

National Park Service Cultural Landscapes Inventory 2022



Doughton Park
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

550140

Resource Name

Doughton Park

Parent Landscape

N/A

Parent Resource ID

N/A

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

Doughton Park is a recreation area located on the Blue Ridge Parkway between milepost 238 and 246. The landscape is 12 miles southeast of Sparta, North Carolina and 31 miles northwest of Wilkesboro, North Carolina. Covering over 6,000 acres, Doughton Park was one of the first developed areas to be planned for the Blue Ridge Parkway. The parent landscape includes several component landscapes. Bluffs Lodge, Doughton Park Campground, Doughton Park Maintenance Area, Bluffs Coffee Shop and Service Station, Bluffs Picnic Area, Brinegar Cabin, and Caudill Family Homestead are each component landscapes within Doughton Park.

Doughton Park occupies an open highland meadow with forested areas extending to the south of the Parkway covering lower elevations and adjacent tracts of land. Formerly known as the Bluffs, the recreation area includes not only highland meadows (above 3,000 feet) and steep slopes, but Basin Cove and other creek valleys (1,500 feet). The meadow is maintained by a grazing and mowing regime with the surrounding forest managed as a natural resource. Meadow grasses, forbs, scattered trees, and flowering shrubs grow in the open areas and extend the landscape design of the Parkway to the recreation area. At higher elevations, a red oak forest community predominates, including northern red oak, red maple, tulip poplar, white oak, black locust, eastern hemlock, rosebay rhododendron, flame azalea, mountain laurel, and pagoda dogwood (replacing the once-dominant American chestnut). The lower elevations are characterized by a diverse cove forest with no dominant species.

The seven component landscapes are scattered along the linear Parkway and one landscape, Caudill Family Homestead, is nestled down slope in Basin Cove. Thirty-seven buildings and six structures are within the parent landscape as well as vehicle and pedestrian circulation, small-scale features, and undeveloped forest. The component landscapes are developed areas within Doughton Park that provide park facilities, visitor services, lodging, and interpretive exhibits. The remainder of the parent landscape is accessible by hiking trails. Historic features at Doughton Park, from cabins to fences to stone gutters, retain integrity. Forested areas and planting plans compose a varied landscape of designed visitor services, interpreted homesteads, pastoral agriculture, and natural resources. The Wildcat Overlook includes views of the forested

slopes and Caudill Cabin. Circulation routes include hiking trails, pedestrian walkways, horse trails and vehicle roadways. Each component landscape has a description of the circulation in the landscape, while in addition to these routes, the Blue Ridge Parkway traverses almost 8 miles through the Doughton Park parent landscape. All major features contribute to the national significance of Blue Ridge Parkway as a potential NHL property. The small-scale features, vegetation, views, and buildings are described in detail in each component landscape Analysis and Evaluation.

Doughton Park was primarily constructed during the early periods of significance (1933-1955) along the Blue Ridge Parkway. The period of significance for the entire Blue Ridge Parkway, as defined in Ian Firth's draft National Historic Landmark (NHL) nomination, is 1933 – 1987. Parkway road development between these dates possesses NHL significance, while associated development – such as visitor concession areas – possesses NHL significance through 1955. Later development may be historically significant as it relates to "Mission 66"-era projects and initiatives.

Doughton Park is in fair condition. The CLR recommends preserving the component landscapes and implementing small, appropriate improvements to rehabilitate necessary features and characteristics. The site retains integrity and, as one of the first recreation areas developed along the Blue Ridge Parkway, contributes to the national significance of the Parkway.

Landscape Hierarchy Description

On the 1936 Blue Ridge Parkway Master Development Plan, Doughton Park (then known as The Bluffs) is shown as one of the proposed parkway developed areas. The 6300-acre site largely consists of forested, steeply-sloping land, with the built environment consisting of rustic trails, overlooks and a shelter. It is listed in the CLI in its entirety as the Doughton Park Developed Area. 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 the Doughton Park Maintenance Area.

Recent Condition

Fair

Subsite/Child components

Caudill Family Homestead
Bluffs Coffee Shop and Service Station
Bluffs Lodge
Bluffs Picnic Area
Brinegar Cabin
Doughton Park Campground
Doughton Park Maintenance Area

Landscape Type

Historic Designed Landscape
Historic Vernacular Landscape

Cover Page Graphic

See Cover Page.

Site Plan(s)

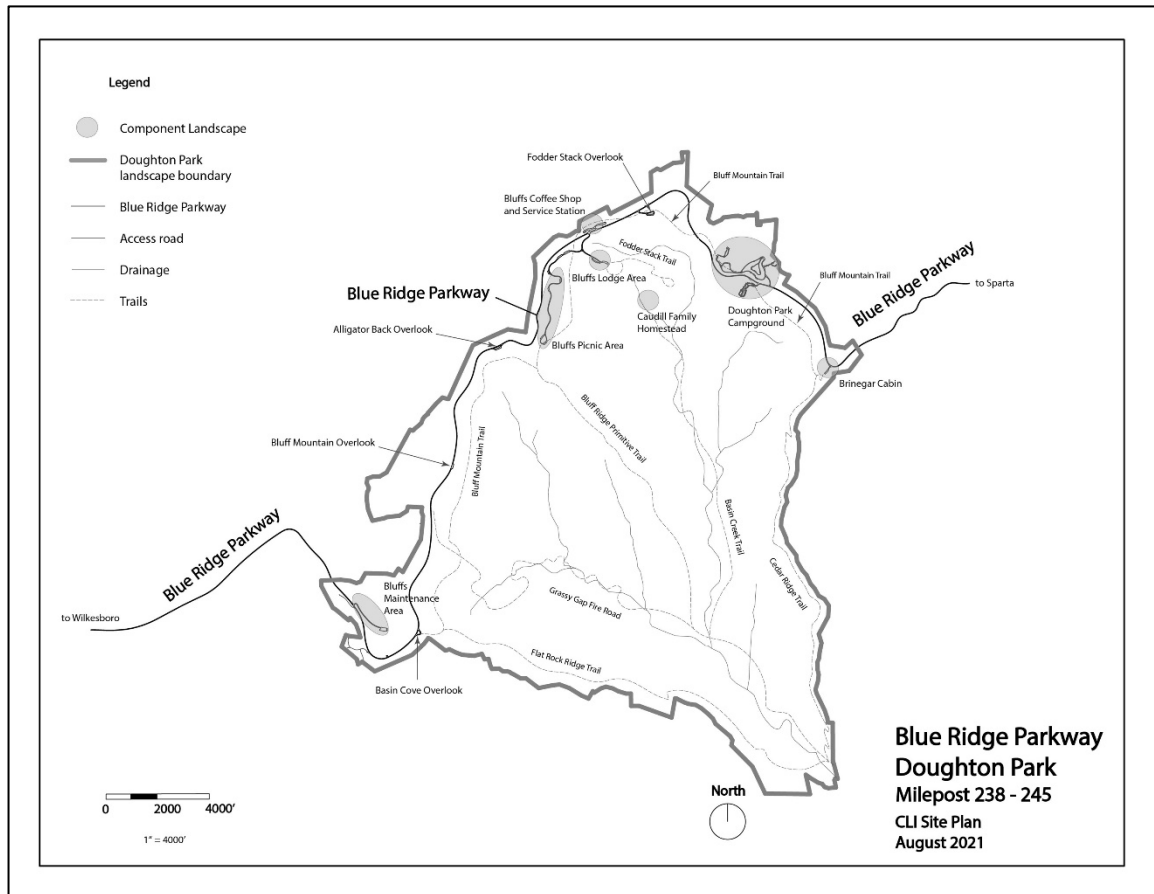


Fig 1-1. Updated Doughton Park Site Map (2021)

Hierarchy Description Graphic

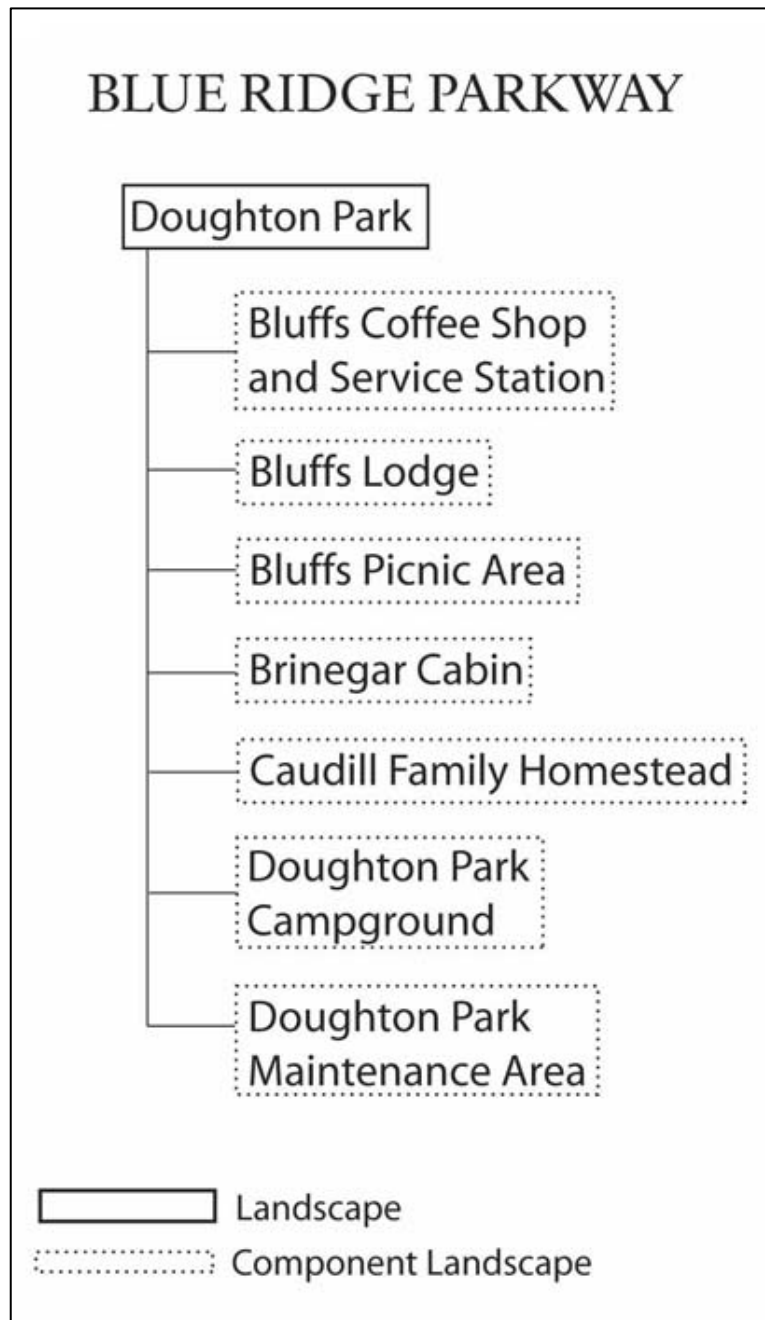


Fig 1-2. Doughton Park CLI Hierarchy

Other Names

Seq. No.	Name	Type
3163	Doughton Park	Both Current and Historic
3167	Doughton Recreation Area	Both Current and Historic
3193	The Bluffs	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. A CLR of Doughton Park was completed in 2006 by The Jaeger Company. David Hasty and Beth Wheeler updated the CLI to reflect this new research and entered a current condition assessment for the parent landscape. A CLI update for the Doughton Park parent landscape and six of its component landscapes was completed between 2021 and 2022 by Chris Robey with the University of Georgia. The park contact is BLRI Cultural Resource Specialist, Andrew Triplett.

Concurrence Graphics



NATIONAL PARK SERVICE

Blue Ridge Parkway
199 Hemphill Knob Road
Asheville, North Carolina 28803

JUL 21 2004

Dear Dr. Crow:

* 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 2-1. Letter to the Superintendent

**CULTURAL LANDSCAPE INVENTORY
CONDITION ASSESSMENT CONCURRENCE SHEET – 11 July 2008**

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

Cultural Landscape Condition

Inventory Name	CLI Id #	Condition
Doughton Park	550140	Good
Brinegar Cabin	550138	Good

Cultural Landscape Management Category
Must Be Preserved and Maintained 11 July 2008

Park Superintendent Concurrence
Concur ☒ Do Not Concur ☐

Superintendent Date 8/6/08

Fig 2-2. Superintendent Signature of Concurrence

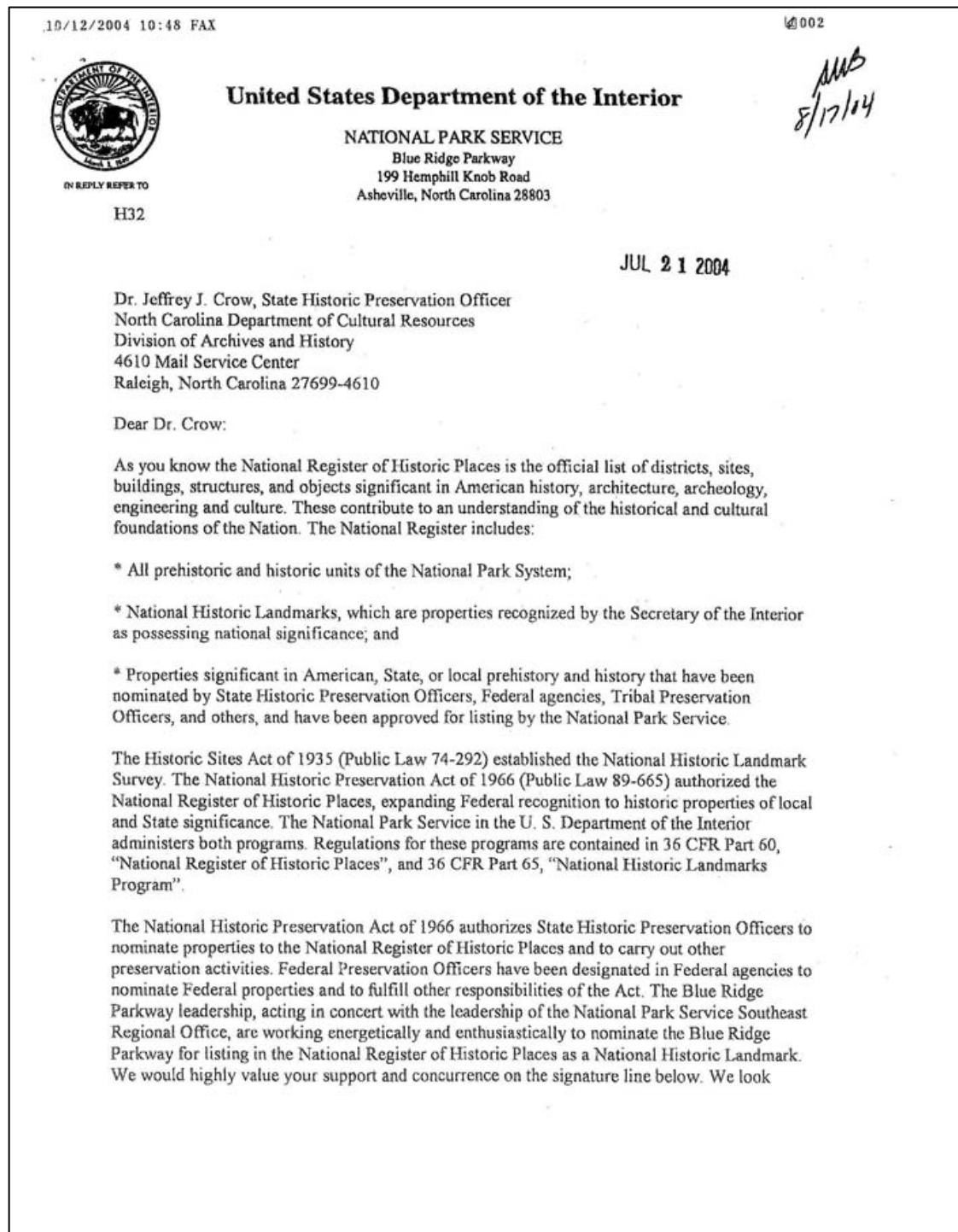


Fig 2-3. NC SHPO Concurrence Letter, 2004 (1 of 2)

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 2-4. NC SHPO Concurrence Letter, 2004 (2 of 2)

**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 2-5. Superintendent Signature of Concurrence (2022)

Chapter 3: Geographic Information

Area (Acres)

6,300

Land Tract Number(s)

34-101, 34-102, 34-103, 34-104, 34-105, 34-106, 34-107, 34-108, 34-109, 35-101, 35-102, 35-103, 35-104, 35-107, 35-152, 35-153, 35-154

Boundary Description

The Doughton Park Cultural Landscape encompasses the entire 6300-acre Doughton Park Developed Area, including the parkway road, visitor contact areas, staff areas, and back country. To the north, the property begins at Brinegar Cabin (mile marker 238.5) and extends to the Bluffs Maintenance Area at mile marker 245.5. All fee simple lands between these two mile markers are included in the Doughton Park Cultural Landscape property.

Latitude/Longitude

Seq. No.	Geo-metry	Lati-tude	Longi-tude	Geo-Datum	Eleva-tion (Meters)	Position Source	Positi on Arrura cy	Date	Narra-tive
3028	Area	- 81.1461 039295 46	36.3731 776202 5963	1927 North American Datum		USGS Map 1:24,000			
3035	Area	- 81.1407 613738 9723	36.4211 377883 6881	1927 North American Datum		USGS Map 1:24,000			
3235	Area	- 81.2085 010834 607	36.3866 895150 3167	1927 North American Datum		USGS Map 1:24,000			

3242	Area	- 81.2141 788685 6099	36.3957 491189 2649	1927 North American Datum		USGS Map 1:24,000			
3249	Area	- 81.1952 077531 6953	36.4212 414987 814	1927 North American Datum		USGS Map 1:24,000			
3259	Area	- 81.1653 128306 5942	36.4421 575187 2559	1927 North American Datum		USGS Map 1:24,000			

Regional Landscape Context

Physiographic

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

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

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

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

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

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

Cultural

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

Following glaciation, a new culture associated with the Archaic tradition (8000-1000 BCE) predominated throughout what is now the southeastern United States. Archaic people tended toward sedentarism but also remained somewhat mobile, migrating seasonally as the availability of provisions demanded (Hellmann 2005, 21). Hickory nuts, acorns and some native fruits were key forage crops. Additionally, Archaic people cultivated sunflower, maygrass, and squash and

hunted wild game (Scarry and Scarry 1997). Increased reliance on agriculture near the end of this period precipitated a shift toward permanent settlement in regional floodplains (Hellmann 2005, 22).

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

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

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

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

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

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

At the turn of the 20th-century, there were still few paved roads in the rural South. Eventually, farmers lobbied for road improvements to ease their ability to bring crops to market (Mitchell 1997, 19). Simultaneously, the growing popularity of automobile travel spurred other enterprising inhabitants of the region to propose the development of scenic roads to attract tourism (Olson 1998, 54; Quin and Marston 1997, 34).

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

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

Political

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

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

By early 1700s, the Catawba, Tutelo, Monoacan, Saponi, and Cherokee had settled in the Appalachians. With time, certain tribes established regional dominance. During the 18th century, the Iroquois reigned over the northern reaches of Blue Ridge, while the Cherokee ruled the southern end. By this time, European colonists seeking to trade with these tribes had also begun venturing further into the western Carolinas. As before, these initial trading relationships soon led to colonization of former Indian lands. Cherokee and Creek tribes revolted against the influx of European settlement, leading to the Yamassee War (1715-1717). By 1750, European settlers had reached the southern Blue Ridge, a region formerly recognized as Cherokee territory by formal treaty (Olson 1998, 4).

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

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

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

Southern roadways remained largely unpaved at the turn of the 20th century. Organizations of farmers lobbied for road improvements in order to maximize their ability to bring crops to market in what came to be known as the “Good Roads” movement. By the 1910s, there were at least 65 good roads associations active in North Carolina. The movement gained momentum as the advent of automobile technology attracted lobbyists from beyond the farming community. Lobby groups soon began advocating for the construction of long-distance highways that would enable tourists to reach the rural South (Mitchell 1997, 19-22).

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

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

Location Map Graphic Information

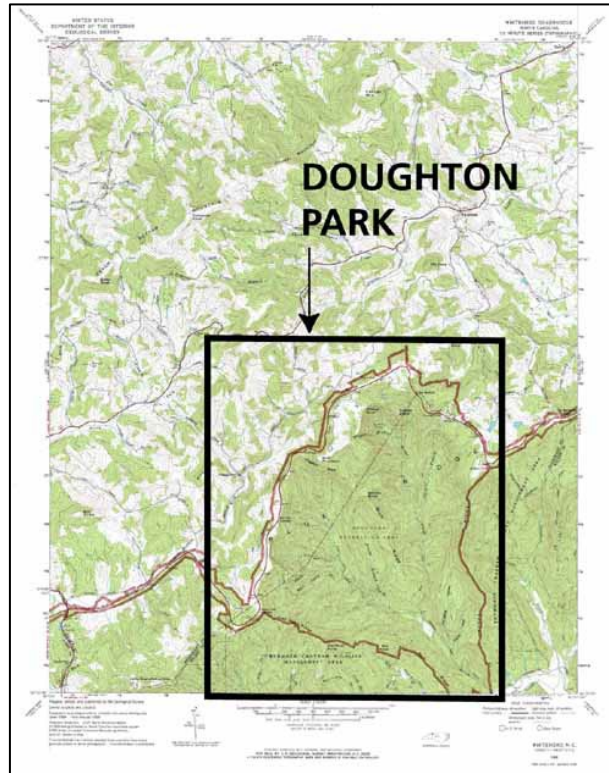


Fig 3-1. Doughton Park Location Map (Whitehead, NC, USGS Quadrangle - 1968)

Counties and States

Alleghany County, NC

Wilkes County, NC

Chapter 4 : Management Information

Management Category

Must Be Preserved and Maintained

Management Category Date

07/11/2008

Management Category Explanatory Narrative

As one of the originally planned developed areas, Doughton Park contributes to the national significance of Blue Ridge Parkway as a potential National Historic Landmark. Specific structural and landscape features within this area may not contribute at a national level, and their management category may be individually listed at the state or local level

Legal Interests

Legal Interest Type	Fee Simple Reservation Expiration Date	Other Organization/Agency	Legal Interest Narrative
Fee Simple	N/A	N/A	N/A
Less Than Fee Simple	N/A	N/A	While the vast majority of the Doughton Park Cultural Landscape is owned in fee simple, there is a portion tract number 34-102 (< 50 acres) that is a scenic easement.

Located in a managed wilderness?

No

Adjacent Lands Information

Do Adjacent Lands Contribute?

Yes

Narrative

Adjacent lands contribute to Doughton Park significance and integrity, particularly views leading south into the Thurmond Chatham Wildlife Management Area and north towards Whitehead, NC.

Chapter 5: National Register Information

National Register of Historic Places

Documentation Status

Undocumented

Documentation Narrative Description

Doughton Park is not listed on the National Register, though Brinegar Cabin is individually listed (1972) for state significance as a vernacular example of a nineteenth-century Appalachian farmstead. 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

Doughton Park is one of the first developed areas to be designed and built along Blue Ridge Parkway. The 6300-acre site consists of an open highland meadow with forest extending south to lower elevations and adjacent tracts of land. The Blue Ridge Parkway road passes through Doughton Park, and provides access to several areas of concentrated development: Brinegar Cabin, Doughton Park Campground, Bluffs Picnic Area, Bluffs Lodge, Bluffs Coffee Shop and Service Station, and Doughton Park Maintenance Area. The Caudill Family Homestead is located several hundred feet down in Bluffs Cove and is accessible only by hiking trails.

Two sites at Doughton Park predate the 1930s inception of the parkway: Brinegar Cabin and Caudill Family Homestead. The Brinegar Cabin property is located directly on the Parkway and is heavily visited. A parking lot is provided, along with pathways leading to the interpreted cabin, associated outbuildings and cultural landscape. Located deep in the Bluffs Cove, the Caudill Family Homestead is much more remote, and accessible only by hiking trails, although the property is interpreted on a wayside at the Wildcat Overlook high above near Bluffs Lodge. Most of the remaining development at Doughton Park dates from the first three periods of Parkway history (1936 – 1955). The campground, picnic area, lodge, coffee shop and gas station, and maintenance area were all constructed in the rustic style originally planned for the parkway. Little has changed in the ensuing years, and Doughton Park maintains the feeling of a rustic wayside for Parkway travelers.

Doughton Park is significant as one of the first developed areas to be planned and built as part of the Blue Ridge Parkway – a prime example of a parkway and major part of the American parks movement (**CRITERION A**). Doughton Park is also significant for its distinctive rustic style and high level of design achievement (**CRITERION C**). Most construction dates to the first three periods of Parkway development, or earlier. With continued maintenance and little in the way of later development, Doughton Park maintains all seven aspects of integrity.

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
3179	1933 CE and 1987 CE	Creating Social Institutions and Movements	Recreation	General Recreation
		Creating Social Institutions and Movements	Social and Humanitarian Movements	Environmental Movement
		Creating Social Institutions and Movements	Social and Humanitarian Movements	Historic Preservation Movement
		Creating Social Institutions and Movements	Ways of Life	Farming Communities
		Developing the American Economy	Transportation by Land and Air	Carriage Roads, Touring Roads and Parkways
		Expressing Cultural Values	Architecture	NPS Mission 66
		Expressing Cultural Values	Architecture	Rustic Architecture
		Expressing Cultural Values	Landscape Architecture	NPS Mission 66-- Landscape Architecture
		Expressing Cultural Values	Landscape Architecture	Protection Of Natural And Cultural Resources
		Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works
		Expressing Cultural Values	Landscape Architecture	The Automobile Age And Suburban Development

		Transforming the Environment	Conservation of Natural Resources	Fish, Wildlife, And Vegetation Preservation
		Transforming the Environment	Conservation of Natural Resources	Scenic Preservation

National Register Areas of Significance

Seq. No.	Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
3436	Transportation		
3439	Landscape Architecture		
3442	Architecture		
3451	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
1	Purchased/Sold	Martin Brinegar and his wife Caroline Joines Brinegar purchase land for a farming homestead.	1876	CE	1876	CE
2	Farmed/Harvested	Martin Brinegar settles on the newly purchased farm and clears land and raises crops, livestock, and poultry.	1876	CE	1880	CE
3	Developed	Martin Brinegar builds the cabin, springhouse, and shed, completing most of the work himself.	1885	CE	1890	CE
4	Planned	On the Master Development Plan, the Bluffs is designated as a recreational area. Utility Area Development is noted for the present Maintenance Area.	1934	CE	1936	CE
5	Land Transfer	Land acquired through condemnation proceedings for the parkway development. Caroline Brinegar leaves her cabin.	1937	CE	1937	CE
6	Built	Picnic Area # 1, is designed and built on a wooded slope at mile marker 241.1. An existing road through the site is to be obliterated. Trails connect 35 picnic sites that contain a picnic table and fireplace. This site was designated for African-Americans.	1937	CE	1938	CE
7	Built	The lodge entrance road is designed in 1937, and construction is complete by 1938. The end product is the entry road - with a stone-lined gutter on the north side for about 100' - and a parking area near Wildcat Rocks. WPA laborers construct several miles of hiking and horse trails.	1937	CE	1938	CE

8	Built	A pipeline and dam are built to supply water to the Bluffs proposed developed areas - including the picnic area. The entrance road leading from the parkway road to Wildcat Rocks and the lodge site is built.	1938	CE	1938	CE
9	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
10	Designed	Designs for the entry road (with retaining wall and stream conduit), inner court (with underlying drainage and stream conduit), surrounding buildings, and storage yard are approved. Existing barn and houses are slated for removal.	1938	CE	1939	CE
11	Built	An entry road and parking area are built. The north end is next to Picnic Area # 1. To correct the steep existing slope, a stone retaining wall is built, and stone steps lead down to the picnic area trails. Concrete curbs and sidewalks are also built. The picnic area is given a water supply. A pipe is laid from the Wildcat Rocks water tank, crossing the parkway and connecting to five proposed drinking fountains and future comfort station. The water supply system for the Bluffs development is designed and built. It consists of a dam, and water lines leading to water tanks at the campground and at Wildcat Rocks. 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.	1938	CE	1939	CE

12	Built	The Maintenance entry road is built, along with the court yard, storage yard, Equipment Storage and Warehouse (Building # 110), and Blacksmith and Repair Shop (Building # 109).	1938	CE	1940	CE
13	Built	More buildings are constructed at the Maintenance Complex, including: Office and Tool Storage (# 108), Gas and Oil House (# 111), and Incinerator (# 112).	1938	CE	1942	CE
14	Built	The Overlook at Wildcat Rocks is designed and built. A stone wall is constructed close to the cliff edge, with flagstone & cement mortar joints for 5' followed by flagstone with grass joints. A gravel walk leads up from the existing parking lot.	1939	CE	1939	CE
15	Built	Water distribution and sewage disposal systems are built. Four drinking fountains and a comfort station/trail shelter are proposed for the picnic area.	1939	CE	1943	CE
16	Designed	The Master Plan for Bluff Park in 1943 shows that 6 drinking fountains and 28 picnic sites have been installed.	1940	CE	1940	CE
17	Planned	Original designs for the Maintenance Complex are altered to include a grease rack, fire equipment storage, incinerator and pump house. Earlier development is not affected by this addition. An Employee's Residence Group is planned for an area between the recently abandoned CCC Camp NP 21 and the Maintenance Complex.	1940	CE	1943	CE
18	Built	The comfort station and trail shelter (Building #102) is built at the picnic area. The structure couldn't be buffered, with the surrounding low mountain laurel and rhododendron. As an alternative, the rustic Adirondack structure is set	1941	CE	1941	CE

		prominently above the parking lot.				
19	Restored	Brinegar Cabin and outbuildings are restored for interpretative purposes. A parking area is constructed to reflect chimney construction method. Brinegar Barn is removed and the grounds are fenced to manage cattle.	1941	CE	1942	CE
20	Built	A sewage system is planned and installed for the proposed comfort station at Picnic Area # 1. Comfort Station (Building # 101) is built in Picnic Area # 1. PLUMs show the proposed addition of 91 white pines along both sides of the entry road, starting halfway up to the Maintenance Complex. An understory of mountain laurel and rhododendron is proposed, and a former orchard reverts to forest.	1941	CE	1948	CE
21	Built	A 1942 planting plan (approved '47) calls for the addition of a scattering of trees near the parkway entrance to the lodge area - <i>Acer rubrum</i> (1), <i>Pinus pungens</i> (2), <i>Quercus alba</i> (4), <i>Quercus borealis</i> (3), and <i>Amelanchier canadensis</i> .	1943	CE	1949	CE
22	Designed	Designs for the lodge unit (Building # 188) appear by 1943. Final plans in 1948 call for 2 buildings situated at an angle, built into existing contours, and joined by a patio. Walkways connect it to a new parking lot. The lodge opens 1 Sept 1949. From the 1940s through to the early 1960s, several plans are drawn for the lodge area expansion. Most call for additional lodge units, along with a dining hall and lounge. Some are approved but none are built.	1946	CE	1947	CE
23	Designed	Going through several iterations, the Residence Area is designed	1947	CE	1948	CE

		to includes two residences with semi-attached garages. Pre-existing CCC buildings are used as interim garage/storage spaces and slated for removal.				
24	Designed	Radio Substation (Building # 320) is designed.	1948	CE	1948	CE
25	Built	Lodge development plans show existing vegetation near the lodge. The area is largely an open meadow, but there are a few mature trees near the lodge. Residence Buildings # 34 and # 35 are built, as well as the Radio Substation (Building # 320).	1948	CE	1952	CE
26	Built	A pump house (Building # 369) is built near the water tower, a new trail leads from Wildcat Rocks Overlook west of the water tower to the lodge. Additional parking is built in a lot to the south of the gas station.	1949	CE	1951	CE
27	Altered	A permanent water system is put in place for the Maintenance Area, using an existing spring and a 10000 gallon water tank. The existing water pump is tied in to be used as a supplement. Bluffs Park (recreation area) is renamed Doughton Park.	1950	CE	1950	CE
38	Planned	Final plans are drawn for the Hose Reel House (Building # 347), and the Shops and Fire Equipment Storage (Building # 113), and they are built in the subsequent years.	1950	CE	1960	CE
39	Altered	The Bluffs is renamed Doughton Park in honor of NC Congressman Robert L. Doughton, a staunch supporter of the parkway.	1951	CE	1952	CE
30	Planned	Plans for expanding the parking lot to the south and adding a visitor center and new gas station appear throughout the 1950s, but they are never built.	1952	CE	1952	CE
31	Built	Remaining planned buildings for the Maintenance Area are constructed, including the Hose	1952	CE	1957	CE

		Reel House (# 347) and Concrete Post and Shingle Mill (# 378, formerly # 114).				
32	Memorialized	A Road System Plan shows the proposed extension of the picnic road and associated parking.	1953	CE	1953	CE
33	Built	By 1957, the picnic road - now called Ridge Road - extension is built. A bronze memorial plaque commemorating retired Congressman Robert L. Doughton is installed at the overlook parking lot near the start of the 1939 walkway. Doughton was a longtime supporter of the parkway. 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
34	Restored	Brinegar Cabin and outbuildings restored by the NPS.	1975	CE	1975	CE

Physical History

1. Pre-Parkway Era (Prehistory-1933)

Paleo-Indian Period (c. 9500-8000 B.C.)

The earliest known inhabitants of the western part of North Carolina are referred to as Paleo-Indians. Hellmann states that physical evidence of Paleo-Indians in the area presently occupied by Doughton Park is fairly rare. Typical physical evidence types include lithic data including the presence of projectile points (prehistoric stone artifacts) (Hellmann 2005, 20). Concentrations of this data in certain locations seems to indicate the tendency toward a less nomadic way of life for the Paleo-Indians and a transition into the period when regional cultural variants became evident during the later phases of this period. Scholars have concluded that this change in lifestyle was due to environmental changes which led to the establishment of mesic oak hickory forests in this area (Hellmann 2005, 20). Paleo-Indian culture declined around 8,000 B.C. This decline was due

to a period of glaciation that led to the extinction of many large New World mammal species which provided much of the Paleo-Indian diet.

Archaic Period (8000-1000 B.C.)

As glaciers retreated northward from what is now the northeastern United States, a new culture of people associated with the Archaic tradition became dominant in what is now the southeastern United States. As with the Paleo-Indian Period, scholars do not have a wealth of evidence indicating trends in human activities in the mountains of North Carolina during the Archaic Period. Populations in these areas likely remained somewhat mobile, with alternate periods of moving seasonally to search for provisions where possible, and periods of more sedentary activity. "Much of what is known about the Archaic period in North Carolina stems from archeologist Joffre Coe's excavations at the Doershuk and Hardaway sites, which are located southeast of Doughton Park along the Yadkin River in the Piedmont" (Hellmann 2005, 21). Evidence from populations which occupied these sites indicates a trend toward more permanent settlements.

Scarry and Scarry provide much information regarding subsistence patterns in North Carolina during the Archaic Period in a 1997 report. This report indicates that hickory nuts (*Carya* spp.) and acorns (*Quercus* spp.) as well as some native fruit species were important subsistence foodstuffs. Domestication and cultivation of crops included plants such as sunflower (*Helianthus annuus*), maygrass (*Phalaris caroliniana*), and squash (*Cucurbita pepo*). Mountain region archeological sites reveal subsistence on wild game such as various freshwater fish species, turtles, and several types of snakes. Bird remains in the archeological record included wild turkey. Additional game included white-tailed deer, beaver, opossum, squirrels, and rabbits. People of the Archaic Period likely hunted elk and black bear as large game species (Scarry and Scarry 1997).

An increased reliance on cultivation of crops during the end of the Archaic Period led to a shift in settlement patterns to the floodplain areas in this region. Lithic data from the end of this period

begins to include “soapstone and ceramic vessels” which indicate an “apparent increase in sedentary lifestyle and reliance on cultivation” (Hellmann 2005, 27).

Woodland Period (1000 B.C.—A.D. 1100)

During the Woodland period, additional crops supplemented the subsistence regimen of the inhabitants of western North Carolina. Corn (*Zea mays*) and the common bean (*Phaseolus vulgaris*) were added to the diet (Scarry and Scarry 1997). Because cultures were less nomadic, this period is marked by the appearance of vessel-like storage containers. Ceramics dating from this time period become more commonly found in archeological sites in this area. Evidence from settlement sites indicate that more permanent structures were being constructed for housing during this period and that hunting, fishing, and gathering continued to be an important contribution to the subsistence of these cultures (Hellmann 2005, 23).

South Appalachian Mississippian Period (A.D. 1100-1539)

Archeologists divide this period into two phases: the Pisgah phase (A.D. 1000-1450) and the Qualla phase (A.D. 1450-mid-nineteenth century). Pisgah settlements, almost exclusively located in floodplain areas, included villages and farms with large mounds in their centers. Wooden stockades were also features of these settlements. Some settlements included fortifications made from ditches, canals, or log palisades. The importance of agriculture, including the cultivation of corn, beans, and squash, is “very noticeable in terms of their greater frequency in the archeological record” (Hellmann 2005, 23). The Qualla phase “overlaps the late prehistoric and early historic periods. It is associated with the Lamar culture which existed in a large arc extending from Tennessee through Alabama, Georgia, South Carolina, to the Piedmont of North Carolina” (Hellmann 2005, 23-24).

European Settlement Period and Pre-Parkway Period (1539 – 1933)

The earliest known European expedition into the Blue Ridge region was led by Hernando de Soto. De Soto's expedition to the New World, known as La Florida, included a trek to what are now known as the Appalachian Mountains between 1539-1540. De Soto's expedition from his landing place in the Florida peninsula in search of gold took him north to regions where he encountered American Indian tribes such as the Cofitachequi and Coosa (Weber 1992, 52). The Spaniards pillaged several villages in present day South Carolina and "pushed northward...into present North Carolina before turning westward into the Appalachians...De Soto's men became the first Europeans to cross the Appalachians; they crossed the Blue Ridge Mountains through Swannanoa Gap to the French Broad River, which they followed into the Tennessee Valley" (Weber 1992, 52).

A long period of time exists between recorded visits by Europeans to the Blue Ridge Mountain area. In 1670, Joseph Lederer explored the region of the upper Yadkin River. In 1673, James Needham and Gabriel Arthur entered the mountain range in Virginia where they encountered Cherokee tribes. Needham and Arthur's contact with American Indian tribes "established trade between Europeans and Native Americans, a situation which, however good it may have been for both parties initially, ultimately benefited only the Europeans" (Olson 1998, 4). "Throughout the Coastal Plain and Piedmont, increased trade, exposure to disease, and warfare fragmented various [American] Indian tribes, which were pushed farther west into the Appalachian Mountains, or back country" (Hellmann 2005, 24). By early 1700s, this area was home to a number of American Indian tribes including the Catawba, Tutelo, Monoacan, Saponi, and Cherokee. During the eighteenth century, the Iroquois defeated most smaller tribes in the northern part of the Blue Ridge Mountain range. Cherokee tribes ruled the southern portions of this mountain range.

By the late seventeenth century and into the early eighteenth, New World colonists were venturing further into the mountainous regions of the western Carolinas to trade with the tribes. New immigrants to North America, "particularly Scotch-Irish, Scottish Highlanders, and Germans, increased the population of North Carolina to somewhere between 65,000 and 75,000" (Hellmann 2005, 25). The influx of settlers in areas once dominated by American Indians

eventually led to the Yamasee War (1715-1717) in which Cherokee and Creek tribes revolted against European traders. "By 1750, European settlers were migrating into the southern part of the Blue Ridge Region, a territory previously established by formal treaty as the property of the Cherokee" (Olson 1998, 4). "A Compleat [sic] map of North Carolina" illustrates development in western North Carolina during this period.

During the French and Indian War (1756-1763), further encroachment by European settlers into Cherokee lands in the Carolinas occurred. British patriots soon realized they could not fight both the Cherokee tribes and the French at the same time and "forged a new alliance with the Cherokee" (Olson 1998, 4). This agreement ultimately resulted in the establishment by King George III of a boundary line intended to prevent colonists from venturing onto Cherokee lands in 1763. "Colonists were forbidden from going westward past the Blue Ridge; those who had already crossed that boundary line were ordered to return eastward" (Olson 1998, 5). This agreement, known as the Royal Proclamation, was short-lived. "In 1776, North Carolina's delegation to the Continental Congress cast its vote for independence along with the other colonies. It wasn't until 1789, however, that it adopted the constitution and became the twelfth state in the union" (Hellmann 2005, 26). The Royal Proclamation was nullified following 1789, and encroachment by settlers into Cherokee lands resumed.

The predominate group to settle the Blue Ridge region during the mid-eighteenth century were the Scotch-Irish. These settlers were often newly arrived in the colonies and later the United States, and many were fleeing religious persecution abroad. The fertile valley of the Shenandoah just north of this area was becoming more densely occupied, pushing settlements further into the Blue Ridge during this period (Olson 1998, 6-7). "From 1790 to 1830, the population of western North Carolina swelled by 156 percent. Between 1777 and 1823, eighteen new counties were established in the west as the population increased. Wilkes [C]ounty had been formed from Surry [C]ounty as early as 1777, and Ashe, which was created from Wilkes in 1799, would eventually be divided in 1859 to form Allegheny [C]ounty" (Hellmann 2005, 26).

On May 20, 1861, the government of North Carolina voted to undo the act that had brought them into the United States, thereby aligning the state with the Confederacy. The mountainous region in western North Carolina was not an active place of wartime activity, though 40,000 North Carolinians lost their lives during the tumultuous years of the American Civil War. North Carolina was re-admitted into the union in 1868.

Until the late nineteenth century, the physical resources of the region were largely left unexploited. “Despite an increase in population in western North Carolina, Wilkes and Allegheny [C]ounties were relatively undeveloped throughout the nineteenth and early twentieth centuries” (Hellmann 2005, 26). A 1911 study by Joseph Hyde Patt outlined the natural conditions in western North Carolina. In this study, Patt states,

“Alleghany [County] does not have adequate market facilities, since its roads are not as good as they should be, and the nearest railroad stations are beyond its boundaries...as a result of its isolation Alleghany has not been able to develop its resources...Lumbering is on a small scale, with some two dozen portable water mills...Farming is the chief occupation...

Most of the forest of the county was cut off years ago when the land was being cleared for farming. At present 63 percent of the county is cleared. Even in the uncleared areas, the timber may be negligible in quantity and quality because of the fires which were set to ‘improve’ the range for cattle. Most of the old timber that has survived is defective chestnut. Young white pine has started up in places, since the cessation of fires. Young scarlet oak grows all over the county. The forest generally is characterized by the predominance of white oak and an abundance of scarlet oak pole stands. Red oak, known locally as water oak, is common on the better sites and in the mountains, and furnishes a large part of the better grades of lumber” (Patt 1911).

Common house types in rural North Carolina during the nineteenth century were typical of those generally found in the Upland South. “The square, or more frequently rectangular, single pen house, with all its variants was probably the most common folk house type of southwestern

North Carolina during the nineteenth century. At its most basic, the single pen house was a one-room cabin; in larger versions of the plan the main room was sometimes partitioned, and the house often had an upstairs or loft and separate kitchen. Of the larger folk houses, the saddlebag plan with its rooms of equal size on either side of a central chimney was the most prevalent (Williams 1991, 26-27).

Basin Cove Settlement—Caudill Cabin

Networks of rural communities and towns which connected individual homesteads developed in Allegheny and Wilkes Counties. Whitehead was a small community southwest of Sparta, North Carolina. “Whitehead was named for early settler Daniel Whitehead who owned a water-powered grist mill and carding mill” (A carding mill is a mill for processing raw or washed fibers to prepare them for textiles) (Buxton 1988, 66). Among the network of communities in this area was a cluster of homesteads in the area defined by the Bluff Ridge and Cedar Ridge along Basin Creek. “Basin Cove” became the home for a handful of families. Roads in this area were “few and in generally poor condition” often fit for only “horseback or walking” (Buxton 1988, 66).

A natural disaster in the area had historic repercussions for the Basin Cove community. In July, 1916, a flood resulting from three days of hard rain swept away houses and outbuildings in the valley. The cause of this flooding is detailed in a 2005 archeological study by Robert Hellmann,

“...rainfall along the Blue Ridge Mountains and foothills of western North Carolina greatly exceeded its normal levels when two storm systems passed through the area in quick succession. The first storm front had moved in from the Gulf of Mexico and stalled over the mountains between July 8 and 10. This was followed on July fifteenth and sixteenth, by a hurricane moving in from the south Atlantic and up the Catawba Valley that also stalled over the mountains when its path was blocked by a high-pressure system over the northeastern United States. In the span of 24 hours, the storm expended most of its rain on the Blue Ridge Mountains and western foothills. Between 2 P.M. on the fifteenth and 2 P.M. on the sixteenth, 22.22 inches of rain were recorded at Altapass, and more than 15 inches were recorded in the

upper French Broad, Yakin, and New River watersheds, with resulting water levels in the upper Yadkin that were the highest ever observed to that point. The soil, already saturated by the previous rains, could not hold any more, resulting in extensive runoff and a number of landslides” (Hellmann 2005, 27-28).

The Idea for the Parkway

At the turn of the century, paved roads were few and far between in the rural south. According to Parkway scholar Anne Mitchell Whisenant, “when the twentieth century dawned...only slightly over four percent of the South’s roads qualified as ‘improved’ in any way, and most of those were in urban areas. First to set about to change this situation were organizations of farmers, who, in the pre-automobile age, stood to benefit the most from better roads to connect their farms to nearby markets or railroad hubs” (Mitchell 1997, 19). Organizations were formed to lobby for road improvements. By the nineteen-teens in North Carolina “there were at least 65 good roads associations, and the movement was growing throughout the South” (Mitchell 1997, 20). This movement gained momentum with the advent of the automobile as the groups lobbying for road improvements expanded beyond the farming community. New groups began to advocate for the construction of long distance highways including routes for tourists (Mitchell 1997, 21-22).

The idea of a scenic tourist road in the Blue Ridge Mountains began at the turn of the century. According to Olson, Colonel Joseph Hyde Pratt, director of the North Carolina Geological and Economic Survey, recognized “the growing popularity of automobiles” and “proposed a ridgetop toll road in the North Carolina and Georgia Blue Ridge” called the Crest of the Blue Ridge Highway that was to terminate at Tallulah Gorge in Georgia (Olson 1998, 54). Pratt recognized the potential for attracting tourists to the area and believed this would have a positive economic impact on the region. Pratt estimated that the 350-mile road he proposed would cost \$55,000 per mile (Quin and Marston 1997, 34). Pratt stated that the entire route was surveyed over ten years, and a small section was constructed between Altapass and Linville in 1912. However, Pratt’s proposal was not fully realized because the economic pressures on the country

during World War I made the dedication of labor and resources needed to construct the road impossible (Jolley 1969, 13).

The advent of the automobile increased the demand for parkway construction throughout the United States. According to Firth, “the speed of automobiles not only made whole expanses of the country accessible to the automobile owner, but introduced new requirements both in the design of roadways and the treatment of adjacent landscapes” (Firth 1993, 17). The addition of better roads to rural areas in the south and the increased use of automobiles by the traveling public “sparked a boom in tourist travel in North Carolina and the South in the 1920s. This development delighted groups in the North Carolina mountains – particularly business leaders in Asheville – who had worked for decades to encourage tourism” (Mitchell 1997, 24).

The proposal of Skyline Drive in Virginia in the 1920s revived the movement to construct a roadway through the Blue Ridge region. The construction of Skyline Drive was part of a national trend. During the 1920s and early 1930s, government entities funded the construction of scenic roads near East Coast metropolitan areas. These roads included the Bronx River Parkway in New York (1916-1925), the Rock Creek and Potomac Parkway (mid-1920s – 1935) in Washington, DC, and the Mount Vernon Memorial Highway, in Virginia (1928-1932 with extensions completed in 1966) (Firth 1993, 17-29).

The trend of government funding of scenic roads extended to the federal government, and NPS began to plan for parkways within its system. A proposal for Shenandoah National Park included the construction of a parkway as a key element. Despite an interagency agreement between NPS and the Bureau of Public Roads in 1926 to establish standards for aesthetic road design, the alignment of the first sections of Skyline Drive “lacked grace” as it did not fit the aesthetics of the adjacent landscape (Firth 1993, 27-28). Unlike the future BLRI, evidence of all human occupation of the areas adjacent to Skyline Drive, such as houses and settlements, were removed from the viewshed of this road “so that motorists looked out across apparent wilderness” (Firth 1993, 28).

According to Mitchell,

“As the momentum for good roads increased in the 1910s and 20s, organizations popped up all over the United States to promote particular highways. The Eastern National Park-to-Park Highway Association...began lobbying about 1928 for a federally-supported highway to join the three eastern national parks [Shenandoah, Great Smoky Mountains, and Mammoth Cave] as well as Washington, DC and the historic sites being developed at Williamsburg, Jamestown, and Yorktown, Virginia” (Mitchell 1997, 31-32).

In 1930, NPS established the Colonial National Monument consisting of Historic Jamestown and Yorktown Battlefield. A parkway was proposed in conjunction with this site. Louis C. Cramton, an official significant in his support of the park, summarized the aesthetic goals of the Colonial Parkway: “I would like the visitor to Jamestown to be able to drive on to Williamsburg and to Yorktown, without the impression of the early days being driven from his mind by a succession of hotdog stands and tire signs, etc., along the highway as part of the new park, on a strip sufficiently wide to protect it by trees shutting out all conflicting modern development, this highway will not be a glaring modern pavement but as much as feasible giving the impression of an old-time road” (HAER 1995, 18). The road’s primary intention was to link the two historic sites, “but it was carefully routed to take advantage of the scenic features of the Tidewater region through which it passed” (Quin and Marston 1997, 23). The 22-mile road was constructed between 1931 and 1937. Civilian Conservation Corps (CCC) workers completed much of the work.

The enthusiasm for the parkway driving experience created by the planning and construction of early parkways led to additional federal designation of funding for these scenic roads. The early 1930s were marked by an economic collapse in the United States known as The Great Depression. Unemployment and economic hardships were exacerbated in rural portions of the country, where isolation and poverty were the norm for many people. Projects which could utilize employees from President Franklin D. Roosevelt’s New Deal programs, including the CCC and

the Works Progress Administration (WPA), were seen as economically beneficial to constituents of isolated regions of the country.

Parkways were also seen as a recreational amenity for the nation. According to the NPS landscape architect Dudley C. Bayliss, parkways were “essentially elongated parks, in which the campgrounds, picnic areas, lodges and other visitor services are planned and developed [and] selected to best fit the topography and requirements of the project” (Quin and Marston 1997, 25). According to Firth, two new parkway proposals—the Blue Ridge Parkway and the Natchez Trace Parkway “were to be very different from their predecessors by virtue of rural location and scale” (Firth 2005, 56). Both parkways were to be around 500 miles in length with the BLRI being the “longest road ever to be planned as a single unit in America” (Firth 2005, 56).

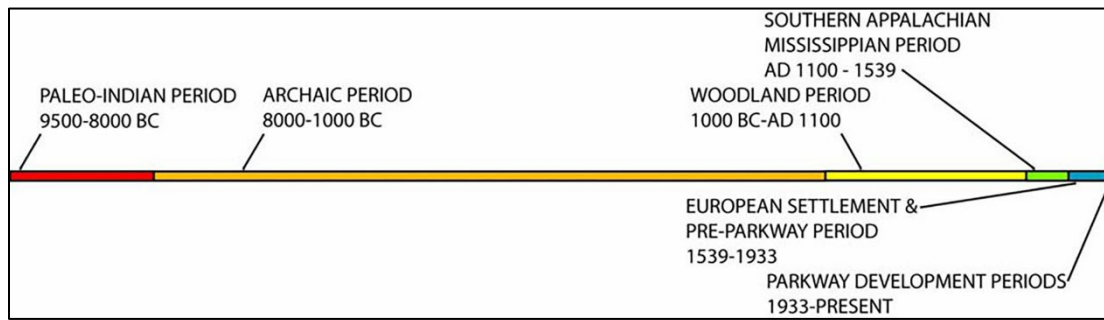


Fig 6-1. Timeline showing periods of human occupation in the Doughton Park area,
The Jaeger Company, 2006.



Fig 6-2. A Compleat [sic] Map of North Carolina from an actual survey, 1770, Captain John Collet, Library of Congress, American Memory Collection.

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

Parkway Planning and Construction Overview

The claim to the origination of the idea for the BLRI has been debated for years. Those claiming the idea include Senator Harry Flood Byrd and Governor Jonathan Pollard of Virginia, Bureau of Public Roads Chief Thomas MacDonald, Senator George L. Radcliffe of Maryland, and several others. Quin states that Byrd was likely the originator of the idea (Quin and Marston 1997, 36), and he was certainly one of the staunchest political supporters of the Parkway. In August of 1933, President Franklin D. Roosevelt visited Shenandoah National Park and inspected a CCC camp at the site. Byrd introduced the idea of extending Skyline Drive to Great Smoky Mountains National Park at this meeting, and "Roosevelt showed strong interest in the idea" (Quin and Marston 1997, 37). Interior Secretary Harold L. Ickes announced approval of the project in 1933.

One of the first steps in planning the BLRI was the establishment of a route. The concept of the BLRI was that it would serve as a scenic connection between Shenandoah National Park (established in December of 1935) and Great Smoky Mountains National Park (established in June of 1934). The project was approved by the federal government in 1933 as part of the National Industrial Recovery Act which set up the Public Works Administration (PWA) (Jolley 1969, 20). The three states involved in the routing of the project were Virginia, North Carolina, and Tennessee. Exhaustive and often bitter negotiations occurred between officials from Tennessee and North Carolina before the federal government set the route through the later state.

Of the personalities recruited to work on the project were Thomas Chalmers Vint, Chief of the Branch of Plans and Design for NPS, Gilmore D. Clarke, landscape architect for the Westchester County Park Commission (WCPC), and Jay Downer, consulting engineer for the WCPC. At the recommendation of Downer and Clarke, Stanley W. Abbott, resident landscape architect for the project, was also recruited from WCPC which had overseen the construction of the Bronx River Parkway. The design team for the Parkway was multi-disciplinary and also included William M. Austin from the Bureau of Public Roads. Abbott was instructed by Clarke and Downer to do some of the preliminary reconnaissance work along the Parkway route. Abbott remarked, “I lone-wolfed for two weeks of winter weather through the mountains; wound along those little mountain roads, sometimes snowdrifted, sometimes frozen, many times thawing in the middle of the day in the southern sun; getting stuck and unstuck; pulled out by horses or mules or a chestnut rail taken from a nearby snake fence. By the end of the first trip with Clark, Downer and Vint, I had some sense of those awesome mountains” (Quin and Marston 1997, 47).

Once the general route through Virginia and North Carolina was established, more specific roadway routing had to be determined. “As the chief beneficiaries of the project, the states of Virginia and North Carolina agreed to acquire the land for the Parkway and transfer it to the federal government” (Firth 2005, 58). As the general route was being determined by government entities, much of the fine tuning of the routing was largely explored by Abbott.

Abbott saw the BLRI as an opportunity to showcase different types of scenery throughout the region. Instead of running solely along the crest of the mountains, he suggested adding variety by highlighting valleys and lowlands along the route (Jolley 1987, 12). Jolley writes, “Abbott also emphasized that the Parkway would have to include not only a high standard of design but a variety of scenic, historical and native interest features. To achieve this, he stated, ‘The location of the road, therefore, in combined woodlands, over rolling hill, along small creeks, in the broader river valley, as well as in varied relationship to the mountains is desirable...Similarly, it will be helpful to introduce historical features and occasional pictures of the native country life’” (Jolley 1987, 12). Abbott also proposed an alternate route primarily through the valley of the mountains which he argued would be less expensive to build and easier to access via existing roadways (Jolley 1987, 12).

Abbott’s and Austin’s argument for variety won out in the end. Large expanses of undeveloped land were juxtaposed with developed valley settlement areas. Firth states, “As a result, the cultural landscape of the region become one of the main attractions of the journey” (Firth 2005, 12). Abbott summarized his opinion on the visual interest and the retention of cultural resources within the viewshed of the road: “Anyway, the charm and delight of the Blue Ridge Parkway lies in its ever-changing location, in variety. And of course there is the picture it reveals of the Southern Highlands, with miles of split rail fence, with Brinegar cabins and the Mabry Mills, These are evidences of a simple homestead culture and a people whose way of life grew out of the land around them” (Firth 2005, 73). Abbott’s overall goal for the Parkway was to create “a museum of managed American countryside” (Jolley 1987, 12).

The Parkway had an initial funding of \$4,000,000 for construction of the roadway (Firth 2005, 12). Since the road was funded under the PWA, preparation of comprehensive master plans was required. The first preliminary master plan for the road was prepared in 1934. This plan outlined different ideas for the Parkway including the need for the inclusion of travel services. According to the text accompanying the document, “Since the Parkway will traverse the less developed zones, formerly inaccessible to the average motorist, thru a length of five hundred miles, it will be mandatory to supply facilities for automobile service, food and lodging...such facilities have

been considered in proposing the Parkway units" ("Appalachian National Parkway from Shenandoah National Park to Great Smoky Mountains National Park, Master Plan," 1934).

The labor for roadway construction was largely provided by the CCC. Young men from areas near the Parkway were recruited to serve in the CCC and four CCC camps were established along the proposed route, including one in North Carolina in present day Doughton Park.

Under the Resettlement Administration (RA), funding was provided for land acquisition for recreational areas (Firth 2005, 67). The 1934 master plan for the BLRI identified recreation areas to be created along the Parkway's route. Two recreation areas were proposed for North Carolina along the BLRI. One area, known as "The Bluff," was proposed to be one of the "major" parks. "The master plan included four supporting components with respect to recreation parks: 1) Conservation of natural scenery; 2) Facilities for active recreation; 3) Provision of food, lodging, and motor service in an attractive manner where it is not available; and 4) Utility buildings for maintenance and operation of the parks and the Parkway" (Jolley 1987, 22). The inclusion of The Bluff in the master plan "was determined by some unique feature a site possessed.... because it was 'typical of the high grass pastureland' and also suitable for recreation such as golfing...Certain National Park Service officials successfully vetoed Abbott on these as out of character with the Parkway's objectives, deeming trails for hiking, picnicking grounds, camping sites, and parking overlooks sufficient to provide for visitor needs. Today's Parkway provides neither golfing, swimming, nor horseback riding facilities" (Jolley 1987, 22-23).

Due to the increased duties incurred by the expanding project, Abbott recruited an old friend to fill the shoes of his chief assistant. Edward H. Abbuehl, of WCPC, joined the BLRI design team in April of 1934 (Quin and Marston 1997, 55). April of 1934 also brought another key player to the BLRI from the WCPC, Hendrick van Gelder. Van Gelder "was a landscape architect by profession, but his specialty was road location, making him an invaluable asset" (Quin and Marston 1997, 56). Abbuehl focused on locating road segments in North Carolina while van Gelder concentrated his efforts on the Virginia portion.

Route survey was the first step in building the BLRI even before the final location of the southern end of the route had been established. Survey teams often involved both location engineers and landscape architects. Once an initial line was flagged for the road, topographic survey would be conducted a few hundred feet on either side of the flagged centerline (Firth 2005, 116). Flagging operations from the Virginia/ North Carolina state line south to Blowing Rock, North Carolina, had been completed before the routing to Great Smoky Mountains National Park had even been determined. The flagging teams were not the only multi-disciplinary teams established for the BLRI; design teams consisting of roadway engineers and landscape architects worked on the design for the roads in tandem. "In general, the engineers were focused on building a road to modern standards for grade and curvature which would provide for speed and safety, although it was decided that the design speed was to be only 35 miles per hour because of the recreational function and mountain location of the road. On the other hand, the landscape architects were focused on fitting the road to the mountainous terrain in a way that would minimize construction scars" (Firth 2005, 119).

Acquiring right-of-way was one of the most difficult tasks in planning the BLRI and also one of the most essential pieces in its success. Different right-of-way widths were proposed for the Parkway from its inception. Suggestions ranged from 200 feet to 1,000 feet (Firth 2005, 128). In 1935, NPS proposed that the right-of-way should be more flexible and include 100 acres per mile of actual fee-simple ownership and an additional 50 acres per mile under scenic easement (Firth 2005, 128). According to NPS Staff, right-of-way for Parkway lands was condemned by the state of North Carolina and maps were filed in the county courthouses. After recording the parcels of land needed, the state right-of-way agents were sent out to make value assessments on properties (Firth 2005, 128). Scenic easement agreements served as the "landscape architect's device for controlling the visual boundaries of the Parkway without owning them....the scenic easement program was created, whereby, in the land acquisition process, the State made arrangements with the land owner. In return for a one-time financial consideration, said landowners agreed to perpetual restrictions upon the use of their land" (Jolley 1987, 28). The scenic easement agreements provided restrictions on buildings, roads and private drives, plantings and removal

thereof, unsightly material, and signs/billboards (Firth 2005, 130). As Abbott explained the mentality behind scenic easements in agricultural areas in the Blue Ridge Parkway News,

“The general idea behind the scenic easement is simple enough. It allows the farmer to use the land for farming and prevents his using it for other business. The reason behind it from our point of view is that we want the farms as part of the picture and we do not want factories or hotdog stands or billboards. It means that the land has been earmarked for farm use. This is like town zoning, which guarantees to a man who has just built a house that a factory will not be built on the next lot” (Jolley 1987, 29).

Legislative regulations concerning scenic easements were passed in North Carolina in January of 1935.

Once flagging and the acquisition process was underway and a master plan had been developed, the detailed design work began for building the undivided two-lane parkway. Landscape architects and engineers worked together to produce a scenic road for low speed “experience” driving through the mountainous region. The goal was to preserve the mountainous scenery and provide an experience rather than a high-speed route from one National Park to another. One designer remembered the following about the design process,

“The basic concept was to provide a curvilinear alinement [sic] using spirals to transition from one curve to another and smooth vertical grades to provide maximum opportunity for scenic view yet minimize the impact on the terrain. The 45-mile per hour desired driving speed limited the horizontal curvature to about 8 [degree] curves although numerous exceptions were used to a maximum of 25 [degrees] to match the terrain. In addition, vertical grades were limited to 8 percent with additional compensation (flattening) in horizontal curves to ensure that vehicles of the time could pull the grades without major problems. The cross-section was to be a 20-foot pavement with grass shoulders, 3 feet wide in cuts and 5 feet wide on fills. Again, recognizing that the road would generally be a continuous curve in

many areas, it was decided that curve widening to a 5-foot maximum additional width would be necessary to provide for a safe flow of traffic” (Firth 2005, 144).

Designers used overall standards for the Parkway for details such as drainage structures, masonry walls, and rock embankments, “but considerable variations were also necessary in response to site conditions” (Firth 2005, 147).

The road and its amenities, including recreational areas, overlooks, and waysides were designed and constructed in 45 sections. Sections in Virginia were labeled with a “1” and followed by letters of the alphabet running from north to south. Likewise, sections in North Carolina were labeled with a “2” and followed by letters of the alphabet. Letters I and O were not used for reasons of clarity. The sections varied in length, but most were around ten miles. Some of the first sections to be constructed were Sections 2A, B, and C in North Carolina. Construction for these sections began in September of 1935. All sections of the road were built by private contractors with supervision from regional offices. A.C. Haygard supervised Sections 2A through 2E from the Sparta, North Carolina office (Firth 2005, 143).

The Bluff

The planning for the BLRI involved not only the location and construction of roads, but also the inclusion of recreation areas. According to Abbott who had seen these types of additions in the Westchester County system, “In locating the Parkway the effort has been to provide a scenic motorway devoted in an almost complete sense to recreation. It will be a road-type which will invite leisurely driving and frequent stops for a period of hours or of days by the vacationer. It is unquestionably desirable, therefore, to set aside certain worthwhile areas at which the motorist may stop and to provide facilities for such activities as camping, picnicking, hiking, horseback riding, fishing, and swimming” (Firth 2005, 201). Interior Secretary Ickes noted from the initial planning stages of the Parkway that these recreation areas would be included in Parkway construction (Firth 2005, 202). The federal government was to be responsible for the land acquisition for the recreation areas.

The December 1934 BLRI master plan developed a list of 13 potential recreation areas. In this report, Abbott emphasized the need to protect these areas from “abusive land practices” and also for providing visitor services in this region of the country (Firth 2005, 202). The 1934 plan proposed four major recreation areas: Natural Bridge, Virginia; Peaks of Otter, Virginia; Pinnacles of Dan, Virginia; and The Bluff, North Carolina. (The final routing for the BLRI had not been established beyond Blowing Rock, North Carolina in 1934; therefore, there was only one major recreation area proposed for the state.) The Master Plan proposed that each of these major recreation areas would include overnight accommodations in a lodge, hotel, or cabins. Minor recreation areas spaced between these major centers were to provide gas stations and small restaurants. Trails and camping areas would also be included in the recreation areas.

Plans for The Bluff recreation areas were approved and refined over the next two years. Additional recreation areas were added to the list and major recreation areas such as Natural Bridge were removed from the list. In 1936, a second Master Plan for development of the recreation areas was approved. This was accompanied by a narrative report for each area. The description of The Bluff reads,

“This area is typical of the high grass pasture-land predominating in the Blue Ridge of northern North Carolina. A pronounced and very rugged ridge branches out in long lead spurs, many of which extend for two or three miles with little drop in elevation. On the east these mountains are covered with a second growth timber, and on the west they look over a patchwork of cultivated fields and pasture. The area includes a spectacular bluff at which a lead ridge terminates abruptly, falling 1,000 feet in a rock cliff. Adapted over a long period of time to the open pasture-like condition and producing a remarkable bloom is a luxuriant growth of several varieties of native North Carolina rhododendron ordinarily of forest habitat” (“Blue Ridge Parkway, Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan Thereof,” 1936).

A key player in the acquisition of property was Sam Weems. Weems was employed by the Federal Land Bank in 1935 when he first started working for NPS “on loan” along the BLRI (Weems 1971, 5). Weems worked appraising properties for the land acquisition for the recreation areas. He soon became a full time NPS employee with the title of Project Manager for the recreation areas. Weems’ first assignment was to appraise the land for the property that would later become known as The Bluff. After Weems began working directly for NPS, he stated, “I found myself buying the very land I had appraised; so I had to use my own figures in negotiating for purchase” (Weems 1971, 7). The Bluff, at over 6,000 acres, was one of the largest areas for which Weems worked to acquire property.

The negotiations process for the acquisition of property was often difficult. Although NPS “didn’t have any real monetary ceiling” in the land acquisition process, negotiators were required “to not pay more than 10% more than the appraised value” of a property (Weems 1971, 7). Weems and his acquisition teams had sympathy for some property owners and extended “life-time reservations, in certain instances where we found an old mountaineer that we felt would just completely break up his life if he moved off property...so in these cases we did give life-time permits” (Weems 1971, 9). Weems had an excellent rapport with the mountain people from which he was acquiring property. He recollected, “out of the five big recreation areas we bought I dealt with hundreds of owners – and I didn’t have to condemn one piece of property. They were all purchased by negotiation. And when I look back on it now, I wonder how in the world we ever got it done” (Weems 1971, 22-23). According to Firth, this recollection from Weems likely dates to the initial phase of land acquisition conducted with Resettlement Administration funds. NPS used condemnation to acquire land for The Bluff later in the acquisition process (Firth 2005, 209).

There were thirty-nine parcels which made up The Bluff recreation area. Priority was given to the acquisition of properties closest to the Parkway and to owners with multiple tracts within the limits of the recreation area. For example, property owners noted as “Payne and Deemer” owned strategic parcels along the ridge lines within the recreation area consisting of 2100 acres. Martin

Brinegar (and his heirs), W.F Doughton, and R.L. Doughton all owned strategic roadside parcels (“The Bluff, List of Parcels,” n.d.; “Property Map, The Bluff,” [drawing] 1936).

As recreation area Project Manager, Weems had a staff of as many as seventeen landscape architects at one time. Abbott and Abbuel’s planning teams would work on projects and then pass them to the development team which worked under Weems. The labor for constructing the areas came out of the WPA and CCC camps and later from Conscientious Objectors camps during World War II. Subsequent labor was provided by contract or force account (Weems 1971, 27-28).

Work on the development of The Bluff had begun by 1939 when Abbott reported that 250 WPA men were at work in the development of The Bluff. CCC workers near The Bluff recreation area at Camp NP21 were dedicated to working on landscape development projects along the Parkway (Firth 2005, 212). By 1940, the CCC labor was transferred to some of the major building projects within the recreation areas.

The Bluff was considered a Recreation Demonstration Area (RDA). “The RDA program was intended to provide new recreational opportunities particularly for lower income groups in urban areas, and to demonstrate how such recreation areas should be planned and developed” (Firth 2005, 213). This program became controversial for several reasons: (1) Early versions of the program included activities such as golfing and playgrounds which were not necessarily appropriate for the natural setting; (2) The program utilized racial segregation for activity areas—in The Bluff, separate African American amenities included separate cabins, camping and picnicking areas, and comfort stations (Firth 2005, 214). A 1941 plan for Bluff Park Recreation Area indicates a “Negro Comb[ination] Unit proposed in a location north of the existing campground. The plan indicates buildings to be constructed in this area plus a short trail and parking area (Firth 2005, 216). There is no evidence that this area was ever constructed.

The goal for the recreation areas was four-fold: (1) Conservation of natural scenery; (2) Provision of facilities for active recreation; (3) Provision of food, lodging, and motor service; and (4) Location of utility buildings for maintenance and operation of the parks and Parkway.

1. Conservation of Natural Scenery

Work to conserve natural scenery at The Bluff began in 1937. Activities in this area included reforestation of eroded lands (many areas were planted with white pine seedlings); reseeding and liming of open pasture areas; salvaging of chestnut rails for fencing, and the construction of erosion control adjacent to streams. A 1936 plan entitled General Development Plan, The Bluff, delineates different areas of treatment on the 6,000-acre property. A 60-acre lake is proposed near the junction of Caudill Branch and Basin Creek. The construction of this lake (which never occurred) involves the obliteration of existing farmsteads in the Basin Cove area. Obliteration of fences throughout the park is proposed in this drawing as well as the construction of “smooth” and “worm” fences in areas adjacent to the Parkway. Vegetation recommendations include “stand improvement”, seeding, and tree planting. Areas for moving and planting trees and shrubs are also indicated as well as potential nursery areas for the provision of plants to be utilized in landscape development (“General Development Map, The Bluff,” [drawing] 1936).

2. Provision of Facilities for Active Recreation

Provisions of facilities for active recreation at The Bluff included an extensive network of bridle and foot trails. A 1937 plan entitled, Trail System, The Bluffs Park (the park name changes from ‘The Bluff’ to ‘The Bluffs’ with this document) delineates this network which traverses the majority of the park. The plan includes details of trail steps (both stone and log), walls, and trail sections to be constructed on slopes (“Trail System, The Bluffs Park,” [drawing] 1937). The trails are divided into construction priorities with the following loops (shelters are noted in parentheses):

1st Construction Priority (7.9 miles):

Foot Trails – (1) from Wildcat Rocks down to Wild Cat Branch (5 stream crossings), across Basin Creek and Caudill Branch and south to an extension of the “existing mountain road” (Grassy Gap Fire Road); (2) A combined bridle trail (priority 3) with a foot trail looping from the entry road to The Bluffs Lodge area southwest to Ice Rock, east to Brooks Knob (shelter), north along Chestnut Ridge to Wild Cat Rock & the Lodge, and north to the entry road. A spur from this trail leads east to the Fodder Stack. Another spur of this trail leads southeast along Chestnut Ridge (shelter).

2nd Construction Priority (10.9 miles):

Foot Trails – from the junction of Basin Creek and Wildcat Creek north along Basin Creek with 8 footbridge crossings to the Parkway at STA 125 of the plan

Bridle Trails – Beginning at the entry road to the Lodge area, the trail parallels the parkway crossing to the north side of the Parkway for a few hundred feet and then back over, the trail follows the ridge line and the Parkway until the intersection with Cedar Ridge, the trail follows Cedar Ridge south to the existing mountain road and then turns west following Flat Rock Ridge to the intersection with the Parkway.

3rd Construction Priority (9.2 miles):

Foot Trails – Brooks Knob southeast along Brooks Ridge, east at the junction with Bluff Ridge (shelter), east to the proposed dam across Basin Creek, east to the extension of the existing mountain road

Bridle Trails – (1) Parallel on the east side of the Parkway running from Flat Rock Ridge north to Ice Rock; (2) A combined bridle trail with a foot trail (priority 1) looping from the entry road to The Bluffs Lodge area southwest to Ice Rock, east to Brooks Knob (shelter), north along Chestnut Ridge to Wild Cat Rock & the Lodge, and north to the entry road.

The only trail shelter actually constructed in this network was a shelter located along the Bluff Ridge Trail (now accessible from the Bluffs Picnic Area). This rustic stone and wood shelter was likely constructed during the same time period as much of the original construction in the Bluffs Picnic Area.

Campgrounds were designated at The Bluff by the delineation of three sets of loop roads which were situated in pasture areas along the Parkway. Picnic areas were similarly situated along the Parkway in various settings, some on wooded slopes some in open areas near pastures. For both uses, “a clear organization of vehicular and pedestrian movements was necessary in order to limit the impact on the natural setting, with a one-way loop road as the preferred layout” (Firth 2005, 218).

PLUMs for Section 2C indicate a system of horse trails within The Bluff Recreation Area. The horse trail roughly parallels the parkway and property line of The Bluff. Beyond the trail maps, information on actual horse use in the park was not located during the course of the research for the 2006 CLR; however, plans for a stable area were located. No date for construction or demolition of the stable has been located. These 1937 plans show the stable close to the Bluff just south of an “open meadow area” (“Roads and Trails, Bluff Park,” [drawing] 1937). The stable location changed by the next year when a plan shows the stable and adjacent pasture area located off of an overlook and parking area located near MP 240. A post and rail fence is proposed to enclose the pasture area. Detailed plans are not available, but the stable indicated on these drawings is approximately 28’ by 90’ with an “open shed” area on one side (“Stable Site and Parking Area,” [drawing] 1939). A 1941 aerial of the area shows a clearing in the area where the stable was to be constructed, but the quality of this aerial photograph does not reveal if there is a building in this area. The horse stable is shown on a General Development Plan for The Bluffs drawn in 1948 (“General Development Map, The Bluff,” [drawing] 1948). However, the building is no longer shown on a later General Development Plan dating from 1963 indicating that the if building was constructed, it was demolished sometime during this twenty-year span (“Doughton Park, NC, Developed Areas and Utilities Plan” 1963).

3. Provision of Food, Lodging, and Motor Service

Provision for food, lodging, and motor service were planned for The Bluff by 1937 (despite the fact that some of these improvements did not occur until after the war.) Planning had begun for the location of a lodge, restaurant, and gas station within The Bluff area.

4. Location of Utility Buildings for Maintenance and Operation of the Parks and Parkway

Location of utility buildings for maintenance and operation of the parks and Parkway occurred within the boundaries of The Bluff. WPA and CCC labor constructed the maintenance area at The Bluff in 1939-1940, which was one of the two constructed in Recreation Demonstration Areas.

The initial installation of utilities at The Bluff included the construction of a concrete dam for a reservoir to supply water for the amenity areas. Water was pumped from a pump house at the reservoir to two water towers located at Wildcat Rocks Overlook and the Campground.

According to Firth, electrical power was provided for Parkway amenity areas via commercial lines which were routed subgrade to the different locations (Firth 2005, 218). Firth continues, “several sewage disposal systems were usually necessary in major recreation areas because of the wide separation of the developed facilities and the character of the terrain” ((Firth 2005, 218)).

The major infrastructure pieces for The Bluff were all in place by 1942. Some construction had begun within all of the amenity areas within The Bluff by 1942. While not all of the buildings had been constructed by this date, roadways, parking areas, and utilities were provided to all of the present day component landscapes including the Bluffs Lodge Area, Bluffs Picnic Area, Bluffs Coffee Shop and Service Station, the Campground and the Maintenance Area.

The Blue Ridge Parkway at the Close of this Period

All of the major amenity areas in The Bluff (by 1942 referred to as ‘The Bluff’ and ‘The Bluffs’ interchangeably) were begun by the close of this period. A 1941 Master Plan provided “a detailed

picture” of the entire Parkway project after its first seven years of development (Firth 2005, 231). By 1941, the Parkway extended both north and south of Sections 2A, B, and C. “By the summer of 1942, 170 miles [of the Parkway] were paved and fully open, while another 123 miles had a crushed stone surface and were open on a temporary basis” (Firth 2005, 235-236).

NPS added directional signs to the open Parkway sections by 1940. These were often wood plaques, routed, with hand painted information. In 1942, work along the Parkway was transferred from CCC and WPA enrollees to NPS maintenance crews. “The onset of war halted all contract work on the road in the fall of 1942, by which time the end of CCC and WPA programs had stopped most of the development work in the recreation areas. The war also brought a sharp reduction in the staffs of the NPS and PRA (formerly the Bureau of Public Roads or Public Roads Administration) in Roanoke” (Firth 2005, 238).

Key players in the planning and construction of the Parkway and The Bluff were recruited for the war and other agency duties. Austin and van Gelder both departed from the project for employment with other agencies. Abbott, wrote in his last report as Acting Superintendent of the Parkway in 1942, “It is notable that the Parkway development was arrested by the war just short of that point where invitation without reservation could be extended to the motorist. The Blue Ridge Parkway has pioneered a new recreational conception and may well provide a standard against which to measure the wisdom of including other such scenic parkways within the national park system as are now being projected for development during the postwar period” (Firth 2005, 238).

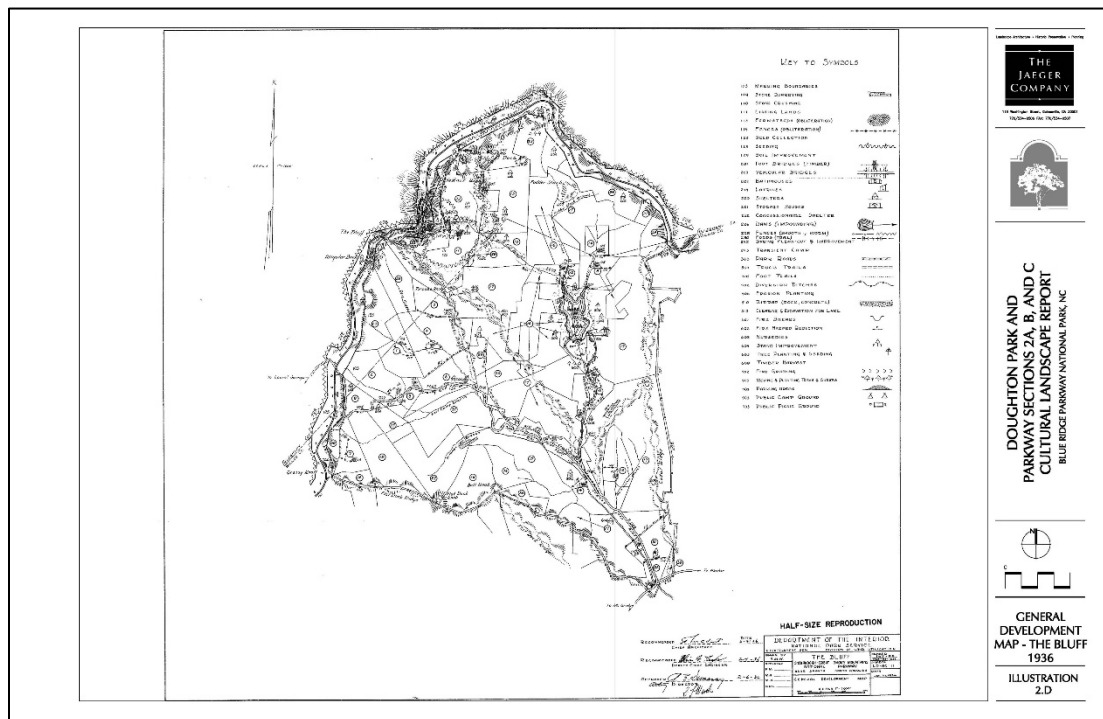


Fig 6-3. C. 1936 master plan for the various recreation areas at The Bluffs. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 191.

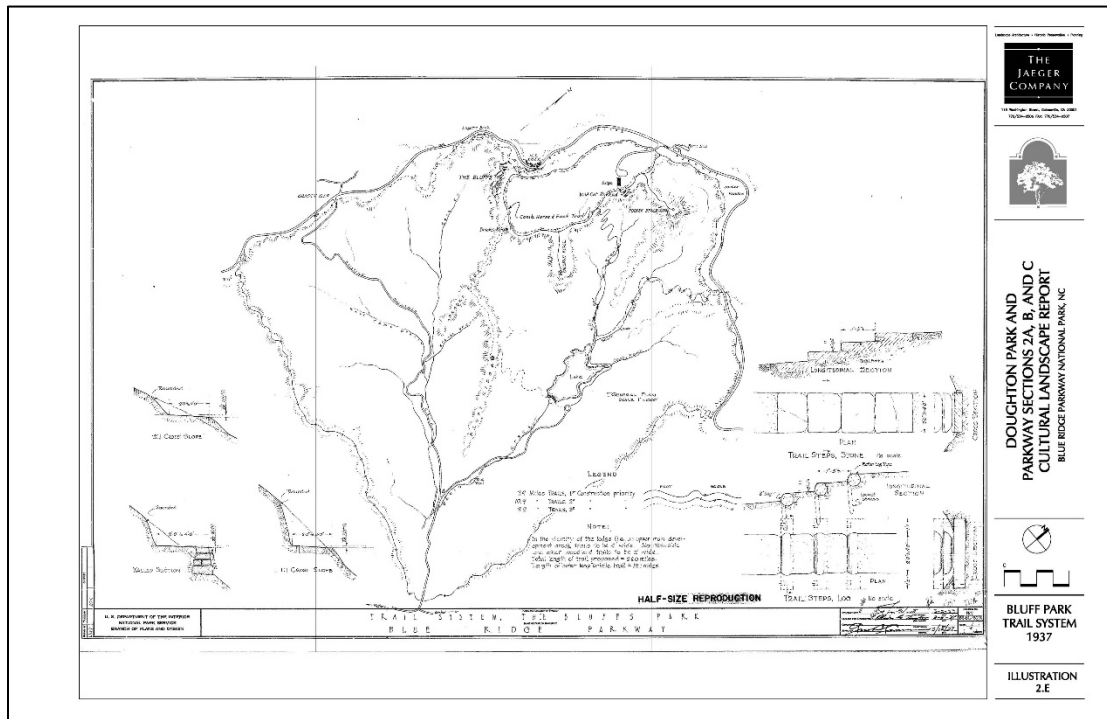


Fig 6-4. C. 1937 plan delineating the trail network at Doughton Park. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 192.



Fig 6-5. CCC enrollees with sign at The Bluff recreation area, c. 1940 - 41, Neg. #9872, Class. #353.32, BLRI Archives.

3. The War Years Era (1942-1945)

The onset of World War II brought further changes to the personnel associated with the BLRI. Abbott, Abbuehl, and Bird served in the military, leaving openings in these key positions. Weems, who had previously been promoted to Resident Landscape Architect, was further promoted to Superintendent in April of 1944, “with the understanding that when Abbott returned he would resume his [former] position” (Firth 2005, 246). One result of the reduced manpower in maintenance staffs was a lack of attention to issues such as erosion on slopes. Many of the newly constructed drainage channels and systems became clogged and did not function correctly. Crews from the newly established Civilian Public Service (CPS) organization worked in some areas of the Parkway and completed some amenity area improvements (“Civilian Public Service Personal Papers and Collected Materials, 1939-present” 2005). Due to wartime efforts,

cutbacks in maintenance activities along the Parkway was often a necessity, and in some sections of the BLRI, permits were issued for commercial hauling along the route to aid the war effort.

According to Firth, “the preparation of agricultural land was particularly valuable as the demand for leases rose with wartime pressures to increase agricultural production. Between 1942 and 1944, the acreage of land leased to local farmers nearly doubled, rising from 935 acres to 1812 acres. This brought direct economic returns to the NPS, as well as reducing the areas to be mowed and enhancing the roadside scene” (Firth 2005, 248).

Doughton Park

The Master Plan documents prepared for the recreation areas in the early 1940s introduced a debate in NPS over the types of activities deemed appropriate for these areas. The Regional Office in Richmond opposed the proposal for an impound lake with swimming facilities at The Bluffs. Active recreation facilities such as playgrounds and ball fields were also called into question. Before he departed the agency, Abbott concurred that active recreation uses would intrude on the natural scenery at the recreation areas, and “he agreed that proposals to develop recreation facilities beside lakes at some distance from the parkway road should be dropped” (Firth 2005, 252). One recreation activity that was pursued in The Bluffs was fishing. Weems stated in a July 1942 report that “400 rainbow trout and 400 brook trout were planted in Basin and Cove Creeks in the Bluff Park area. It is thought that this planting will offset the catch this season and the possible loss from excessive rains” (Weems 1942, 5).

The Blue Ridge Parkway at the Close of this Period

Some of the landscape recommendations developed on the PLUMs were likely implemented during this era by Civilian Public Service (CPS) crews. The agricultural leasing program was expanded during this era, “both to decrease maintenance demands, especially for roadside mowing, and to contribute to the nation’s need for greater food production. The resumption of farming also added to the scenic effect” (Quin and Martson 1997, 125).

Permits for commercial hauling on the Parkway, originally issued to assist in the war effort, were canceled on November 30, 1945. As furloughs were issued to those who had served in the military, personnel returned to the business of the planning, construction and maintenance of the Parkway and its recreation areas.

4. Resumption of Construction Era (1946-1955)

By the beginning of 1947, the majority of the staff members of the PRA and NPS had returned to their positions and were ready to continue the design process for the BLRI. There was some conflict among the ranks at NPS. Despite their understanding before the war, Weems remained on as Superintendent of the Parkway and Abbott assumed the post of Resident Landscape Architect. This arrangement did not work well for Abbott, and he decided to take a post working on a planning project for NPS in Mississippi in 1949. Edward Abbuehl took the position of Resident Landscape Architect and “continued to respect Abbott’s vision for the Parkway, and worked well with Weems” (Firth 2005, 255).

The funding dedicated to programs such as landscape development prior to the war did not become as readily available during the Resumption of Construction Era. Priority was given to repairs of immediate need such as erosion control and bank stabilization (Firth 2005, 264). Natural succession of intended vista areas became a maintenance concern for NPS. NPS adopted various means of maintaining vistas including hiring contractors to perform cutting operations and the use of herbicides to control re-growth (Firth 2005, 264).

NPS worked closely with the American Soil Conservation Service (SCS) which promoted techniques to prevent erosion and maintain the quality of soil. Projects along the Parkway managed in part by SCS included the provision of a total of three million seedlings for reforestation demonstrations adjacent to the Parkway.

The Bluffs/Doughton Park

One of the top priorities for Weems after the war was to “secure the provision of food, lodging, and motor services along the Parkway as envisioned in the prewar plans.” Weems stated in his 1946 Annual Report,

“Of real concern has been the lack of concession facilities. We have had many ask, “Where can we stay,” “Where can we eat,” “Where can we get car service.” We have been encouraged recently to believe that a coffee shop and gas station may be in operation at Bluffs for the 1947 tourist season. There is also the possibility that 25 cabin units may be constructed at this location before the next travel season. This construction is being made possible as a result of an agreement worked out between the National Park Concessions and the American Oil Company. We believe that the operation of a well-rounded concession at Bluff will demonstrate the practicality and economy of similar operations elsewhere in the Parkway...The need for overnight accommodations and eating facilities within the Parkway will be confirmed by anyone who travels the Parkway without having made reservations and without having purchased picnic supplies for the mid-day lunch” (Firth 2005, 275).

These concession opportunities were realized during the postwar period, although the process took longer than Weems had anticipated. One major change to The Bluff during this period was the change in its name. In 1950, The Bluffs was renamed Doughton Park in honor of North Carolina Representative Robert L. Doughton, who had been a long-time advocate and supporter of the Parkway and associated projects. Born in Laurel Springs, North Carolina, Doughton had a 42-year congressional career; he chaired the House Committee on Ways and Means and was a supporter of the financing of the New Deal relief programs which helped build the Parkway and The Bluffs recreation area.

During the war years, the maintenance forces available to maintaining ancillary uses in areas such as The Bluff were cut to a bare minimum. Amenities such as trails were not maintained in the fashion that they were in the pre-war years. According to a 1947 report, “only the most essential trail maintenance was accomplished, consisting chiefly of brush and weed clearing with very little or no surface repair or grading. Consequently, accumulative erosion...resulted in sub-

standard, unsafe trail surfaces in many places, and considerable work [was] necessary to restore these trails to a condition that [would] induce the hiking visitors to enjoy features of interest inaccessible to automobiles” (Van Cleve 1947, 1). This report anticipated a boost in tourist travel and an increase in trail use following the war. Trails in The Bluff area were evaluated and repairs were recommended for the Fodderstack Trail due to heavy erosion, Camp Area Trails due to overgrowth and lack of signs, Horse Trail due to erosion. Trails in good condition during this period include the Camp Area Trails, Meadow Picnic Area Trails, and Lower (Woods) Picnic Area Trails (Van Cleve 1947, 3-4).

The Blue Ridge Parkway at the Close of this Period

Though delayed by conflicts over design, the development of additional amenities and concessions at Doughton Park flourished during the Resumption of Construction Era. “The development of the first coffee shop, gas station and lodge at Doughton Park addressed one of Abbott’s greatest concerns, and the success of these enterprises demonstrated the validity of the prewar plans” (Abbuehl 1980, 4-5). Weems fulfilled his promise to answer tourists’ questions about where to sleep, where to eat, and where to gas up their cars. Heavy visitation rates to the amenity areas at Doughton Park were indicative of an overall trend in popularity of the Parkway.

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

The Mission 66 program was a federally sponsored program aimed to improve visitor services within the National Park system. Projects associated with Mission 66 began in 1956 and ended in 1966. One of the top priorities of Mission 66 was to provide additional visitor centers for parks (French 2002).

The goal of the Mission 66 program, instituted by the NPS and funded by the federal government, in 1956 was to introduce “one all-inclusive, long-term program for the entire park system” to make up for years of neglect in maintenance and funding (Wirth n.d., 238-239). Frustrated by decreased funding and the crumbling infrastructure of the park system, NPS Director Conrad Wirth galvanized Park Service employees to develop and “pitch” the Mission 66

program to Congress and the Eisenhower Administration in an effort to acquire long-term funding commitment. Projects associated with Mission 66 were to be completed by 1966—the 50th anniversary of the agency (French 2002).

According to Wirth, “One of the major projects undertaken by Mission 66 was the 469-mile Blue Ridge Parkway. As World War II approached, funds were diverted to needs related to war. By the time Mission 66 was started only about one-third of the distance of the parkway had been completed and made usable. Most of the work had been in places where construction was less difficult. Under Mission 66 funds were included to complete the parkway” (Wirth n.d., 273-274).

For the BLRI, Mission 66 meant increased budgets to improve visitor services in the postwar era. The mission statement of the Mission 66 program noted that, “Construction is, of course, an important element in the program. Modern roads, well-planned trails, utilities, camp and picnic grounds, and many kinds of structures used for public use or administration, to meet the requirements if an expected 80,000,000 visitors in 1966, are necessary; but they are simply one of the means by which ‘enjoyment-without-impairment’ is to be provided” (Quin and Marston 1997, 136).

With the perspective of time, Firth observes that “the new thinking was guided by the vision of the Parkway articulated by Abbott. Mission 66 provided the means to achieve that end and additions to the Parkway closely followed prewar design ideas” (Firth 2005, 341). Further, Firth allows that,

“While there was no great expansion of recreation areas along the Parkway during Mission 66, the program did promote the development of a large number of new recreation facilities. In the 1957 Mission 66 summary, new ‘visitor accommodations’ were proposed at 13 locations. In Virginia, new facilities were proposed at Humpback Rocks, Whetstone Ridge, Otter Creek, Peaks of Otter, Pine Spur, Smart View and Fisher Peak...Campgrounds were planned for 15 of the recreation areas, so the distinction between major and minor parks was becoming blurred....Existing master plans had anticipated some, but not all of the proposed

developments...In some places the layouts shown in earlier plans were readily adjusted to accommodate the additional facilities, but in a few places new thinking seemed to be required....In general, the changes made to existing plans were in the form of additions or omissions rather than radical reorganization of layouts" (Firth 2005, 311-313).

Most of the goals for Mission 66 within the BLRI system involved the completion of unfinished portions of the Parkway. According to a 1956 Annual Report, "preparation of Mission 66 for BLRI was tackled with vim. It was a real opportunity for new thinking about old problems, to re-evaluate development plans in light of today's needs, and to study our present organizational set up" (Weems 1956). The program also provided additional monies for studies for expansion. In Doughton Park, several plans had been developed for a visitor center at the Coffee Shop area; however, NPS never developed a center at this location. Expansion occurred in several areas of heavy use within Doughton Park. NPS expanded both the Picnic Area and Campground to accommodate additional visitors.

Doughton Park

Updates to utilities continued in Doughton Park under the guise of the Mission 66 program. "The concrete dam forming the water storage reservoir at Doughton Park was reconstructed. The face of the dam which had seriously deteriorated was built up approximately six inches by the Gunitite method" (Weems 1957, 5).

Physical improvements were not the only achievements during the Mission 66 Construction Era. Interpretive efforts at Doughton Park were increased during the mid-1950s. "Evening talks inaugurated in 1956 by the rangers at Doughton Park...met with excellent success. The talks will be worked into the full-time interpretive program as personnel become available in these areas to handle them" (Weems 1957, 6).

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

Visitation to the Parkway continued to rise during the Post Mission 66 era. By 1967 park visitation had reached over nine million per year. The rate of visitation steadily increased over subsequent decades reaching nearly 15 million visitors by 1975, nearly 20 million visitors by 1985, and over 20 million by the late 1990s (NPS 1998, 2).

Maintenance of the Parkway continued to be a concern of BLRI staff members during this period. Much effort was made to improve the maintenance of views and vistas along the Parkway. A 1998 BRLI Annual Report documents the efforts by NPS to find better ways to manage vistas along the road. As stated in the report,

“Funded with Southeast Regional Office science funds, this project evaluated several techniques to suppress woody growth within Parkway overlooks and vistas. Techniques included using: (1) planting heath shrubs, (2) mulches to suppress woody growth, and (3) herbicides. Working with professors and students at Appalachian State University, these techniques were evaluated in relationship to aspect, elevation and tree species. The results are promising. While herbicides were clearly the most effective tool, researchers found that one-half the recommended concentration could be used with the same effect. The establishment of heath shrub vistas and overlooks (rhododendron, laurel, blueberries, etc.) on certain aspects and elevations is also a viable option. The mulches were somewhat effective, but not to the extent that it will become a long-term tool. Combined with previous research conducted in effectiveness of fire to maintain vegetation within overlooks, parkway resource managers and planners will be able to establish a mosaic of tools to be used in long-term management of overlooks and vistas” (NPS 1998, 2).

Doughton Park

Improvements to the Doughton Park Area during the Post Mission 66 Era included updates to utilities. The reservoir system and pump house were abandoned in favor of groundwater supply in the mid-1970s. “Construction of a new water system at Doughton Park was started in the fall

of 1973 and should be completed before the 1973 and should be completed before the 1974 opening season” (Weems 1973). This system continues to supply the amenity areas within Doughton Park.

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)
3307	Commerce/Trade	Business	Concession	Yes	Yes	No
3303	Commerce/Trade	Restaurant (Bar, Lounge)	Restaurant (Bar, Lounge)	Yes	Yes	No
3322	Domestic (Residential)	Domestic (Residential)-Other	Domestic (Residential)-Other	Yes	Yes	No
3313	Domestic (Residential)	Hotel (Boarding House)	Lodge (Inn, Cabin)	Yes	Yes	No
3339	Education	Interpretive Landscape	Interpretive Landscape	Yes	Yes	No
3329	General Storage	Storage Yard (Open Area Used)	Storage Yard (Open Area Used)	Yes	Yes	No
3320	Government	Government Office	Maintenance Facility	Yes	Yes	No
3267	Landscape	Parkway (Landscape)	Parkway (Landscape)	Yes	Yes	No
3277	Landscape	Scenic Landscape	Scenic Landscape	Yes	Yes	No
3294	Landscape	Scenic Landscape	View	Yes	Yes	No
3298	Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	No
3284	Transportation	Pedestrian-Related	Hiking Trail	Yes	Yes	No
3290	Transportation	Road-Related	Automobile	Yes	Yes	No
	Agriculture/Subsistence	Farm (Plantation)	Farm (Plantation)	Yes	No	Yes
	Recreation/Culture	Outdoor Recreation	Outdoor Recreation	No	Yes	Yes

Public Access

Public Access

Unrestricted

With Permission

Public Access Narrative

Unrestricted access is allowed to all portions of Doughton Park, but a permit is required to use the remote primitive campsite in Basin Cove.

Chapter 8: Analysis & Evaluation

Analysis and Evaluation Summary

The Bluffs (later renamed Doughton Park) was one of the first recreation areas developed and built along the Blue Ridge Parkway. The series of component landscapes retains historic significance for the design of a scenic parkway with adjacent recreation areas through the southern Appalachians. The parent landscape retains integrity in all seven aspects of the National Register criteria: location, design, setting, materials, workmanship, feeling and association. See component landscape Analysis and Evaluation Summaries for detailed descriptions of contributing features and individual integrity.

The Doughton Park parent landscape retains the location of picnic sites, historic buildings, trail systems, roads, and vegetative buffers as originally developed. The setting, adjacent to the Parkway, retains its composition of formal planting plans, agricultural pastures, and forested areas. The rural setting remains highlighted by the roadside Brinegar Cabin, the varied topography, and the mountain plateau with its meadow, abundant stands of mountain laurel and rhododendron (a feature that first attracted parkway designers). The design, materials, and workmanship of features within Doughton Park reveal the rustic style of early Parkway development and the transition to more utilitarianism in the 1950s. Vegetation also contributes to the feeling, setting, and design of Doughton Park.

The Maintenance Area remains secluded from the Parkway, while the Picnic Area, Coffee Shop and Service Station, and Campground landscapes each continue to provide visitor services along the Parkway. The feeling of a roadside setting to eat and refuel remains. Brinegar Cabin and Caudill Cabin are preserved as interpretive exhibits of nineteenth-century Appalachian life and retain materials and workmanship.

Landscape Characteristics and Features

Natural Systems and Features

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation.

Existing Conditions:

Topography: The topography of Doughton Park is a character-defining feature in itself and is characteristic of the southern Blue Ridge physiographic region. The Blue Ridge Parkway runs northeast to southwest along the crest of the Blue Ridge Mountains. Most of Doughton Park is located on the southern side of the Parkway between MP 238 and MP 246. In this region of the Parkway, the roadway is consistently located above 3,000 feet in elevation.

The predominant topographic feature within Doughton Park is Basin Cove. The northern boundary of the Cove follows the alignment of the Blue Ridge Parkway. Steep narrow ridges form the eastern and western boundaries of the Cove, with its interior further divided by additional ridges and creeks which form individual valleys and coves. At the southern tip of the Park boundary, where these individual valleys and coves converge, the lowest elevations in Basin Cove are found at 1,500 feet above sea level.

There are many named peaks and ridges along the Parkway as it passes through Doughton Park as well as within Basin Cove. Between Doughton Park Campground and Bluffs Picnic Area, the Blue Ridge Parkway dips into Low Notch near Milepost 240. Bluff Mountain, Alligator Back, and Wildcat Rock lend scenic views over Basin Cove. Flat Rock Ridge forms the western boundary of the cove and includes Flat Rock Knob and Bell Knob, while Cedar Ridge forms its eastern boundary. Additional named ridges and peaks within the interior of Basin Cove include Fodder Stack, Brooks Knob, Bluff Ridge, and Chestnut Ridge.

Geology: 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. Schist, gneiss, and amphibolites are the visible in the many rock outcrops within the park particularly in the open pastures of the Bluffs. This geologic base material was very influential in the formation of the soils of Doughton Park.

Soils: Soils data for this area are divided among two county surveys which were conducted nearly 25 years apart. Because scientific data has improved over time, descriptions from the Wilkes County survey are included herein because it contains the most current soils information. Soils in this area predominately consist of Chestnut Ashe complex. These soils are found along ridgelines and steep slopes. They are typically gravelly sandy loam formed from weathered schist and gneiss. These soils are very well-drained and are prone to erosion. Due to their erodibility, Chestnut Ashe soils should remain forested. The other predominate soil type in the Park is Cleveland-Rock outcrop. These soils are excessively drained and often found on steep slopes. Limited amounts of vegetation are found along slopes with this soil type. Due to these characteristics, Cleveland-Rock outcrop soils are best left undeveloped. In the alluvial areas along waterways of Basin Cove area in Doughton Park, Greenlee-Ostin complex and Cullasaja soils are common. These soils are described as extremely gravelly and sandy loam. Unsuitable for crops or development due to associated flooding, slope, and stone content, these soils are best left intact. Lastly, Evard soils are found in very limited quantities at the extreme southern boundary of the Park. These soils are also found on steep slopes and contain large amounts of stone and sand. This soil type favors forested conditions.

Hydrology: The United States Geological Society's (USGS) Whitehead, North Carolina topographic map has named six watercourses in Doughton Park. The named watercourses include: 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. This creek flows south for a total of four and a half miles in Doughton Park. All five of the other Doughton Park watercourses converge into Basin Creek before the creek exits from 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.

Feature Name: Basin Cove

Feature Contribution: Contributing

Feature Name: Low Notch

Feature Contribution: Contributing

Feature Name: Bluff Mountain

Feature Contribution: Contributing

Feature Name: Alligator Back

Feature Contribution: Contributing

Feature Name: Wildcat Rock

Feature Contribution: Contributing

Feature Name: Flat Rock Ridge

Feature Contribution: Contributing

Feature Name: Flat Rock Knob

Feature Contribution: Contributing

Feature Name: Bell Knob

Feature Contribution: Contributing

Feature Name: Cedar Ridge

Feature Contribution: Contributing

Feature Name: Fodder Stack

Feature Contribution: Contributing

Feature Name: Brooks Knob

Feature Contribution: Contributing

Feature Name: Bluffs Ridge

Feature Contribution: Contributing

Feature Name: Chestnut Ridge

Feature Contribution: Contributing

Feature Name: Basin Creek

Feature Contribution: Contributing

Feature Name: Wildcat Branch

Feature Contribution: Contributing

Feature Name: Caudill Branch

Feature Contribution: Contributing

Feature Name: Brooks Branch

Feature Contribution: Contributing

Feature Name: Cove Creek

Feature Contribution: Contributing

Feature Name: West Camp Branch

Feature Contribution: Contributing



Fig 8-1. View into Basin Cove from Wildcat Rock Overlook (2021)



Fig 8-2. View from rock outcrop near entrance to Bluffs Picnic Area into wildflower meadow (2021)



Fig 8-3. Close-up of rock outcrop near entrance to Bluffs Picnic Area (2021)



Fig 8-4. View of cove forest in Basin Cove from Wildcat Rock Overlook (2021)

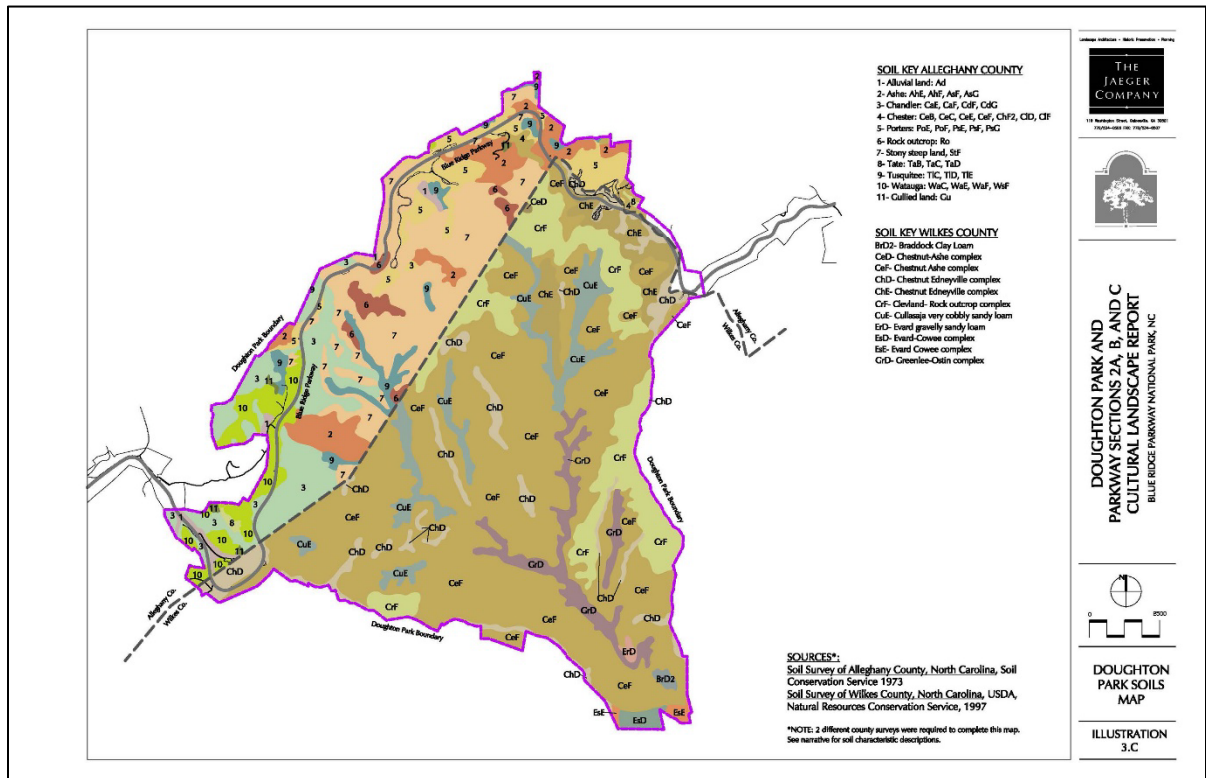


Fig 8-5. Doughton Park Soils Map

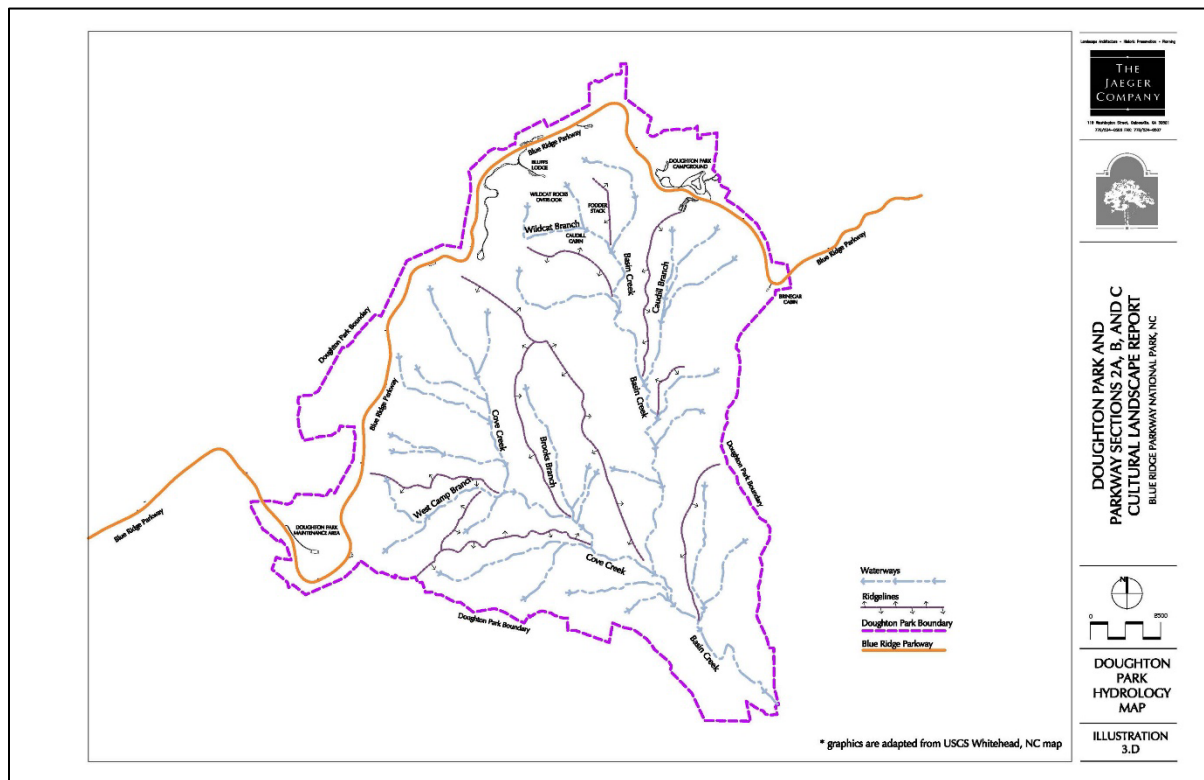


Fig 8-6. Doughton Park Hydrology Map

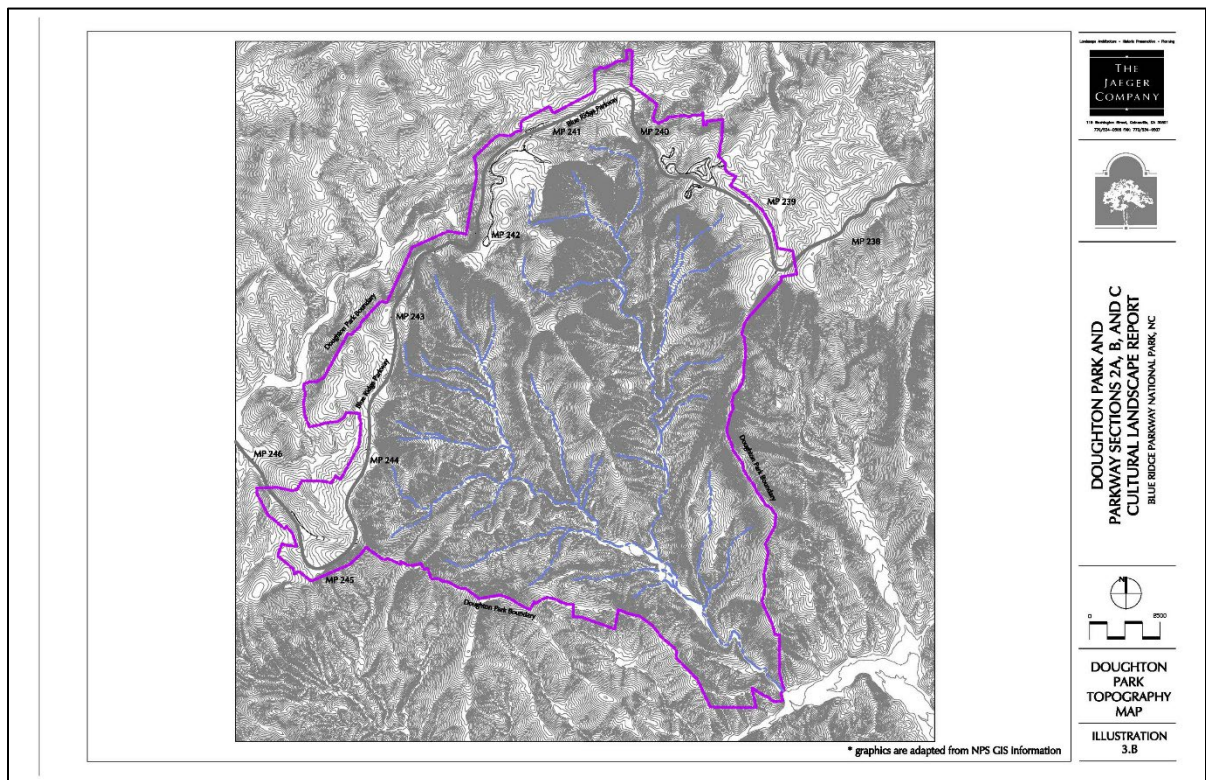


Fig 8-7. Doughton Park Topography Map

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 general spatial organization of Doughton Park corresponds to its component landscapes. Overall, development within the Park is concentrated on the ridges, in keeping with the design of the Blue Ridge Parkway. This is reflected in the concentration of visitor service areas like Doughton Park Campground, Bluffs Lodge, Bluffs Coffee Shop and Service Area, and Bluffs Picnic Area along the ridges near the Parkway. The Doughton Park Maintenance Area similarly

reflects this design, albeit with a more secluded location and vegetative screen to prevent the complex's utilitarian character from intruding on visitors' experience of the Parkway. The concentration of development on ridgetops notably detracts from historic settlement patterns in the Appalachian region, where local people tended to concentrate in the hollows, as exhibited by the siting of Caudill Cabin and other remnant of the Basin Cove settlement. Brinegar Cabin is a notable exception to this pattern that conveniently served the intentions of the Parkway's designers, hence its inclusion as a site for interpreting Appalachian folklife. Today, the remotest, least developed areas of Doughton Park are concentrated in Basin Cove, which offer visitors numerous opportunities for backcountry hiking and camping.

The organization of visitor services, recreational opportunities, and interpretation along the Parkway at Doughton Park retain integrity of location, setting, design, feeling, materials, workmanship, and association.

Feature Name: Organization of features corresponding to land use

Feature Contribution: Contributing

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:

Doughton Park exhibits nearly all of the varied types of the land use found along the Blue Ridge Parkway. Recreation is certainly the major activity associated with this Park. In addition to the Parkway and the associated auto touring, Doughton Park features several picnicking areas, a campground for tents and trailers, and 24 miles of hiking trails to facilitate the Parkway recreational experience and nearly 400 acres of leased agricultural land. The recreational facilities are described in greater detail later in this chapter in the Doughton Park Component Landscapes section.

Interpretation is an important endeavor in Doughton Park. Wayside interpretative signs, evening programs provided by Park personnel, and an annual Appalachian Heritage Festival at Brinegar Cabin are some of the interpretive methods employed in the Park.

Additionally, lodging and service facilities are provided for Parkway visitors. A coffee shop/restaurant, a gift shop, and camp store are a few of the guest amenities provided within Doughton Park. The 24-room Bluffs Lodge formerly provided lodging, but closed in 2011 after the concessionaire decided against renewing its contract with NPS and has remained shuttered ever since.

Generally, land use in Doughton Park favors automobile and outdoor recreation along the Parkway. An obvious exception is Parkway land that is leased for agriculture. Throughout the history of the Parkway, agricultural leases of Parkway land have been issued to provide pastoral scenery along the route. This land use is currently very evident in Doughton Park with grazing livestock and hay crops being the most common uses. Lands adjacent to the Parkway are primarily devoted to private residential properties, agricultural fields, and several protected areas, like Stone Mountain State Park and the Thurmond Chatham Game Lands.

Feature Name: Recreation

Feature Contribution: Contributing

Feature Name: Interpretation

Feature Contribution: Contributing

Feature Name: Visitor Services

Feature Contribution: Contributing

Feature Name: Agriculture

Feature Contribution: Contributing

Topography

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

Existing Conditions:

The layout of the Blue Ridge Parkway was greatly influenced by the angle of slope, the variety of landscapes (native forest and meadow and historic rural farmstead), and the views that its location at the crest of the Blue Ridge Mountains afforded.

Doughton Park's mountainous topography also greatly influenced the design and layout of its component landscapes. The open, rolling highland meadow slopes sharply at the Wildcat Rocks Overlook and provides views of the surrounding Blue Ridge Mountains and Basin Cove. The topography contributes to the setting of Bluffs Lodge and the Campground, while the Picnic Area straddles the elevated ridge, buffering the meadow from the Parkway. The Campground retains unaltered topography with camping loops integrated into the terrain. The Doughton Park Maintenance Area is set apart from the Parkway by a steep slope and retains its original siting, integral to the design and layout of the complex. The Coffee Shop and Service Station harmonize with the topography with the placement of a retaining wall on site. Both Brinegar Cabin and Caudill Family Homestead retain their historic topography once used for subsistence agriculture.

The location, setting, feeling, and association of all contributing responses to topography throughout Doughton Park remain intact. Individual responses relating to specific component landscapes are discussed in greater detail in their respective cultural landscape inventories.

Feature Name: Integration of designed features with southern Blue Ridge mountain topography

Feature Contribution: Contributing



Fig 8-8. View toward Bluffs Lodge from Bluff Mountain Trail illustrating integration of Lodge into rolling topography (2021)

Vegetation

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

Existing Conditions:

The open highland meadow near the Bluffs Lodge contains mountain laurel, rhododendron, and azalea scattered across the rolling landscape. The specimen trees planted by the lodge retain integrity of feeling and setting. The campground landscape shows a pattern of tree cover and open land interspersed with understory and isolated tree stands similar to Bluffs Lodge.

Additional plantings of mountain laurel (*Kalmia latifolia*), rosebay rhododendron (*Rhododendron maximum*), Catawba rhododendron (*Rhododendron catawbiensis*), and flame

azalea (*Rhododendron calendulaceum*) were added to the trailer entry from plans in the 1940s. The Maintenance Area vegetation remains from original design and mature White pines have grown to screen the view of the courtyard from the Parkway. The Bluffs Coffee Shop and Service Station contain an area of light understory plantings adjacent to dense woodlands. The interpretive garden at Brinegar Cabin retains integrity of materials and design, conveying the historic land use. While Caudill Family Homestead has not been inventoried, the surrounding natural forest in Basin Cove remains. Vegetative features of each component landscape are discussed in greater detail in each of their respective cultural landscape inventories.

Surveying the Basin Cove area from Wildcat Overlook, one can see that the Park is composed of nearly all forested slopes. The managed landscapes surrounding the aforementioned component landscapes are the exception. 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.

High Elevation Red Oak Forest is a subset of the abundant eastern forest community the Oak-Hickory forest. These forests were formerly dominated by American chestnut (*Castanea dentata*). Since the decline of the American chestnut in this region, northern red oak (*Quercus rubra* var. *borealis*) has come to dominate this forest and define a new forest type. Generally the forest consists of uneven-aged members of these species: northern red oak, red maple (*Acer rubrum*), tulip poplar (*Liriodendron tulipifera*), white oak (*Quercus alba*), black locust (*Robinia pseudoacacia*), eastern hemlock (*Tsuga canadensis*), rosebay rhododendron (*Rhododendron maximum*), flame azalea (*Rhododendron calendulaceum*), mountain laurel (*Kalmia latifolia*), and pagoda dogwood (*Cornus alternifolia*). This forest characteristically occurs on dry, high elevation slopes throughout the Blue Ridge.

The Cove Forest is characterized by its diversity of species. Common tree and shrub species of community include: cucumber magnolia (*Magnolia accuminata*), flowering dogwood (*Cornus florida*), tulip poplar, red maple, eastern hemlock, rosebay rhododendron, dog hobble (*Leucothoe fontanesiana*), and sweetshrub (*Calycanthus floridus*). While no one species is dominant in this

forest type, the tulip poplar and rosebay rhododendron are often found in abundance. The character of this forest is of dense overstory, understory and groundlayer along steep slopes.

The managed meadows, forests, and pastures of Doughton Park retain integrity of location, setting, feeling, materials, design, and association. From the natural resources to the 1930s planting plans, the vegetation contributes to the national significance of the Parkway as a designed and interpreted landscape.

Feature Name: High Elevation Red Oak Forest

Feature Contribution: Contributing

Feature Name: Cove Forest

Feature Contribution: Contributing

Feature Name: Open highland meadow

Feature Contribution: Contributing

Circulation

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

Existing Conditions:

Doughton Park contains nearly eight miles of the Blue Ridge Parkway. This two lane corridor runs along the high elevation portions found on the northern boundary of Doughton Park. Additionally, each component landscape contains automotive circulation routes that are described in detail in each component landscape section.

A total of 24 miles of hiking trails are located in the Park. The longest and most used trail, Bluff Mountain Trail is seven- and one-half miles long stretching between Brinegar Cabin and the Alligator Back Parking Overlook. This trail parallels the Parkway winding through many of the

developed areas of Doughton Park as well as through meadows and forest. Long views and vistas of distant mountainous scenery and pastoral meadows are encountered along this trail. In his 2003 book "Waking the Blue Ridge," Leonard Adkins describes this trail as the "some of the best walking found along the BRP."

The four- and one-half mile Cedar Ridge Trail descends from the Parkway to the Grassy Gap Fire Road in Basin Cove. This trail is predominantly forested along the steep descent into the Cove. The Fodder Stack Trail, a one-mile trail, is found at the Wildcat Rocks Overlook. This trail begins at the overlook parking lot and descends steeply to a large rock outcrop, the Fodder Stack. Along the trail and at the outcrop, spectacular views into Basin Cove are encountered.

Bluff Ridge Trail is possibly the steepest trail in the Park. In a mere two miles and eight tenths' miles, Bluff Ridge Trail descends 2,000 feet in elevation. The trail begins in the cul-de-sac of the Bluffs Picnic Area and leads through "heavy woods" to Basin Cove.

The Basin Creek Trail is three and three tenths' miles long and connects the Grassy Gap Fire Road with the Caudill Cabin Home site. This trail winds along, and across, Basin Creek through the remnants of the former Basin Cove Community.

Grassy Gap Fire Road is a six- and one-half mile long former wagon road. The route is now used as a NPS service road that leads from the Parkway into Basin Cove. The road is closed to public automobile traffic but is used for horseback riding and as a hiking trail providing access to the Cove, the associated backcountry campsite, and the other Doughton Park trails. The trail is very steep, intersects with six Doughton Park trails, and crosses the creek several times.

The final Doughton Park trail is the Flat Rock Ridge Trail. This trail begins at the Basin Cove Overlook and descends into Basin Cove. The five-mile trail is lined with spring blooming ericaceous shrubs and features several nice views into the Cove. The trail intersects with the Grassy Gap Fire Road near the southern boundary of the Park.

The circulation throughout Doughton Park retains all seven aspects of integrity and conveys the national significance of providing recreational opportunities along the Blue Ridge Parkway. Each component landscape has vehicular and pedestrian circulation routes that contribute to the spatial organization of the site, highlight scenic vistas, and provide access to historic structures. These circulation features are listed and described in detail in their respective component landscape inventories.

Feature Name: Bluff Mountain Trail

Feature Contribution: Contributing

Feature Name: Cedar Ridge Trail

Feature Contribution: Contributing

Feature Name: Fodder Stack Trail

Feature Contribution: Contributing

Feature Name: Bluff Ridge Trail

Feature Contribution: Contributing

Feature Name: Basin Creek Trail

Feature Contribution: Contributing

Feature Name: Grassy Gap Fire Road

Feature Contribution: Contributing

Feature Name: Flat Rock Ridge Trail

Feature Contribution: Contributing



Fig 8-9. View of open, meadowlike area along Bluff Mountain Trail (2021)

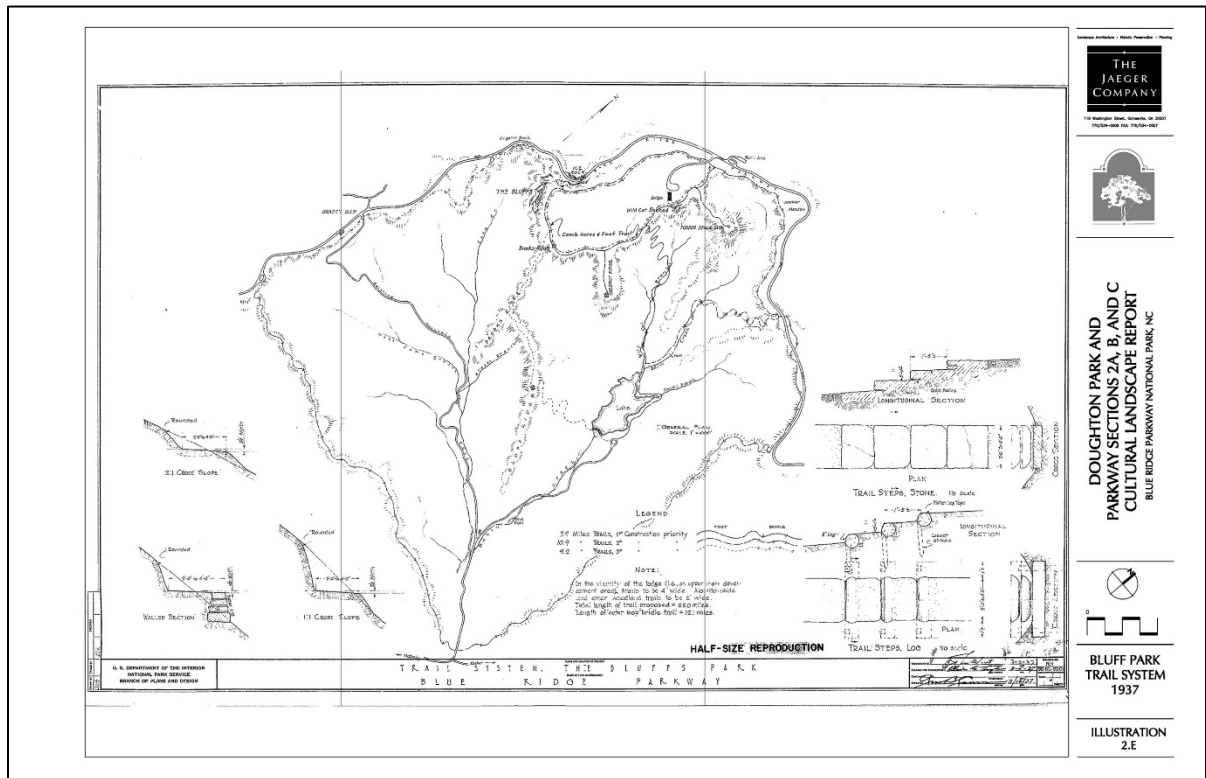


Fig 8-10. Bluff Park Trail System 1937

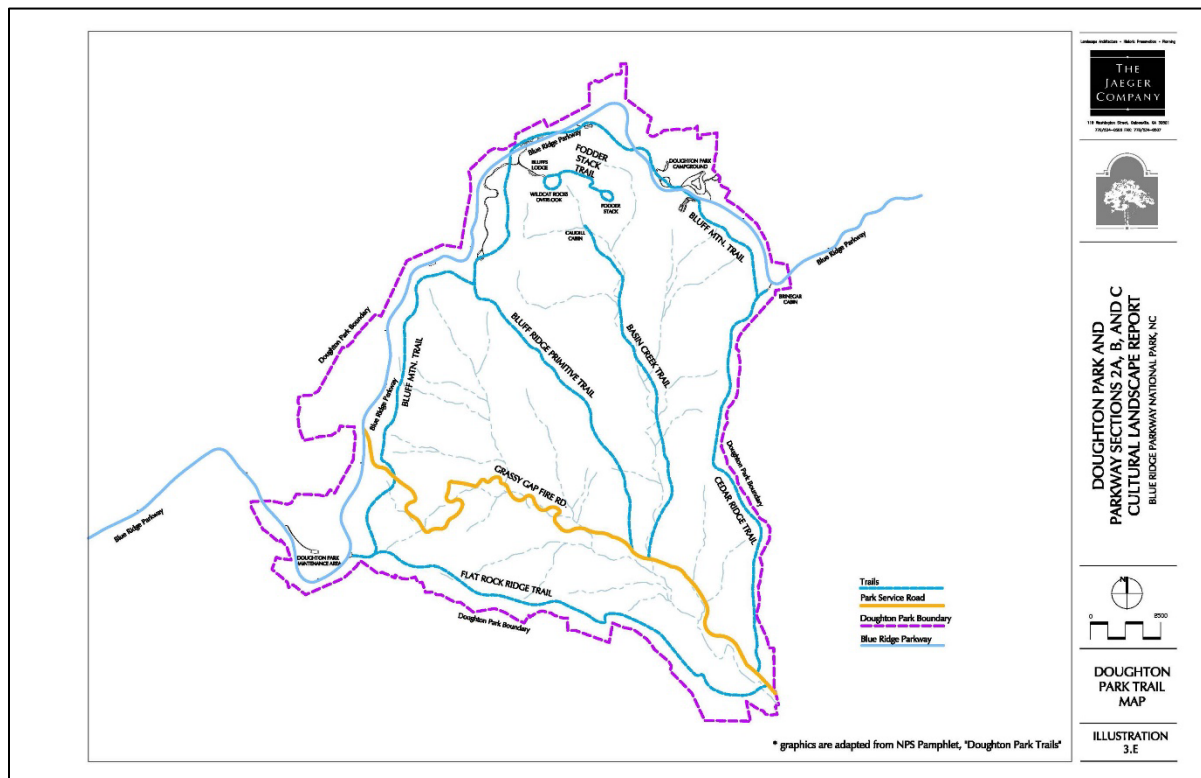


Fig 8-11. Doughton Park Trail System - Existing Conditions

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:

Doughton Park contains a total of 37 buildings and 6 structures. The majority of these buildings and structures occur in Doughton Park's component landscapes. Water tanks, cabins, lodges, comfort stations, maintenance buildings, residences, and various outbuildings are listed and described in detail in the component landscape inventories. Outside of these component

landscapes there is one additional building – the Bluff Ridge Shelter – and an additional set of structures – the pump house and dam near Milepost 240.6.

Three eras of buildings are represented in Doughton Park. During the Prewar Planning and Construction Era of the Parkway, many buildings were constructed in a rustic style which reflected local vernacular materials and forms. During the Resumption of Construction Era, buildings were executed in a variation of the previously established rustic style which began to incorporate new building materials and forms. Doughton Park also features several Mission 66 Era buildings which completely abandoned the rustic style in favor of a more economical utilitarian aesthetic. Structures in the park follow a similar trajectory. Early structures tend to exhibit rustic materials and character, while later structures took on a utilitarian character.

All buildings constructed through the Pre and Post War periods of Parkway development (1933-1955) contribute to the national significance of Doughton Park, while additional buildings and alterations may be historically significant as they relate to "Mission 66"-era projects and initiatives. Others are considered non-contributing.

Bluff Ridge Shelter (Building #103): A Prewar Planning and Construction Era log and stone trail shelter is found near the beginning of the Bluff Ridge Primitive Trail. This building was designed in the rustic style that was common during its era of Parkway construction and has much in common with Comfort Station #102 in the Bluffs Picnic Area. The Shelter is single story with a stone foundation, sawn log framing with half dovetail joints, and a wood-framed wood shake gable roof with exposed framing and eaves. The structure is enclosed on three sides, with a wood-framed opening and porch on the main elevation. The gable roof extends over a stone-paved porch. Typical window openings are small rectangular-shaped openings located on the end gable elevations. A flagstone floor and patio create the buildings floor with integrated wooden benches to provide seating. Red oak forest surrounds the property on three sides, and a maintained vista of the Parkway and many layers of distant mountains unfold on the southwestern side. Graffiti is carved into and painted on to the walls of the building; otherwise,

the shelter is in good physical condition. The Bluff Ridge Shelter is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-228).

Fodder Stack Pump House (Building #99): The Fodder Stack Pump House is located at Milepost 241.10 on parkway left near the Fodder Stack Access and Parking Area. The structure is in a heavily-wooded site at the bottom of a steep ravine. The site is terraced with stone retaining walls to support the pumphouse structure. The site is accessed from a winding gravel-paved service road that extends 1/2-mile down the hillside from the Fodder Stack Access and Parking Area. The service road is in poor condition and covered with grass and shrubs so that the paving is not clearing visible. A steep set of stone stairs extends 100 feet from the service road to the pumphouse. The building overlooks a sunken area that is covered with grass. This development dates to the Prewar Planning and Construction Era and was one of the earliest construction projects in Doughton Park. Originally this site was used as a reservoir and pumping station to supply water to the two Park water tanks. Portions of the concrete dam at the east end of the reservoir remain. The Pump House itself is a one-story load-bearing structure situated on a terraced site with stone retaining walls. The structure has a concrete foundation, stone walls with weatherboard siding at the end gables, and standing seam metal gable roof. Typical fenestration has concrete sills and includes industrial sash ganged windows with the center window units being a six-light awning window flanked by four-light fixed windows. The main entrance is located on the south elevation and has a wood-framed two-panel door with four-light glazing. A 20-foot-tall concrete wall extends perpendicular from the pumphouse retaining wall. The wall was at one time the side of a reservoir associated with the pumphouse. The reservoir wall has partially collapsed. The site has long been abandoned and consequently, maintenance to the building and dam has not occurred. Both are in poor condition due to this lack of regular maintenance. The Fodder Stack Pump House 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-446).

Contemporary Pump House (Building #821): A contemporary pump house is located at milepost 240.30 on the Blue Ridge Parkway and is accessed from a gravel-paved spur road that extends

from parkway left. The structure is situated on a mown-turf site along the perimeter of a heavily wooded area adjacent to parkway fencing lines to the east. The Doughton Park Pump House is the only structure in the area. This pump house is a small one-story load-bearing masonry structure with a concrete foundation, concrete block wall with grooved plywood siding painted grey, and a wood-framed asphalt shingle gable roof with enclosed eaves. The main entrance is a single panel door. Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development (WJE 2016, A-223).

Feature Name: Bluff Ridge Shelter (Building #103)

Feature Contribution: Contributing

Feature Name: Fodder Stack Pump House (Building #99)

Feature Contribution: Contributing

Feature Name: Contemporary Pump House (Building #821)

Feature Contribution: Non-Contributing



Fig 8-12. Cotemporary Pump House (2013)



Fig 8-13. Fodder Stack Pump House (2013)



Fig 8-14. Oblique view of Bluff Ridge Shelter (2021)

Cluster Arrangement

Cluster arrangement is the locations and patterns of buildings, structures, and associated features in the landscape.

Existing Conditions:

Overlooks are a unique feature of the Blue Ridge Parkway integrating visitor amenities, vehicular pull-offs, pedestrian pathways, rustic stone walls and curbing, maintained open space and managed vistas. Four overlooks are strung over the nearly eight-mile stretch of the Parkway that passes through Doughton Park: Fodder Stack Overlook, Alligator Back Overlook, Bluff Mountain Overlook, and Basin Cove Overlook. Each reflects a unique cluster arrangement reflective of the

Parkway's design as an automotive touring route encouraging frequent stops for rest, recreation, and appreciation of mountain scenery.

Fodder Stack Overlook is located at Milepost 240.70, where a road leads in toward a parking bay sited in an open, grassy area well away from the Parkway. This overlook affords minor distant views and a meadow-like setting with grass, rustic fencing, and numerous specimen trees (WJE 2016, A-760).

Alligator Back Overlook is located at Milepost 242.30 and sits tucked into the slope of Bluff Mountain, which rises east beyond the sidewalk to the Bluff Mountain Trail, which leads upslope to the Bluff Ridge Shelter and Bluffs Picnic Area. This overlook affords beautiful views to the west of the Parkway. A gunboard sign provides additional interpretation (WJE 2016, A-761).

Bluff Mountain Overlook is located at Milepost 243.40 at a pull-off east of the Parkway. This area slopes gently up to afford an open view of Bluff Mountain. The open setting and adjacent fence-lined pasture beautifully compliments the ridge's character. This overlook also includes a trailhead where visitors can jump on the Bluff Mountain Trail (WJE 2016, A-762).

Basin Cove Overlook is located at Milepost 244.70 in an open, meadowlike area set against a dense pine woodland. The overlook sits atop fill material and slopes steeply down toward the Flat Rock Ridge Trail. Few other amenities besides the trailhead are provided, but the pines beautifully frame the view afforded by this overlook. With time, however, the pines may begin to obscure this view (WJE 2016, A-763).

All four overlooks retain integrity and contribute to the historic character of the Blue Ridge Parkway.

Feature Name: Fodder Stack Overlook

Feature Contribution: Contributing

Feature Name: Alligator Back Overlook

Feature Contribution: Contributing

Feature Name: Bluff Mountain Overlook

Feature Contribution: Contributing

Feature Name: Basin Cove Overlook

Feature Contribution: Contributing



Fig 8-15. Fodder Stack Overlook (2013)



Fig 8-16. Alligator Back Overlook (2013)



Fig 8-17. Bluff Mountain Overlook (2013)



Fig 8-18. Basin Cove Overlook (2013)

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 views through canopy gaps and rock ledges throughout Doughton Park are a character-defining feature of the parent landscape. These include designed views incorporated into the Parkway and developed recreational areas within Doughton Park as well as views afforded by the siting and location of the trail network that traverses the Park.

Scenic views were a major factor influencing the design of Doughton Park's component landscapes. Views from Wildcat Rocks Overlook take highlight the steep, forested slopes of Basin Cove as well as the historic Caudill Cabin in a clearing 1000 feet below. Views from Bluffs Lodge encompass the rolling, open meadows punctuated by isolated trees and stands of rhododendron, mountain laurel, and azaleas. These views figured prominently in the siting of the building. The parking lot at Brinegar Cabin offers a vista of the Blue Ridge mountains looking south. The Bluffs Picnic Area offers views to the south and east overlooking the highland meadows dotted with rhododendron and mountain laurel. Each of these views are individually considered in the cultural landscape inventories for their respective component landscapes.

The trail network at Doughton Park affords hikers numerous scenic views and vistas as well. Bluff Mountain Trail has been described as "some of the best walking along the BLRP" and offers distant views of the surrounding mountains and rolling, pastoral meadows of the Bluffs. The Bluff Ridge Shelter, located near the peak of Bluff Mountain, features its own south-facing vista. Fodder Stack Trail offers spectacular views into Basin Cove, as does Flat Rock Ridge Trail.

Today, these views contribute to the overall significance of the parkway recreation area and retain integrity of location, setting, feeling, association, and design.

Feature Name: View from Bluff Ridge Shelter

Feature Contribution: Contributing

Feature Name: View from Bluff Mountain

Feature Contribution: Contributing

Feature Name: Views along Bluff Mountain Trail

Feature Contribution: Contributing

Feature Name: View from Fodder Stack

Feature Contribution: Contributing

Feature Name: Views into Basin Cove along Fodder Stack Trail

Feature Contribution: Contributing

Feature Name: Views into Basin Cove along Flat Rock Ridge Trail

Feature Contribution: Contributing

Small-Scale Features

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

Existing Conditions:

Numerous small-scale features contribute to the Doughton Park parent landscape (see component landscapes for individual listing) and retain integrity of location, feeling, association, materials, workmanship, setting, and design. The variety of flagstone terraces, stone gutters, stone steps, drinking fountains, fences, stone walls (retaining/head/tail), curbing, tree wells, bridges, underpasses, tent pads, picnic tables, fireplaces, interpretive signage, and other features demonstrates the thoughtful design of the Blue Ridge Parkway and its recreation areas. The consistent and detailed small-scale features represent high quality, local craftsmanship and retain historic significance and integrity.

Many features were built in the rustic or Adirondack style or modified for Mission 66 construction. The material and workmanship are local, though some stone and mortar features have concrete repairs. The Coffee Shop and Service Station small-scale features suffer from neglect and the fireplaces, picnic tables, and drinking fountains have diminished integrity.

Chapter 9: Condition Assessment

Assessment Interval:

6 years

Condition

Condition:

Fair

Condition Date:

09/01/2022

Primary Inspector Name:

Chris Robey

Profession/Credentials:

Cultural Landscape Research Associate

Narrative:

Much of Doughton Park's infrastructure needs routine maintenance and repair, and the condition of many character-defining features has deteriorated since the site was last inventoried. Four of the seven component landscapes were certified in fair condition in 2021, one has deteriorated considerably and is now in poor condition, one remains in good condition, and one remains undocumented.

The condition of Bluffs Picnic Area was changed from good to fair due to deferred maintenance, erosion, exposure to elements, inappropriate maintenance, neglect, removal/replacement, and invasive plants. The condition of Bluffs Lodge has deteriorated considerably due to deferred maintenance, exposure to elements, microclimate, neglect, poor security, and visitation. Thus, its condition has been changed from good to poor. The condition of Doughton Park Campground has been changed from good to fair due to exposure to elements, removal/replacement, erosion, invasive plants, neglect, deferred maintenance, adjacent lands, and inappropriate maintenance. The Doughton Park Coffee Shop and Service Station remains in fair condition due to invasive plants, removal/replacement and release to succession as well as deferred maintenance and neglect. The condition of Doughton Park Maintenance Area has been changed from good to fair

due to planting practices, removal/replacement, deferred maintenance, and neglect. Brinegar Cabin remains in good condition.

See inventories of the seven component landscapes for more detail about their condition assessments and their associated impacts: Bluffs Lodge (Poor), Doughton Park Campground (Fair), Doughton Park Maintenance Area (Fair), Bluffs Coffee Shop and Service Station (Fair), Bluffs Picnic Area (Fair), Brinegar Cabin (Good), and Caudill Family Homestead (Undetermined).

Impacts

Seq. No.	Type	Impact Type – Other	Internal Source?	External Source?	Narrative	Date Identified
xx			Yes/No	Yes/No	1000 Char.	mm/dd/yyyy
	Visitation		No	Yes	Graffiti is carved into and painted on the walls of Bluff Ridge Shelter	07/29/2022
	Neglect		Yes	No	Bluffs Lodge remains closed after the concessionaire chose not to renew their contract with NPS in 2011. Since then, the Lodge has remained shuttered. Its condition has deteriorated considerably over the last eleven years.	07/29/2022
	Vegetation/Invasive Plants		Yes	No	The pines at Basin Cove Overlook may obscure the view with time and should be regularly trimmed.	08/03/2022

3312	Deferred Maintenance		Yes	Yes	The existing trail system needs regular maintenance. The trail corridor needs regular clearing of overgrowth and fallen trees. Fallen trees are especially important to clear. If left uncleared, hikers will create social trails to skirt the edge of the fallen tree. Sloughing may affect trails that traverse steep cross-slopes. Where this occurs, the original trail tread should be reestablished. Boggy areas along the trail denote potential drainage issues attributable to deterioration of the original tread angle or clogged / blown-out drains. This is especially evident along the Basin Creek Trail. If left unaddressed, hikers will skirt the edge of these boggy areas, creating trail widening. Trails with many switchbacks, such as Cedar Ridge Trail, are likely to develop social trails. Trails located on fall lines are especially prone to gullies, trenching, and undercutting. Where these issues are especially problematic, trail realignment may	08/03/2022
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					need to be considered.	
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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	2006	Pp. 146-152 of the Doughton Park and Sections 2A, B, and C Blue Ridge Parkway CLR covers specific treatment recommendations for each component landscape of Doughton Park. 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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		"Blue Ridge Parkway, Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan Thereof, Drawn June 3, 1936	1936		BLRI Archives, RG 5, Series 8, Box 9, File 1	Both Graphic and Narrative			
		"The Bluff, List of Parcels,"			BLRI Archives [need to list location and box].	Both Graphic and Narrative			
		Civilian Public Service Personal	2005	Swarthmore College Peace	Swarthmore, Pennsylvania	Both Graphic and			http://www.swarthmore.edu/library/peace/DG051-099/dg056cpspers.htm

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	Wiss, Janney,	Appendix,	2016	Wiss, Janney,		Both Graphic		2268418	https://irma.nps.gov/DataStore/Reference/Profile/2268418

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		2052A 2-C PLUM map for Blue Ridge Parkway . (Planning Land Use Map) Landscape and Maintenance Plan, Section 2C Station 57 to 90.		NPS	BLRI	Graphic			
		2055 Road and Parking Area Brinegar Cabin	1941	NPS	BLRI, DSC	Graphic			

		2058 Brinegar Cabin Site Restorati on 1941	19 41	NPS	BLRI Headq uarters vertical files. Not listed in DSC eTIC.	Grap hic			
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		2C- 2052A "Section 2C Sta 190 to ?" Sheet 7 of 19 8 Oct 1942 AHH	19 42	NPS	DSC	Grap hic			
		2078C Dough ton Park Develop ed Areas & Utilities Plan 1963	19 63	NPS	DSC	Grap hic			
		Appalac hian National Parkway from Shenand				Grap hic			

		oah National Park to Great Smoky Mountai ns National Park, Master Plan							
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		General Develop ment Map, The Bluff [drawin g], approve d 6 Februar y 1936	19 36		DSC/TI C file, BLRI, The Bluff Genera l Develo pment, Drawin g, 1051	Grap hic			

		Trail System, The Bluffs Park [drawing], approved 16 March 1937	1937		DSC/TIC file, BLRI, Bluffs Park Trail System, Drawing, 2001	Graphic			
		Roads and Trails, Bluff Park [drawing], approved 1 April 1937	1937		DSC/TIC file, BLRI, Bluff Park – Roads + Trails, 2003	Graphic			
		Stable Site and Parking Area [drawing], approved 23 December 1938	1939		DSC/TIC file, BLRI, Bluff Park Stable and Parking, 2015	Graphic			
		General Development Map, The Bluff [drawing], approved 11 October 1948, Drawing 2078	1948		BLRI Vertical Files	Graphic			
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	RGH	2008 "Picnic Area No. 1 - Bluff Park" Drawn by RGH; 16 Sept 1937; approve	1938	NPS	DSC	Graphic			

		d 29 Decemb er 1937; job complet ed 13 May 1938							
	RGH	2004 "Road and Parking Area – Motor Service Station – Bluff Park" Drawn by RGH; 17 August 1937; approve d 31 Jan 1938; job complet ed 20 June 1939	19 39	NPS	DSC	Grap hic			
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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
	Natural Systems and Features										
	Basin Cove	Contributing	194795								
	Low Notch	Contributing	194802								
	Bluff Mountain	Contributing	194803								
	Alligator Back	Contributing	194804								
	Wildcat Rock	Contributing	194805								
	Flat Rock Ridge	Contributing	194806								
	Flat Rock Knob	Contributing	194807								
	Bell Knob	Contributing	194808								

	Cedar Ridge	Contributing	194809								
	Fodder Stack	Contributing	194810								
	Brooks Knob	Contributing	194811								
	Bluff Ridge	Contributing	194812								
	Chestnut Ridge	Contributing	194813								
	Basin Creek	Contributing	194815								
	Wildcat Branch	Contributing	194816								
	Caudill Branch	Contributing	194817								
	Brooks Branch	Contributing	194818								
	Cove Creek	Contributing	194819								
	West Camp Branch	Contributing	194820								
	Spatial Organization										

	Organization of features corresponding to land use	Contributing	194834								
	Land Use										
	Recreation	Contributing	194796								
	Interpretation	Contributing	194797								
	Visitor Services	Contributing	194798								
	Agriculture	Contributing	194799								
	Topography										
	Integration of designed features with southern Blue Ridge mountain topography	Contributing	194814								
	Vegetation										
	High Elevation Red Oak Forest	Contributing	194792								
	Cove Forest	Contributing	194793								

	Open highland meadow	Contributing	195363								
	Circulation										
	Bluff Mountain Trail	Contributing	194821								
	Cedar Ridge Trail	Contributing	194822								
	Fodder Stack Trail	Contributing	194823								
	Bluff Ridge Trail	Contributing	194824								
	Basin Creek Trail	Contributing	194825								
	Grassy Gap Fire Road	Contributing	194826								
	Flat Rock Ridge Trail	Contributing	194827								
	Buildings and Structures										
	Bluff Ridge Shelter (Building #103)	Contributing	194800								
	Fodder Stack Pump House (Building #99)	Contributing	194801								

	Contemporary Pump House (Building #821)	Non contributing	194920								
	Cluster Arrangement										
	Fodder Stack Overlook	Contributing	194835								
	Alligator Back Overlook	Contributing	194836								
	Bluff Mountain Overlook	Contributing	194837								
	Basin Cove Overlook	Contributing	194838								
	Views and Vistas										
	View from Bluff Ridge Shelter	Contributing	194828								
	View from Bluff Mountain	Contributing	194829								
	Views along Bluff Mountain Trail	Contributing	194830								
	View from Fodder Stack	Contributing	194831								
	Views into Basin Cove along Fodder Stack Trail	Contributing	194832								

	Views into Basin Cove along Flat Rock Ridge Trail	Contributi ng	194833								
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