins – Bluff and Cumberl and Knob Parks" 23 August	19 39			Grap hic			

**Bluffs Picnic Area
Blue Ridge Parkway**

		1939 – designed by Armfield and drawn by Brownin g; concurre d by acting Supt. Abbott 30 Aug 1939							
	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			Graphic			
	Burns	2016 “Trail System – Picnic Area # 3” 3 Nov 1938 – designed by Burns; concurre d by	19 39			Graphic			

		Abbott 9 Nov 1938; job complete d 22 Mar 1939							
	EGH	2005 "Road & Parking – Picnic Area No. 3 – Bluff Park" 9 August 1937; drawn by EGH; concurre d by Abbott Decemb er 12 1937; job complete d 15 June 1938 and 18 May 1939	19 39			Grap hic			
	Huddleston	2050 "Coffee Shop, Lodge & Picnic Areas – Bluff Park – Part of the Master Plan for Blue Ridge Parkway " 1 Jan 1943, drawn by Huddles ton	19 43			Grap hic			

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	Kearney	2174 B "Road System Plan – Part of the Master Plan" 18 March 1948; Designed by Kearney	1948			Graphic			
	Lewis	2053 A "Play Field and Amphitheatre – Bluff Park" 24 March 1941 – Designed by Lewis; concurre	1941			Graphic			

		d 26 Mar 1941							
	Lewis	2386 B "Road System Plan – Part of the Master Plan" April 1952; drawn by Lewis and checked by Abbuehl	19 52			Grap hic			
	Lewis	2386 C "Road System Plan – Part of the Master Plan" June 1952; drawn by Lewis and checked by Abbuehl	19 52			Grap hic			
	Lewis, Beyer and Newc omb	2096 "Bluff Ridge Road & Parking Areas – Doughto n Park" August 1955; drawn by Lewis, Beyer and	19 55			Grap hic			

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Blue Ridge Parkway**

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	PVC- AFR	2078 B "Dought on Park, NC – Develop ed Areas & Utilities Plan – Part of the Master Plan" Jan 1952; designed by PVC- AFR	19 52			Grap hic			
	PVC- AFR	2078 C "Dought on Park, N.C. – Develop ed Areas & Utilities – Part of the Master	19 62			Grap hic			

		Plan” Decemb er 1962 update; designed by PVC- AFR; recomm ended by Weems 10 January 1963							
	PWK – WHG	2174 C “Road System Plan – Part of the Master Plan” May 1952; Design ed by PWK – WHG	19 52			Grap hic			
	PWK – WHG	2174 D “Road System Plan – Part of the Master Plan” October 1956; Design ed by PWK – WHG	19 56			Grap hic			
	PWK – WHG	2174 E “State Line to Horse Gap – General Develop ment	19 61			Grap hic			

		Plans – Part of the Master Plan” February 1961; designed by PWK-WNG							
	The Jaeger Company	Illustration 2.G	2006	NPS Southeast Regional Office	Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report, p. 194	Graphic			
	The Jaeger Company	Illustration 2.S	2006	NPS Southeast Regional Office	Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report, p. 206	Graphic			
	The Jaeger Company	Illustration 2.BB	2006	NPS Southeast Regional Office	Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape	Graphic			

					Report, p. 214				
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		Ridge Parkway							
	Sam Weems	Annual Report, 1957	1957	BLRI	BLRI Archives, RG1, S3, Box 2 of 2	Narrative			
	Ted Olson	Blue Ridge Folklife	1992	University Press of Mississippi	Jackson, MS	Narrative			
	US Department of the Interior, NPS	CLI Coordinator Review Report, Bluffs Picnic Area	2005	USDI, NPS	Washington, DC	Narrative			
	William D. Thornbury	Regional Geomorphology of the United States	1965	John Wiley & Sons	New York	Narrative			

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
	Spatial Organization										
	Ridge Road	Contributing	183695								
	Picnic sites & trails in forested area	Contributing	183697								
	Land Use										
	Recreation	Contributing	194874								
	Topography										
	Unchanged topo, road alignment intact	Contributing	183693								
	Vegetation										
	South meadow	Contributing	194884								
	East meadow	Contributing	194885								

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	Mature hardwood stands with flowering understory	Contributing	194886								
	Remnants of c. 1940s shrub plantings	Contributing	183699								
	Open meadow-like character punctuated by shrub bays and trees	Contributing	183701								
	Circulation										
3155	Ridge Road (c. 1938 portion)	Contributing	97935								
3175	Ridge Road Extension (c. 1952 - 1957)	Contributing	97936								
3195	Bluffs Picnic Area Pathways (c. 1939)	Contributing	97933								
3216	Bluffs Picnic Area Pathways (post-1955)	Undetermined	97934								
	Buildings and Structures										
3093	Comfort Station and Trail Shelter (Building # 102)	Contributing	97932								

**Bluffs Picnic Area
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3109	Comfort Station (Building # 104)	Contributing	97931								
	Views and Vistas										
	Views from Ridge Road into east and south meadows	Contributing	183691								
	Small-Scale Features										
	Mission 66 Era Picnic Tables	Contributing	194875								
	Mission 66 Era Steel Grills	Contributing	194876								
	Contemporary Precast Concrete Picnic Tables	Non contributing	194877								
	Stone Steps	Contributing	194878								
	Trail Signs and Kiosk	Contributing	194879								
	Entrance Gate	Non contributing	194880								
	Refuse Disposal Station	Non contributing	194881								

**Bluffs Picnic Area
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	Stone Tree Well	Contributing	194882								
	Split-rail fencing	Contributing	194883								
	Stone Curbing	Contributing	194887								
3559	Stone Drinking Fountains	Contributing	97938								
3577	Prewar Planning and Construction Era Picnic Tables	Contributing	97939								
3586	Prewar Planning and Construction Era Stone Fireplaces	Contributing	97937								