

National Park Service Cultural Landscapes Inventory 2022



Doughton Park Campground
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

550216

Resource Name

Doughton Park Campground

Parent Landscape

Doughton Park

Parent Resource ID

550140

State

NC

Park Name

Blue Ridge Parkway

Cultural Landscapes in the Cultural Resources Inventory System:

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

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

The Cultural Landscapes Inventory (CLI)

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

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

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

Cultural landscapes vary from historic sites, historic designed landscapes, historic vernacular landscapes to historic ethnographic landscapes, but may also fit within more than one type. Those eligible for the National Register have significance in the nation's history on a national, state or local level, as well as integrity or authenticity.

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

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

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

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

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

Landscape Description

Doughton Park Campground is an 84-acre component landscape set within 6300-acre Doughton Park, a Blue Ridge Parkway developed area in North Carolina. The site straddles the parkway road and is accessed at Milepost 239.2. Major features of the site include the five loop roads, four comfort stations, a water tank, an amphitheater, trailer and tent campsites, trails and numerous drinking fountains.

Doughton Park Campground is part of one of the first developed areas to be planned for BLRI. Three camping areas - hilltop loop 'A', tent loop 'B' and trailer loop 'C' were completed in 1939. By 1943 two comfort stations (Buildings # 97 and 98) and several drinking fountains were in place. Planting plans also appear at this time that call for additional trees and flowering shrubs, enhancing the existing pattern of tree cover and open space. By 1950, another loop road is added beyond tent loop 'B.' Five years later, a third comfort station # 370 is added to the hilltop loop, along with several more drinking fountains. The final, eastern loop road, and comfort station # 396 are built in 1963-4. The camping loops, tent sites, trails, and comfort stations # 97 and # 98 all follow established NPS standards, as drafted by Albert H. Good and Frank A. Waugh in 1935. Rustic in style, they contribute to the overall Blue Ridge Parkway theme. The two comfort stations added in 1955 and 1963 represent the parkway transition to more streamlined and economical materials and building style.

The period of significance for Blue Ridge Parkway, as defined in Ian Firth's draft National Historic Landmark (NHL) nomination, is 1933 – 1987. Parkway road development between these dates possesses NHL significance, while associated development – such as visitor concession areas – possesses NHL significance only through 1955. Later "Mission 66"-era development also may be historically significant.

Construction at Doughton Park Campground began in 1938, and most major features at the property were in place by 1955. All the features dating to this period contribute to the national significance of Blue Ridge Parkway as a NHL property. Comfort Station # 396, and the eastern

loop road date to 1963-4 and may have historical significance in relation to “Mission 66”-era development.

Doughton Park Campground remains in fair condition overall and retains all major features from the period of significance. Later additions are minor in scale and do not have an adverse effect on the cultural landscape. The property possesses historic integrity in all seven criteria as defined by National Register standards but has seen a decline in the condition of many of its character-defining features since the site was last inventoried.

Landscape Hierarchy Description

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

None

Landscape Type

Historic Designed Landscape

Cover Page Graphic

See Cover Page.

Site Plan(s)

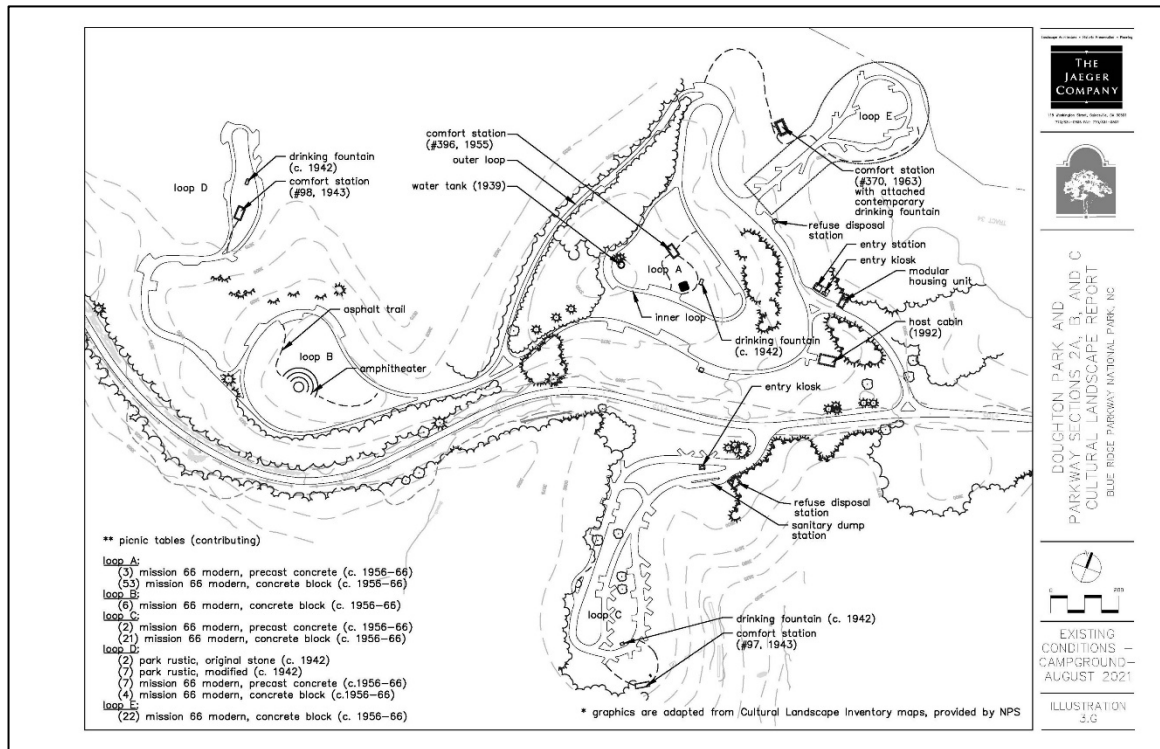


Fig 1-1. Doughton Campground Site Map (2021)

Hierarchy Description Graphic

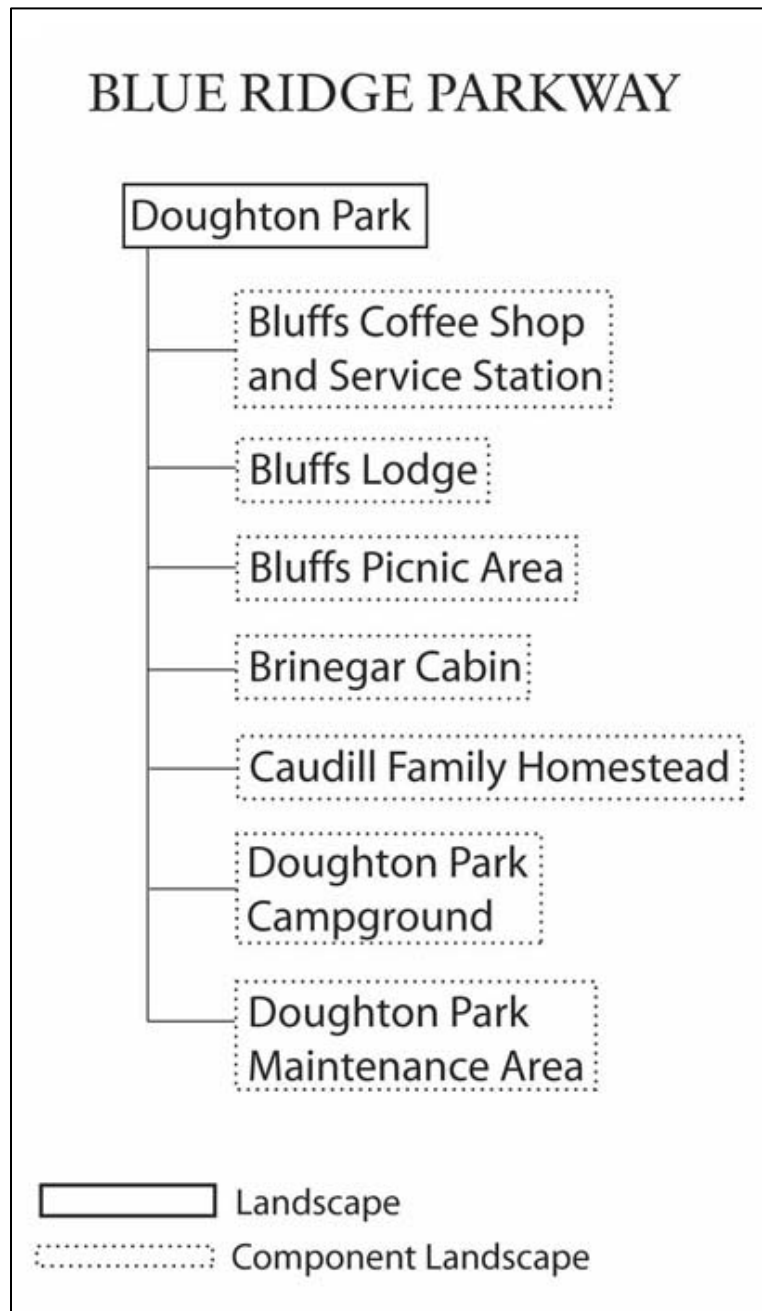


Fig 1-2. Doughton Park CLI Hierarchy

Other Names

Seq. No.	Name	Type
3182	Doughton Park Campground	Both Current And Historic
3006	Hilltop Campground	Both Current And Historic
3018	Loop 'A', Loop 'B', Trailer Loop 'C'	Both Current And Historic
3015	Picnic Area # 2	Historic
3002	Temporary Negro Picnic Area	Historic

Chapter 2: Concurrence Status

Park Superintendent Concurrence Date

09/16/2022

Park Superintendent Concurrence

Yes

Completion Status Explanatory Narrative

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

Concurrence Graphics

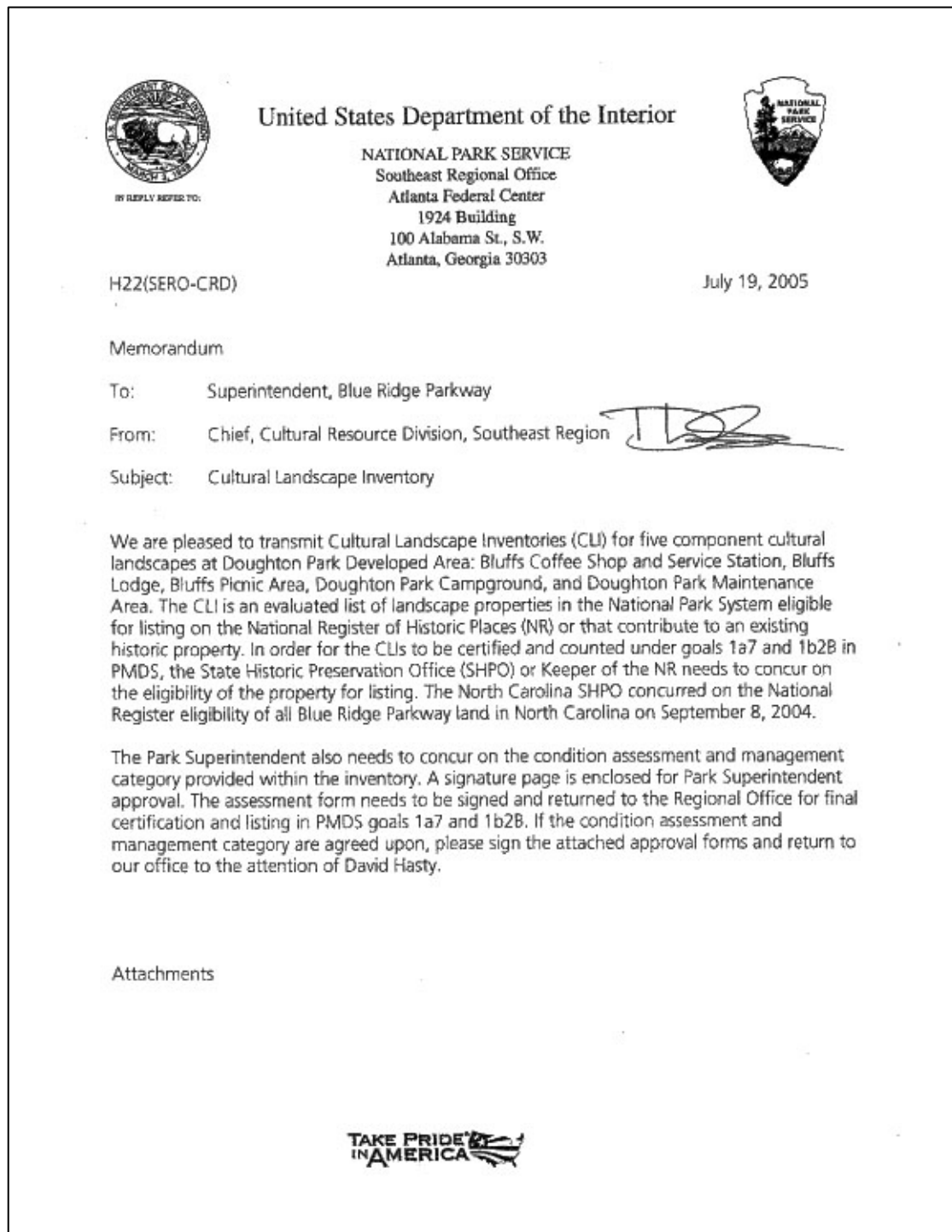


Fig 2-1. Letter to Superintendent

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

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

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

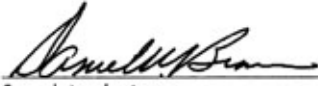
<u>Park Superintendent Concurrence</u>	
Concur ☒	Do Not Concur ☐
	8/1/05
Superintendent	Date

Fig 2-2. Superintendent Signature of Concurrence

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

Fig 2-3. Superintendent Condition Recertification, 2011

10/12/2004 10:48 FAX 002


IN REPLY REFER TO
H32

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

AMS
8/17/04

JUL 21 2004

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

Dear Dr. Crow:

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

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

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

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

Fig 2-4. Memo to NC SHPO

10/12/2004 10:49 FAX

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

Thanks so much for your assistance and willing cooperation.

Sincerely,


Daniel W. Brown
Superintendent

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

I Concur:  SHPO Date 9 Aug 04

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

(GWB) 8/20

Fig 2-5. NC SHPO Signature

**CULTURAL LANDSCAPE INVENTORY
CONDITION REASSESSMENT CONCURRENCE SHEET – September 2022**

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

Cultural Landscape Information

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

Park Superintendent Concurrence

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

Concur ☒

Not Concur ☐

**Park Superintendent
Signature and Date**

TRACY
SWARTOUT

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

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

Chapter 3: Geographic Information

Area (Acres)

84

Land Tract Number(s)

34-101, 34-103, 34-105, 35-101

Boundary Description

The Doughton Park Campground component landscape boundary includes all camping loops and surrounding campsites at Loop A, Loop B, Loop C, Loop D, and Loop E.

Latitude/Longitude

Seq. No.	Geo-metry	Latitude	Longitude	Geo-Datum	Elevation (Meters)	Position Source	Position Accuracy	Date	Narrative
3001	Area	- 81.1585 840695 1374	36.4253 797863 0802	1927 North American Datum		USGS Map 1:24,000			
3007	Area	- 81.1538 120736 8665	36.4322 919083 95435	1927 North American Datum		USGS Map 1:24,000			
3040	Area	- 81.1623 010400 0014	36.4318 208792 83165	1927 North American Datum		USGS Map 1:24,000			
3045	Area	- 81.1521 304173 4756	36.4280 838216 83984	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

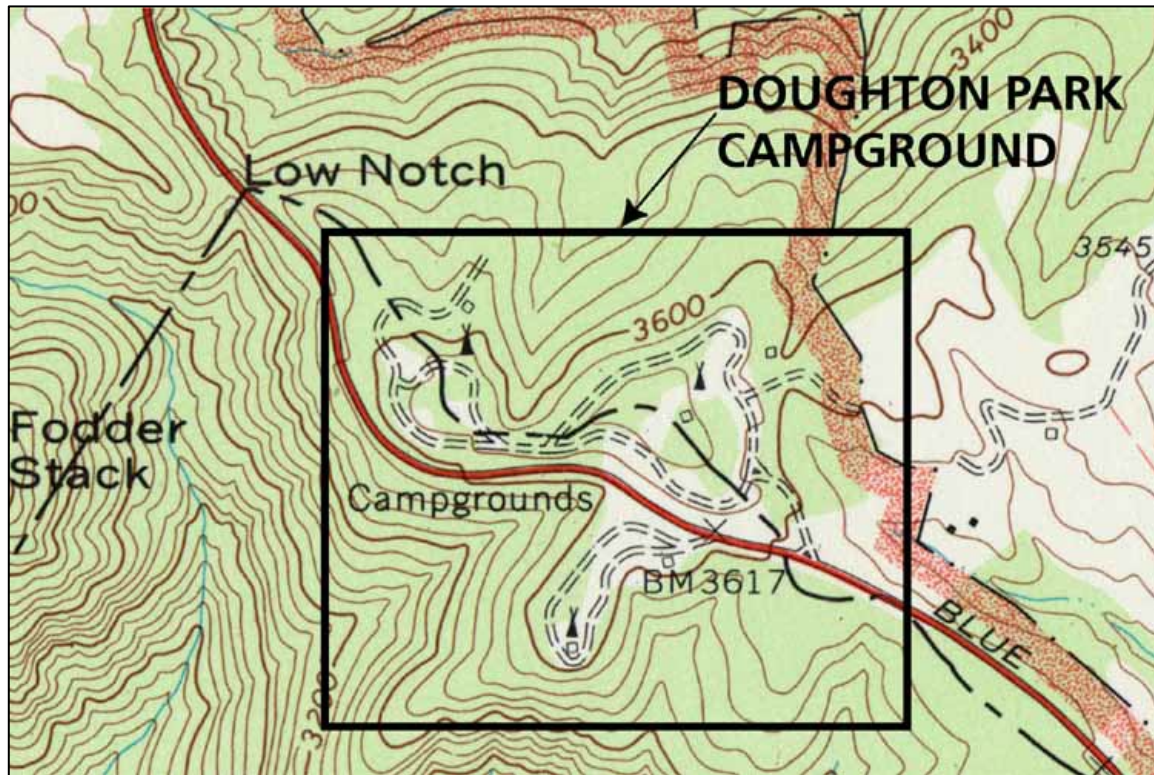


Fig 3-1. Doughton Park Campground Location Map (Whitehead, NC, USGS Quadrangle - 1968)

Counties and States

Alleghany County, NC

Chapter 4 : Management Information

Management Category

Must Be Preserved and Maintained

Management Category Date

05/04/2005

Management Category Explanatory Narrative

The major features of Doughton Park Campground were planned and installed in the 1930s and early 1940s. A later camping loop is in place by 1952. Two comfort stations (97 & 98) were built by 1943, with a third (#370) in place by 1955. These features were completed during the first three periods of BLRIs history (1933-1942, 1942-1945, and 1946-1955) as defined by Ian Firth, and thus contribute to the national significance of Blue Ridge Parkway as a potential National Historic Landmark. Additional features that date from the third period of BLRIs development possess significance of a lower level. These are: the northern camp road spur, and comfort station # 396, and associated camp sites and trails, built in 1963-1964.

Legal Interests

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

Located in a managed wilderness?

No

Adjacent Lands Information

Do Adjacent Lands Contribute?

Yes

Narrative

The eastern (1964) spur of the campground on 'parkway right' is immediately adjacent to the NPS boundary. Adjacent residential development impacts views from this area.

Adjacent Lands Graphic



Fig 4-1. Residential development adjacent to Loop E campsites

Chapter 5: National Register Information

National Register of Historic Places

Documentation Status

Undocumented

Documentation Narrative Description

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

Eligibility

Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date

09/08/2004

Concurrence Eligibility Narrative

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

Significance Level

National

Contributing/Individual

Contributing

National Register Classification

District

Statement of Significance

Doughton Park Campground is one of the first campgrounds to be designed and built along the Blue Ridge Parkway. Four buildings, and one structure exist at the property: Comfort Stations # 97 and # 98 (c. 1940), Comfort Station # 370 (circa 1955), Comfort Station # 396 (1963), and the water tank (circa 1938). The first three loop roads and associated, drinking fountains, trail systems and camping sites were completed by 1939. The fourth camping loop was added in 1950, and the final loop road in 1964.

The pattern of forest and open space, along with the prominent knoll at the hilltop loop figured prominently in this location for the campground. A 1942 planting plan calls for the enhancement of this existing flora, with the addition of trees near the loop roads, and flowering shrubs near the parkway entry.

The campsite specifications called for a rustic style of stonework, and the trails used a similar style, some with gravel surfacing and others with simple log interrupters to curtail erosion. Comfort stations # 370 and # 396, however, were built in the utilitarian style of that period, rather than the rustic format of the earlier two.

As one of the first campgrounds to be designed and built, the property contributes to the historical significance of the parkway. The development that took place during the first three periods of BLRI history (1936 – 1955) contributes to the national significance of BLRI as an NHL. These features include the first four loop roads. It also includes Comfort Stations # 97, # 98 and # 370, the water tank, the c. 1939 trails, camp sites and drinking fountains, as well as the vegetation, including what remains of the 1942 planting plan. Comfort Station # 396, the eastern loop road (1964), and the associated picnic sites, post-date 1955; they represent a more utilitarian parkway building style and may have significance for their association with Mission 66-era Parkway development.

National Register Significance Criteria

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

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

National Register Criteria Considerations

G -- A property less than 50 years of age

National Register Periods of Significance (with Historic Context Themes)

Seq. No.	Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
3109	1933	CE	1987	CE

National Register Areas of Significance

Seq. No.	Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
3292	Transportation		
3297	Landscape Architecture		
3301	Architecture		
3304	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
3254	Built	A water supply system for the campground is installed. Features include a dam, a pipeline, and a water tank at the high point of the campground.	1938	CE	1939	CE
3279	Built	The camping area road system is constructed, including Loops 'A' originally planned for cabins, 'B' for tents, and 'C' for trailers. An inner loop at 'A' is also constructed, and mention of 'possible future extension' out from the east side of Loop 'A'.	1939	CE	1939	CE
3300	Built	About a mile of trails and 35 tent sites are installed off of campground Loop 'B'. Where the grade is steep, log interrupters are used to control erosion.	1939	CE	1939	CE
3327	Built	A water line is built from the water tank down to Trailer Loop 'C', to the site of the proposed comfort station, and drinking fountains.	1939	CE	1939	CE
3346	Designed	Several designs are submitted for the cabins at Hilltop Loop 'A', though none are implemented.	1940	CE	1946	CE
3370	Developed	The function Hilltop Loop 'A' is changed to a picnic area, and named Picnic Area # 2, with trails leading to 20 picnic sites, pit toilets and a ball field.	1941	CE	1941	CE
3400	Built	By the time the Bluff Park Master Plan was drawn in 1943, two comfort stations had been built at the campground: Building # 97 at the end of Trailer Loop 'C', and Building # 98 below Tent Loop 'B'.	1938	CE	1943	CE
3421	Established	With the exception the loop around comfort station # 98, the campground infrastructure is largely complete: 26 trailer sites &	1943	CE	1943	CE

		5 drinking fountains at Loop 'C'; 127 parking spaces at Loop 'A'; and 18 camp units and 4 drinking fountains at Loop 'B'.				
3442	Designed	A planting plan is designed and recommended for the campground. <i>Kalmia latifolia</i> (mountain laurel), <i>Rhododendron maximum</i> (rosebay) & <i>catawbiensis</i> (catawba rhododendron), and <i>calendulaceum</i> (flame azalea) are proposed for the trailer entry.	1942	CE	1947	CE
3444	Designed	Trees proposed for the trailer loop include <i>Malus spp</i> (apple), <i>Pinus strobus</i> (white pine), <i>Pinus pungens</i> (table mountain pine), <i>Acer rubrum</i> (red maple), <i>Amelanchier canadensis</i> (shadbush), <i>cornus alterniflora</i> (pagoda dogwood) & <i>florida</i> (flowering dogwood).	1942	CE	1947	CE
3473	Designed	The effect is an increase of tree cover in the trailer loop, but not a complete canopy. A similar effect is proposed for the cabin and tent camping side, though the hilltop area remains largely open, with a few pines clustered about.	1942	CE	1947	CE
3478	Altered	The exit spur of the hilltop inner loop is removed, due to the fact that cars with long wheel bases scraped their bumpers when using it. The entry spur is widened to make it 2-way.	1947	CE	1950	CE
3487	Built	Plans for road extension beyond loop 'B' appear in 1948, and it is built by 1950. This new loop surrounds the existing comfort station # 98.	1948	CE	1950	CE
3494	Built	Another comfort station (Building # 370) is designed and built at the hilltop camping loop, and 5 drinking fountains are added to the area at the same time.	1955	CE	1955	CE
3497	Built	Another comfort station (Building # 396) is constructed outside the hilltop loop, near the campground road spur.	1963	CE	1963	CE

3501	Built	The .2 mile campground road spur, first proposed in 1939, is built of the eastern end of Hilltop Loop 'A.' The parking areas have stone curbs. 0.25 miles of crushed stone trails are installed at the same time.	1963	CE	1964	CE
	Built	NPS installs a modular building near the entrance to the tent camping area for seasonal staff use.	1973	AD	1973	AD
	Altered	NPS converts drinking fountains throughout the Campground as a part of an initiative to improve universal access.	1985	AD	1992	AD
	Built	NPS installs an ADA-accessible cabin off Loop A	1992	AD	1992	AD
	Built	NPS installs entry kiosks at both the tent cabin area and the trailer camping area.	1990	AD	2000	AD
3506	Built	From the mid-1960s to present time, few alterations have been made to the camping area, most notably a cabin, and an entry kiosk near loop 'A'.	1965	CE	2005	CE

Physical History

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

The campground near The Bluff development was one of the most altered pieces of the recreation area since its initial construction. The site was conceived to be constructed on both sides of the Parkway at MP 239.2. One of the first components to be constructed for this amenity area was the water supply system between 1938 and 1939. NPS constructed a water tank in the tent camping area on a high point to provide water for the proposed drinking fountains and comfort station. The Service extended this line in 1939 to provide water for the water fountains and comfort station in the trailer camping area (NPS 2005, 15).

In 1939, NPS constructed the initial roadway system for the camping areas. The roadway system utilized an existing alignment from an "old farm road." The original intent for the campground was for Loop A (Parkway right) to include cabins (these were never constructed). Loop B (Parkway right) included a loop road around a knoll for group camping and open space

designated as “open grassland” for group activities. Exact numbers of parking spaces for these loops were to be determined in the field. Loop C (Parkway left) was intended for trailers. Notes for Loop C indicate that accommodations were to be provided for 20 trailers within the loop (RGH 1939). An inner loop road was also constructed at Loop A. Notes on the drawings for the camping area indicate standards for rustic details such as log curbs, low log guard rails, and wooden tent platforms. Special rustic small-scale features in the campground included stone drinking fountains and a horse trough. From 1940 until 1949, NPS proposed several designs for cabins for the camping area; however, none of these designs were implemented.

By 1941, plans indicate that the cabin area could accommodate parking for 95 cars. Loop B included parking for 32 cars, 2 drinking fountains, and 9 camp units (the intended quantity from the original design documents was 35). Each camp unit included a wooden tent platform. The trailer area (Loop C) included parking accommodations for 26 trailers and five drinking fountains. Drinking fountains were originally designed out of logs set on end and were fashioned with a basin and drinking spigot at the top of the log. These fountains may not have been durable enough, as they were soon replaced with a second generation of fountains constructed out of rustic stone. These fountains consisted of a battered shape, narrowing upward with a basin and spigot at the top.

In November of 1941, plans were approved for Loop A to be converted into “Picnic Area #2”. Trails and picnic sites were added to this area as well as pit toilets. A ball field was designed for the loop, but it is unclear if this function was ever implemented (EGH 1941). Prior to 1943, comfort stations were designed for both Loop B and Loop C. NPS designed and constructed the comfort stations in a more utilitarian style than the Bluffs Picnic Area station, basing them on regional vernacular architecture.

PLUMs issued between 1942 and 1947 make several recommendations for planting in the campground including Mountain laurel (*Kalmia latifolia*), rosebay (*Rhododendron maximum*), and flame azalea (*Rhododendron calendulaceum*). Supplemental tree plantings included Table Mountain pine (*Pinus pungens*), white pine (*Pinus strobus*), and serviceberry (*Amelanchier canadensis*). These

plantings helped to increase the overall tree canopy in the campground and to buffer these uses from the Parkway. PLUMs also indicate that Loop A was intended as a “Cabin Area”. Specific plans for development of cabins at Loop A have not yet been located during the course of this research.

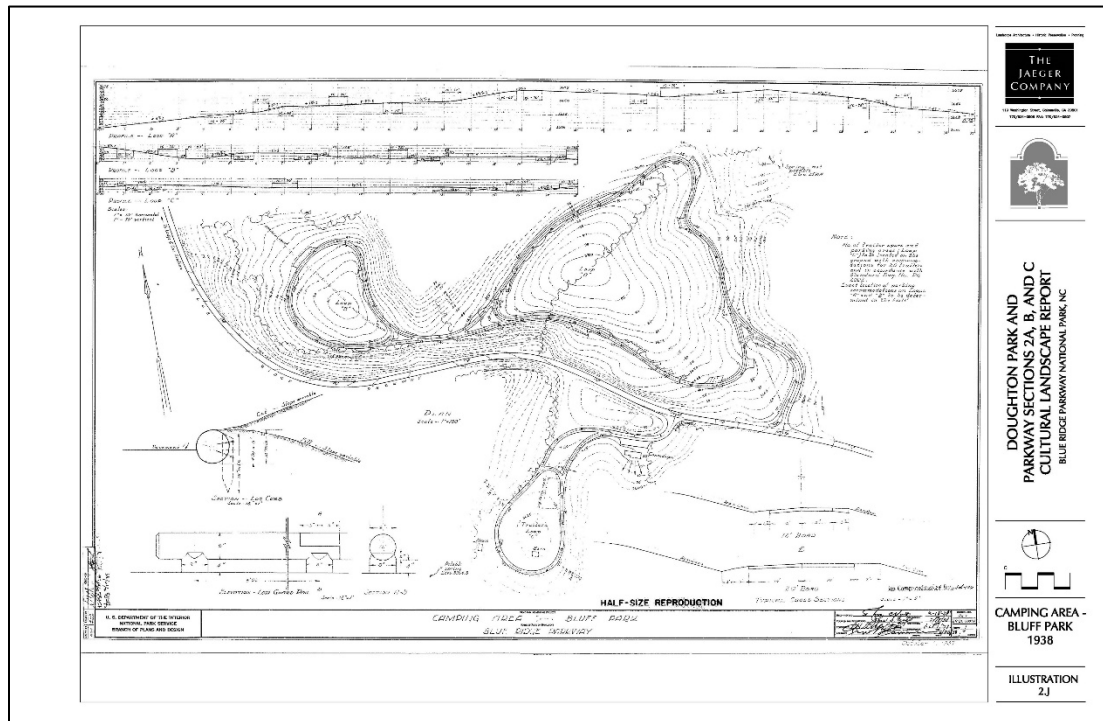


Fig 6-1. C. 1938 plan for the road system at Doughton Park Campground. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 197.

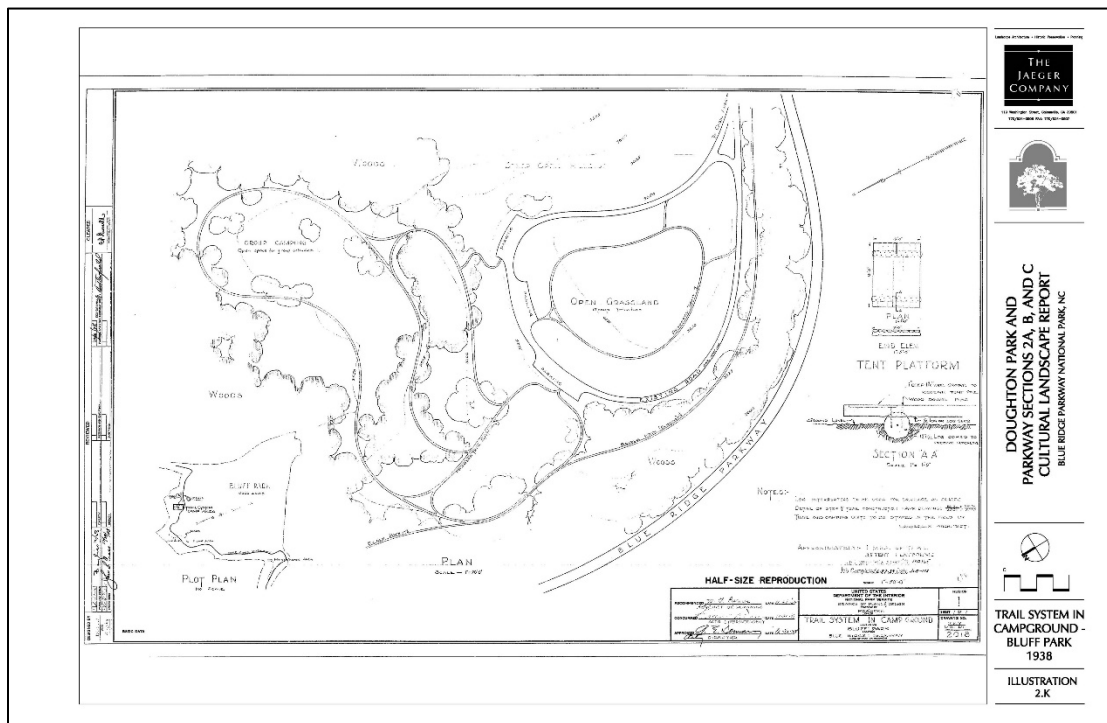


Fig 6-2. C. 1938 plan for the trail system at Doughton Park Campground. The Jaeger Company, Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report (2006), p. 198.

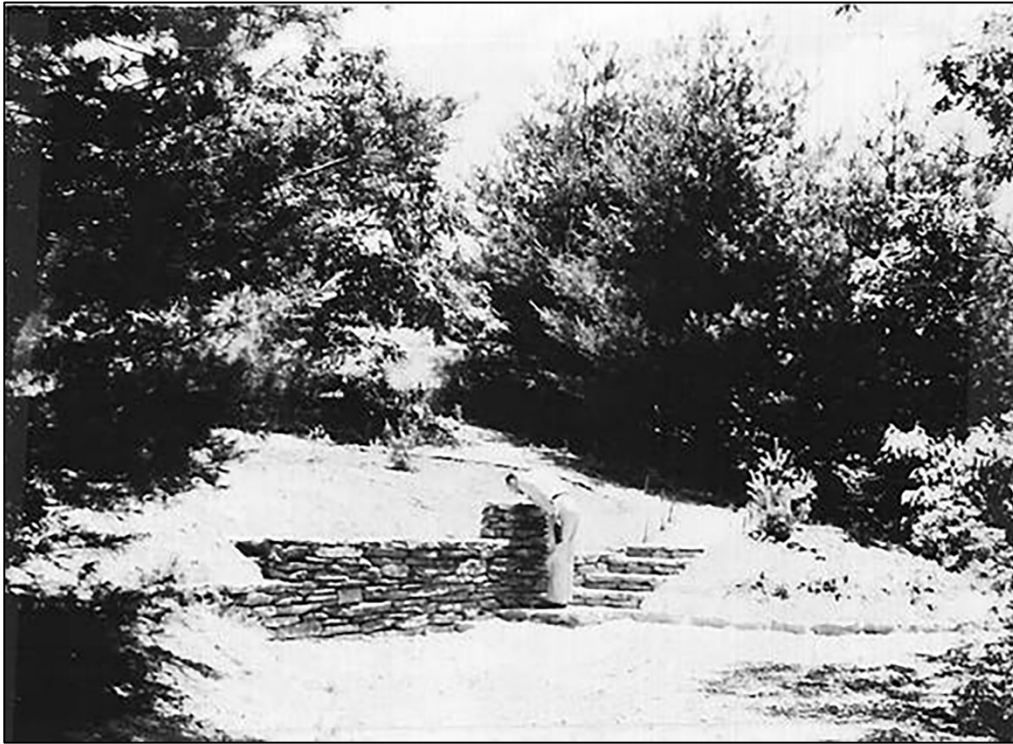


Fig 6-3. Drinking fountain and horse trough in camping area, c. 1940, Neg. #6718 (760f), Class. #796.5, BLRI Archives.

2. The War Years Era (1942-1945)

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

3. Resumption of Construction Era (1946-1955)

Due to increased demand for camping facilities by the public and the decision by NPS to not construct cabins at The Bluffs, the campground facilities were heavily used during the late 1940s and early 50s.

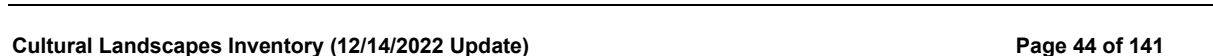
The layout of new areas within the campground “continued to be based on...the pattern established in the prewar period, but the character of these areas began to change as rustic furniture was replaced with fixtures requiring less maintenance. In 1952, Weems reported that wooden picnic tables and benches were being replaced with ones made with concrete and stones.

Comfort stations built in these areas and elsewhere along the Parkway, also took on a plainer appearance modeled on the architecture of the lodge at Doughton Park” (Firth 2005, 284).

One of the first changes to occur in the campground during the postwar era was a minor change to the auto circulation within the site. Due to the fact that cars with long wheel bases scraped their bumpers when using it, NPS reconfigured the entry spur for Loop A to make the road two-way (NPS 2005, 16).

By 1952, Master Plan documents for Doughton Park indicate that a fourth loop had been added to the ‘Camping Area’. In the vicinity of the pedestrian trail to the first campsites constructed off Loop B, NPS planned and constructed a new loop road (from here on referred to as Loop D.) This loop road circled around the existing rustic comfort station (1948).

Due to increased demand for facilities, NPS added a second comfort station to the tent camping area. This comfort station was of a new modern postwar design, but unlike the comfort station constructed at the Meadow Picnic Area, this building is placed on the high point of a knoll in the middle of Loop A. NPS also installed five drinking fountains within the area of Loop A.



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

To accommodate the campers on Loop E, NPS constructed a comfort station on the northeast side of the loop. NPS maintained some small details from typical prewar BLRI construction—for

example, the curbing for the roadway on Loop E was constructed from stone. Pedestrian circulation in this area consisted of crushed gravel trails which amounted to approximately one-quarter mile.

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

Changes to the Doughton Park Campground during this era include the addition of visitor amenities. In 1973, NPS installed a modular building near the entrance to the tent camping area for seasonal staff use. According to a camp host, this trailer has not been used for at least 15 years in this capacity.

Drinking fountains in the Campground area have been converted for universal access. This conversion includes the addition of a metal basin that juts out from the original stone structure. A metal panel is installed on the side of the stone fountain for easier access for pipe repair. These fountains were altered in the late 1980s and early 1990s as part of an initiative to improve universal access (Shaw 2006).

After 1992, NPS installed a cabin off of Loop A. This cabin is ADA accessible. A full description of the cabin is located in the existing conditions section. NPS also installed entry kiosks at both the tent cabin area and the trailer camping area during this decade.

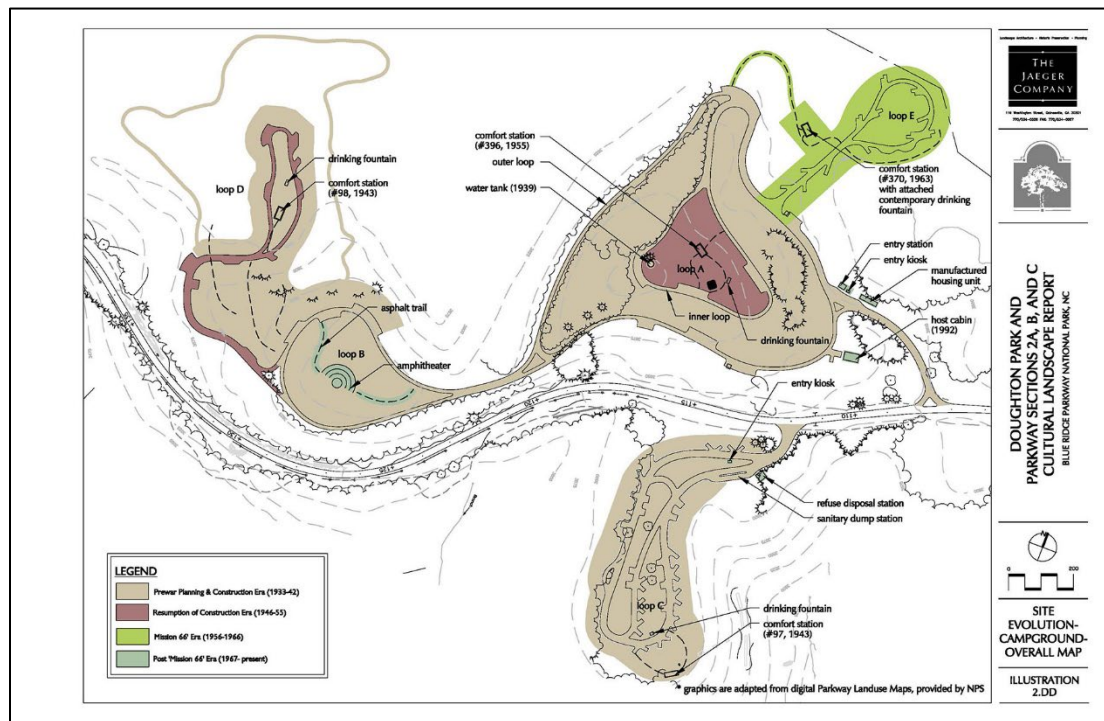


Fig 6-5. Doughton Park Campground Site Evolution

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)
3079	Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	Yes

Public Access

Public Access

Unrestricted

Chapter 8: Analysis & Evaluation

Analysis and Evaluation Summary

Doughton Park Campground is part of one of the first developed areas to be designed and built along Blue Ridge Parkway. The campground straddles the parkway road, with two entries at Milepost 239.2, one for the trailer loop on parkway left, and one for the system of four loop roads on parkway right. Structures at the site include four comfort stations, a water tank, a contemporary entry kiosk, and a contemporary cabin. Small-scale features include numerous drinking fountains, picnic tables, fire pits, camp sites, catch basins and headwalls. The area is partially wooded – open areas are interspersed with a mature tree canopy and understory. The main topographical feature of the site is the prominent knoll on parkway right.

The main sections of the campground were designed and built in the late 1930s. These include the trailer loop on parkway left, and the hilltop and tent loops on parkway right. The water tank was installed at this time at the hilltop loop. Trails and tent sites were installed at the tent loop and, by the early 1940s, picnic tables were added to the hilltop loop – when it was used as Picnic Area # 2. Two comfort stations (Building #'s 97 and 98) were in place by the early 1940s. Building # 97 was placed at the rear of the trailer loop, and Building # 98 below the tent loop. A 1940s planting plan called for the addition of shrubs and trees to the site, in a manner that enhanced the existing pattern of open space and tree cover. By 1950, a fourth loop is added, beyond the tent loop and surrounding the comfort station. In 1955, another comfort station (Building # 370) is constructed, along with several drinking fountains, at the hilltop camping loop.

Later development at includes the fourth comfort station (Building # 398) and fifth loop road, both added in 1963-4. More camping sites were added along this road, with trails connecting them to the new comfort station. The last comfort station and Building # 370 represent a transition to the utilitarian style of later parkway development. More contemporary additions include a cabin and entry kiosk.

As one of the first campgrounds to be designed and constructed, the property contributes to the national significance of the parkway as a potential National Historic Landmark. Most major construction took place during the first three periods of BLRI development (1936 – 1955), and shows the rustic style of early parkway development, along with a transition to the more utilitarian style of the 1950s and beyond. The loop road, comfort station and associated development from the 1960s may possess historical significance as they relate to “Mission 66”-era development.

Doughton Park Campground retains integrity in all seven aspects of the National Register criteria: location, design, setting, materials, workmanship, feeling and association. The location of all primary features – the camp loop roads, comfort stations, camping sites and associated trail systems, water tank, existing and introduced vegetation – is the same today as during the historic period. The design, materials and workmanship of these earlier features largely remains rustic and utilitarian in nature; however, some modern repairs have used materials and workmanship different than the original. Development from the 1960s follows a similar utilitarian design, and does not intrude on the earlier development. The feeling of the property is the same as was intended in original designs, a campground designed in a series of loop roads, radiating from a prominent knoll. The setting, with its varied topography, open hilltop and scattered forest and understory – that BLRI designers originally found at the site and enhanced with their planting plans – remains in place. Finally, the original association of this property – namely a campground for Blue Ridge Parkway visitors – continues today. Landscape Characteristics and Features

Spatial Organization

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

Existing Conditions:

The primary organization of the campground is a series of loop roads, the most prominent being the hilltop loop on parkway right. Three loop roads radiate out from this location, with another,

the trailer loop, on parkway right. Pedestrian trails and walkways connect camp sites to the four campground comfort stations. One minor alteration of the original design is the closure of the exit spur from the inner hilltop loop, but this has no negative impact on the spatial organization of the site. The spatial organization retains its integrity and contributes to the historical significance of the campground.

Feature Name: Loop roads

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:

Currently, both sections of the Doughton Park Campground are still providing their intended role along the Parkway, recreation. The current Parkway Campground information pamphlet states that the trailer camp area provides 25 spots for trailers of various lengths with a sanitary dump station at the entrance to the area, while the tent camping area provides 110 tent camping units with an additional 56 picnic sites. Ranger programs are provided for the two areas. Ranger-led interpretive activities are provided at the amphitheater located in the center of Loop B in the tent camp area. The camp area's four distinct driving loops feature parking, picnic, and camp sites which are situated around each of the loops. Three comfort stations are provided in this area, making toilets and cold water available for tent campers. Likewise, the trailer camp area and its loop road provide campers with a comfort station. Loop A contains all 11 picnic sites on the outer loop in the southeastern side. All other tent camp loops are constituted of tent camping only. Private residential development has encroached in the property adjacent to Loop E. These newly-constructed homes are visually obtrusive to this section of the camping area and are a threat to the integrity of the camping experience.

Feature Name: Recreation

Feature Contribution: Contributing

Feature Name: Interpretation

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 campground is located in an area with varied topography, with a knoll on parkway right being the most prominent feature. The design of the loop roads enhances this landform, particularly the knoll, and it has not been negatively altered in subsequent years. The topography retains its integrity and contributes to the feeling and setting of the property.

Feature Name: Knoll on Parkway right

Feature Contribution: Contributing

Vegetation

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

Existing Conditions:

The general character of this area is of open lawn with large canopy trees, interspersed to provide shade for the camping units. The understory is composed of flowering trees and shrubs and stands of pines are located along the roadway, providing an evergreen buffer from Parkway activity. The PLUMs listed two species of pine, white pine (*Pinus strobus*) and Table Mountain pine (*Pinus pungens*) for use in screening the Campground from the Parkway and reforesting the two areas. Red maple, tulip poplar, white oak, and northern red oak were specified for developing deciduous canopy around the campsites. Species such as common witchhazel

(*Hamamelis virginiana*), apple (*Malus* spp.), shadblow serviceberry (*Amelanchier canadensis*), flowering dogwood, pagoda dogwood, sweet birch (*Betula lenta*), mountain laurel, flame azalea, and rosebay rhododendron were planted to develop flowering understory in the camping areas, bays of seasonal interest at the entrances, and specimen trees in key locations within the two areas. Evidence of these early plantings is very apparent today. While some species have been more successful than others, the existing character has been heavily influenced by this plant palette and the early planting design. The general condition of the Campground's vegetation is good. One particular species is no longer evident in the landscape. The apple trees once found at the trailer camping entrance are no longer present. Given the short life span and high susceptibility to disease of fruit trees, the lack of apple trees in this location is not surprising.

Feature Name: Trees and shrubs reflecting 1930s/40s planting plans

Feature Contribution: Contributing



Fig 8-1. Mature mountain laurel and rhododendron bay near campground entry kiosk, example #2. Camera facing southwest (2021)

Circulation

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

Existing Conditions:

Over two miles of asphalt roadway provide vehicular access to the Campground area. Most of the automobile lanes within the Campground are one-way thoroughfares which create the previously mentioned loops. These loops are connected with two lane connector roads. The average width of the lanes is 10 feet; 10-foot one-way roads and 20-foot two-way lanes comprise vehicular circulation. The roads sheet drain except in areas where stone gutters and culverts are

located. These driving lanes are in good condition and have been maintained using the original materials specified for their initial construction.

Loop A: The outer loop of Loop A is composed of 2,205 linear feet of one-way driving lane and 850 linear feet of two-way lanes. The inner loop contains 1,236 linear feet of one-way lanes and 320 feet of two-way lanes. These loops feature seven bays of parking which provide a total of 40 striped parking spaces. The inner loop of driving Loop A features 43 parking spaces; two of these spaces are universally accessible. These parking spaces are arranged in 12 parking bays. The bays are varied in their arrangement. Four are large bays with multiple parallel and angled spaces. The other eight bays are angled but are composed of single or paired spaces. Parking bays are located on the shoulder of the driving lanes and are located near the tent and picnic sites they serve. Most of the bays are bordered with stone curbing. Several two-footwide asphalt paths lead from two of the nearby parking bays to Comfort Station #396. Otherwise, pedestrian circulation is informal, accessing lawn or driving lanes.

Loop B: Loop B is composed of 1,420 linear feet of one-way driving lane and an additional 300 foot two-way road which connects the loop with Loop A. The loop provides 24 parking spaces arranged in three bays on the northern side of the loop. These spaces provide access to the nearby tent sites and the amphitheater. The amphitheater is located in the center of the loop and is accessible by two narrow asphalt paths. One path begins at the southeastern end of the loop and travels up the slope to the Amphitheater, while the second path begins in the central parking bay on the northern end of the loop and also ends at the Amphitheater. A third asphalt path leads from the western parking bay and travels down the slope through several camp sites before reaching the beginning of Loop E.

Loop C: The trailer loop contains a 100 linear foot two-way entrance road and a total of 2,400 linear feet of one way loop road. The loop features parking spaces of various lengths to provide campsites for a variety of trailer lengths. These angled spaces are spread evenly around the loop road. Pedestrian circulation is casual, making use of the driving lanes and lawn areas.

Additionally, a 400 linear foot asphalt trail in the southern end of this loop provides formal access to Comfort Station #97.

Loop D: Loop D is composed of 890 linear feet of one-way driving lane and 770 feet of two-way road that connects it to Loop B. These lanes contain total of 20 parking spaces arranged in eight parking bays. All the bays are lined with stone curb and are conveniently located near the tent sites they serve.

Loop E: Loop E contains 730 linear feet of one-way driving lane and 300 feet of two-way road. Additionally, 20 parking spaces are arranged around the loop to provide convenient access to the tent sites along the loop. All of the parking spaces are stone curbed, but driving lanes are not. Nine hundred sixty linear feet of trail connect the tent sites to the comfort station and beyond to parking along Loop B. The trail leads from the southwestern end of Loop E behind the southern tent site. The trail crosses the two-lane connector road, then descends the slope to Comfort Station #370. The remainder of the trail travels northwest to the northeastern end of Loop A.

Feature Name: Doughton Park Loop Road C

Feature Contribution: Contributing

Feature Name: Doughton Park Inner Loop Road A

Feature Contribution: Contributing

Feature Name: Doughton Park Outer Loop Road A

Feature Contribution: Contributing

Feature Name: Doughton Park Loop Road B

Feature Contribution: Contributing

Feature Name: Doughton Park Loop Road D (1950)

Feature Contribution: Contributing

Feature Name: Doughton Park Loop Road E (1964)

Feature Contribution: Contributing

Feature Name: Doughton Park Loop C Pathways

Feature Contribution: Contributing

Feature Name: Doughton Park Loop B Pathways

Feature Contribution: Contributing

Feature Name: Doughton Park Amphitheatre Pathways

Feature Contribution: Undetermined

Feature Name: Doughton Park Loop A Pathways

Feature Contribution: Undetermined

Feature Name: Doughton Park Loop E Pathways

Feature Contribution: Undetermined

Feature Name: Doughton Park Loop D Pathways

Feature Contribution: Contributing

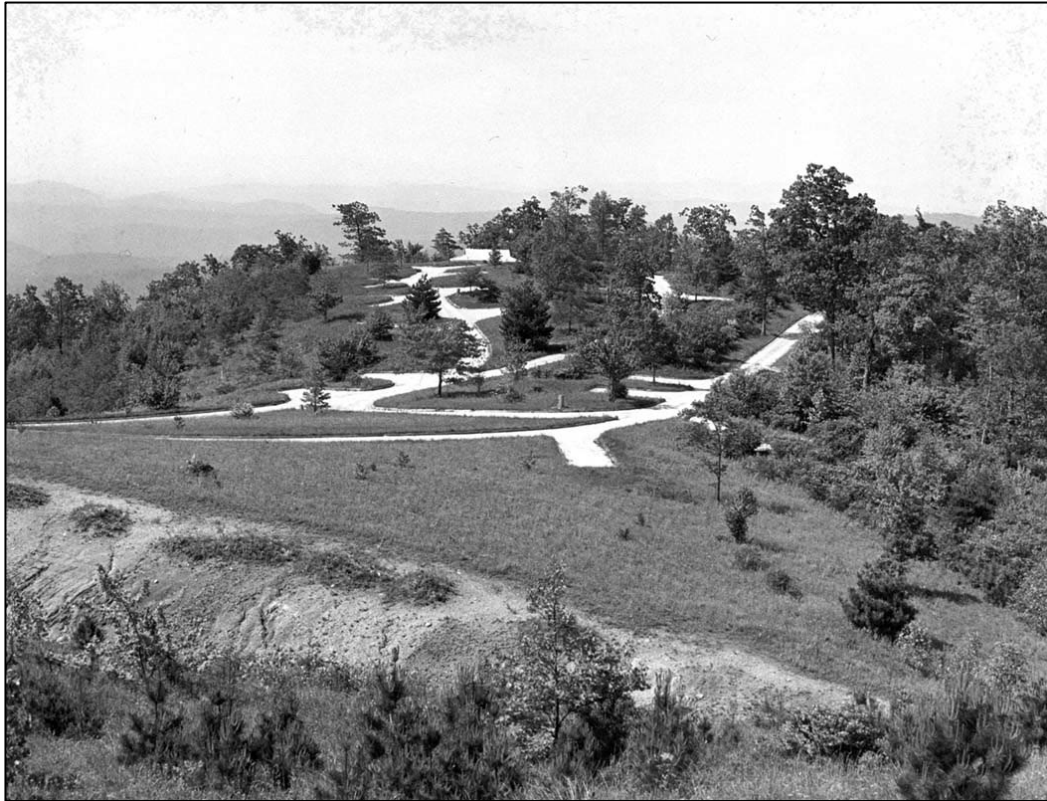


Fig 8-2. Trailer Loop (June 1946, A. Rowe, BLRI Archives negative #531)



Fig 8-3. Trailer Loop (June 1946, A. Rowe, BLRI Archives negative #9503)



Fig 8-4. Concrete steps near Comfort Station #396. Camera facing southwest (2021)



Fig 8-5. Paved asphalt pathway leading toward Comfort Station #370 (not pictured). Camera facing northeast (2021)



Fig 8-6. Paved asphalt pathway leading to Loop B amphitheater. Moderately obscured by pine needles. Camera facing southeast (2021)



Fig 8-7. Paved asphalt pathway near Loop C (Trailer Campground). Camera facing south (2021)



Fig 8-8. Circa-1942 stone steps and asphalt pathway leading to campsite along Loop D (2021)



Fig 8-9. Paved asphalt pathway near Comfort Station #370. Moderate moss growth. Camera facing northwest (2021)



Fig 8-10. Inner Loop A entry road. Camera facing north (2021)



Fig 8-11. Outer Loop A road in good condition with new paving and fresh paint. Camera facing southeast (2021)



Fig 8-12. Loop B fork with view toward knoll and amphitheater. Camera facing west (2021)



Fig 8-13. Loop C road with halfmoon drive connecting to trailer campsite. Camera facing south (2021)



Fig 8-14. Loop D road in good condition, example #2. Camera facing north (2021)



Fig 8-15. Fork in Loop E road. Road in good condition. Camera facing northeast (2021)

Buildings and Structures

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

Existing Conditions:

The Doughton Park Campground features several buildings and one prominent structure. These elements are dispersed across the site. The condition of these buildings and structures is good. No signs of insensitive alteration or neglect of maintenance are apparent. Generally, the location of these buildings and structures is based on providing convenient amenities to as many users as possible.

Comfort Station #97: Comfort Station #97 is located outside the southern perimeter of campground Loop A, also called the Trailer Loop. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately one hundred feet from the paved loop roadway overlooking a wooded area. The comfort station is accessed from a stone sidewalk and stone steps and an asphalt-paved walkway that extends from the loop road. The entrance to the building is south facing. Constructed in 1942, this 24'-6" x 14' comfort station is a wood frame structure on a concrete foundation. It is single-story, rectangular in plan, and houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding, and a wood-shingle hip roof with gablets. The roof is characterized by exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The lower portion of the wall framing is clad with horizontal boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding. Comfort Station #97 is a contributing resource that relates to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of a rustic-style building on the Parkway (WJE 2016, A-221).

Comfort Station #98: Comfort Station #98 is located at the center of campground Loop C, also called the Tent Loop. The building is situated on a mown-turf clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately ten feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road. The building is single-story and wood-framed, with a rectangular plan. It houses restroom facilities and a janitor's closet. The building consists of a concrete foundation, board and batten siding painted gray, and a wood-shake hip roof with gablets. The roof is characterized by

exposed wood rafters and wide overhanging eaves that are supported at the ends by a wood-framed screen wall. The screen wall is composed of wood posts set on a stone foundation. The wall framing is clad with horizontal boards separated by a 1-inch-wide joint, through which the framing is visible. The side elevations of the building have two wood-framed window openings, each consisting of paired six-light hopper windows. There are three entrances to the building: one at each end that provides access through a covered vestibule to the separate restroom facilities, and one centered on the back elevation leading to the janitor's closet. The restroom entrances are accessed by stone steps and an entrance stoop enclosed by the wood-framed screen wall and overhanging roof. Each entrance door is composed of vertically oriented board batten siding. Comfort Station #98 is a contributing resource that relates to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of a rustic-style building on the Parkway (WJE 2016, A-217).

Comfort Station # 370: Built in 1963, Comfort Station #370 is located north of the entrance to Loop E. The building is situated in a wooded area on a steep-sloped hillside within a deciduous forest approximately fifty feet from the paved loop roadway. The comfort station is accessed from a concrete sidewalk that extends from the loop road and is surrounded on three sides by a concrete apron. The building is single-story, load-bearing, and rectangular in plan. It houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls clad with grooved plywood and painted gray, and a wood-frame low-slope gable roof with exposed rafters, built-up roofing, and copper flashing. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with grooved plywood. Two wood-framed hopper windows with concrete sills and obscure glazing are located on each elevation. There are three entrances to the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. Each entrance has a vertically oriented wood plank door. The doors are designed with wide gaps between the planks through which the interior wood cross-braced door framing is visible. Comfort Station #370 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-218).

Comfort Station # 396: Built in 1955, Comfort Station #396 is a departure from the style of the Campground's earlier buildings, having adopted a more utilitarian design aesthetic. It is located at the center of Loop A and situated in a clearing within a densely wooded deciduous forest on a steep-sloped hillside approximately one hundred feet from the paved loop roadway. The comfort station is accessed from an asphalt-paved walkway that extends from the loop road and is surrounded on three sides by an asphalt-paved apron. The building is single-story, load-bearing, and rectangular in plan. It houses restroom facilities and a janitor's closet. The building has a concrete foundation, concrete block walls, a wood-frame low-slope gable roof with exposed eaves and exposed rafters, and corrugated roofing. A concrete sill wraps around the building, approximately 4 feet above grade, and divides the building into an upper and lower half. Both halves are clad with board and batten painted grey. On the front elevation is a 5-foot-tall partial-height concrete block wing wall that extends approximately 5 feet from either end of the building. It is capped with a concrete coping and clad with board and batten siding. The roof is composed of both corrugated sheet metal and corrugated fiberglass panels. The translucent fiberglass panels allow for natural light to illuminate the interior space. The corrugated panels have a rib profile. There are three entrances at the building: one at each of the end elevations that provides access to the separate restroom facilities and one centered on the back elevation that provides access to the janitor's closet. The restroom entrances have a concrete stoop and the janitor's closet entrance is accessed by concrete stairs. Each entrance has vertically oriented wood plank doors. Comfort Station #396 is a contributing resource that relates to the design of the Blue Ridge Parkway (WJE 2016, A-219).

Entrance Station Structures: Located on the right along the entry road to the tent campground, a contemporary modular office/housing unit and an entrance kiosk provide buildings for NPS employees to occupy during busy portions of the season. These buildings are situated on an asphalt-paved sidewalk along the paved access road at the entrance gates to the campground area. They are set in a clearing at the top of a hill. The Entrance Kiosk is a one-story wood-framed

structure with rectangular plan that houses the registration office for the campground facility. The building has a concrete foundation, board and batten siding painted grey, and a wood-frame gable roof with exposed eaves and rafters and asphalt shingles. The end gables of the roof are clad with horizontally oriented wood clapboard. On the front elevation is a covered porch that provides access to the registration window and the employee entrance door clad with board and batten siding. The porch has a concrete stoop and is protected by the overhanging gable roof. Metal posts clad with wood support the overhanging corners of the roof. An aluminum-framed sliding window is centered on the side of the kiosk that affronts the access road. The window serves as the guest registration area and is accessed by an asphalt-paved sidewalk. Below the window is a projecting wood ledge. Typical fenestration on the remaining facades of the building consists of aluminum-framed sliding windows. The modular office/housing unit is similarly clad in board-and-batten siding, roofed with asphalt shingles, and is set upon a cinder block base. This unit has replaced the former 1970s-era manufactured housing unit formerly located on the same site. The Entrance Station is in fair condition with minor weathering and moderate deterioration along the base of its board-and-batten siding. The modular office/housing unit appears to be in good condition. Both structures are non-contributing resources due to their age, which is outside the period of significance for the Blue Ridge Parkway (WJE 2016, A-220).

Tent Campground Host Cabin: In 1992, a topographic survey was conducted for the NPS to site the existing Host Cabin. This manufactured log building is situated on the top of the slope on the left side of the entry drive. The Cabin is a one-story log-framed structure of contemporary construction, rectangular in plan, which houses seasonal park employees. The building has a concrete block foundation with stone veneer, exposed milled-log framing stained grey, and a wood-framed asphalt shingle gable roof with hanging gutters. The milled-log framing has half-dovetail joints and an exterior insulation and finishing system (EIFS) faux daubing. The end gables of the roof are clad with vertical grooved plywood. At the front elevation of the building is a wood-framed covered porch with asphalt shingle shed roof. Typical fenestration consists of aluminum one-over-one double-hung windows. Typical doors are aluminum-framed with glazing. This cabin is a non-contributing resource due to its recent construction date. It can be accessed by a gravel drive on the northwest side and is in good condition (WJE 2016, A-222).

Water Tank: A water tank for the Campground area is located at the high point in the center of Loop A. The structure was completed in 1939 and has serviced the Campground since then. The tank sits atop an approximately 30-foot-tall steel tower. The tank remains in good condition.

Feature Name: Modular Housing/Office Unit

Feature Contribution: Non-Contributing

Feature Name: Comfort Station (Building # 97)

Feature Contribution: Contributing

Feature Name: Comfort Station (Building # 98)

Feature Contribution: Contributing

Feature Name: Comfort Station (Building # 370)

Feature Contribution: Contributing

Feature Name: Comfort Station (Building # 396)

Feature Contribution: Contributing

Feature Name: Water Storage Tank (c. 1938)

Feature Contribution: Contributing

Feature Name: Campground Kiosk

Feature Contribution: Non-Contributing

Feature Name: Campground Cabin

Feature Contribution: Non-Contributing



Fig 8-16. Oblique view of the Contemporary Modular Office/Housing Unit that has replaced the former 1970s-era trailer housing near the Entry Kiosk. South façade. Camera facing north (2021)



Fig 8-17. Oblique view of Comfort Station #97, south façade. Camera facing northwest (2021)



Fig 8-18. Oblique view of Comfort Station #98, west façade. Camera facing southeast (2021)



Fig 8-19. Oblique view of Comfort Station #370, north façade. Camera facing southeast (2021)



Fig 8-20. Oblique view of Comfort Station #396, east façade. Camera facing south (2021)



Fig 8-21. Oblique view of c. 1939 water tank. Camera facing northeast (2021)



Fig 8-22. Oblique view of Entry Kiosk, south façade. Row of traffic cones visible in foreground. Camera facing north (2021)



Fig 8-23. Oblique view of Host Cabin, north façade. Camera facing southeast (2021)

Small-Scale Features

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

Existing Conditions:

The following is an inventory of small-scale features located at the Doughton Park Campground. The general condition of the small-scale features is fair unless otherwise noted.

Drinking Fountains: There are four drinking fountains in the Campground. One is located to the south of Comfort Station # 396 in the center of Loop A. The second fountain is located north of Comfort Station #98 in the middle of Loop D. The third fountain is located north of Comfort

Station #97, and the fourth is mounted on the side of Comfort Station #370 near Loop E. The three freestanding fountains are similar in construction. These fountains are modified examples of the second generation of Parkway drinking fountains. The fountains are made of the original mortared stone bases but have been modified to include a side-projecting stainless steel drinking fountain and lower side spigot. The original top basin and central drain have been removed from all three fountains. All three are operational and appear to be in good condition. The late-twentieth century alteration does dramatically change the fountains' profile and rustic aesthetic. The fountain mounted on the side of Comfort Station #370, is a manufactured, ADA accessible stainless-steel unit. This fountain is also in good condition.

Horse Watering Trough: Remnants of a stone mortared horse watering trough are located south of Loop D beside campsite # 75. This horse trough was originally connected to a rustic stone drinking fountain and stairs. The drinking fountain was likely removed from the feature during the late 1980s and early 1990s. While the trough remains, it is in fair condition.

Signs: A variety of sign types are found within the Campground. Directional signs are the most numerous type. Several low wooden signs are located to direct pedestrians to locations such as the comfort stations, trails, and Amphitheater. Metal reflective traffic signs are used to direct traffic along the automotive lanes with signs such as "One Way", "Campsites 25-47", and "No Parking" being representative examples. Informational signs are found throughout the camping areas and inform the visitor of such things as the Campground's policies, rates, speed limit, and firewood purchasing opportunities. Original signs were constructed of gray stained wood with routed lettering.

Kiosks: An information kiosk is located at the entrance of both the tent and trailer camping areas. These are contemporary additions to the camping areas and are constructed of routed wood signs, wood shingle, and posts. Each kiosk features a central information board with a small roof. These kiosks provide information such as campground policies, trail information, and Parkway pamphlets.

Fences: Split-rail fences are used in a limited manner within the Campground. Primarily, the fences are used at strategic points to prevent entry onto steep slopes and into protected areas.

Refuse Disposal Stations: Both areas of the Campground contain a fenced space for trash and recyclables. In the trailer area it is located beside the Sanitary Dump Station. In the tent camping area it is located just south of the entrance to Loop E. Each station contains a trash dumpster within the wooden fence for visual buffer and a wooden recycling bin attached to the outer wall. In 2006, the wooden recycling bins were replaced with metal bins.

Camp Sites: The camp sites are primarily composed of four elements: a picnic table, a fireplace, a tent pad and a lantern post. There are a variety of styles of each located throughout the Campground. These campsite elements serve as visual evidence of many eras of construction and repair. The best examples of the oldest existing style of picnic tables are found at Loop D. These tables are constructed with stone pillars supporting a concrete tabletop and wooden benches. Two later styles of concrete picnic tables are far more common in both Campground areas. They are executed entirely of cast concrete. Existing fireplaces within the Campground are of the hinged metal ring variety. Metal lantern posts are found at each site.

Stone Gutters: Stone gutters are found on the side of many of the driving lanes within the tent camping area. Most of the gutter is located on the outer loop of Loop A. All observed gutters were composed of grouted rubble stone. The general condition of the gutters is fair due to the invasion of vegetation into the mortar joints and the build-up of organic material. The condition of many of the gutters is eroding.

Amphitheater: A 250-person capacity Amphitheater is located in the center of Loop B. This area is composed of three bays of angled benches. The bays are separated by two circulation aisles, and each bay is composed of nine rows of benches, which radiate around a central fireplace. The bench seats are constructed of two-by-fours turned on end and separated by wooden spacers, producing slotted bench seats. The bench supports are fabricated from metal pipe, which are anchored into the soil and attached to the bottoms of the wooden seats. A campfire circle is

located in the center of two stone boulders. This contemporary addition to the Campground is the site for interpretive programs.

Solar Panels: Solar panels on wooden poles are located at each of the comfort stations. These contemporary additions were added to produce energy for lighting each of the buildings.

Feature Name: Loop B Headwalls and Tailwalls

Feature Contribution: Contributing

Feature Name: Loop B Tent Pads

Feature Contribution: Contributing

Feature Name: Loop D Horse Watering Trough

Feature Contribution: Contributing

Feature Name: Campground Signs

Feature Contribution: Undetermined

Feature Name: Campground Kiosks

Feature Contribution: Non-Contributing

Feature Name: Campground Fences

Feature Contribution: Undetermined

Feature Name: Refuse Disposal Stations

Feature Contribution: Non-Contributing

Feature Name: Stone Gutters

Feature Contribution: Contributing

Feature Name: Loop B Amphitheater

Feature Contribution: Contributing

Feature Name: Water Tower Solar Panels

Feature Contribution: Non-Contributing

Feature Name: Prewar Planning and Construction Era Picnic Tables

Feature Contribution: Contributing

Feature Name: Mission 66 Era Picnic Tables

Feature Contribution: Contributing

Feature Name: Contemporary Picnic Tables

Feature Contribution: Non-Contributing

Feature Name: Loop C Drinking Fountains

Feature Contribution: Contributing

Feature Name: Loop C Headwalls and Tailwalls

Feature Contribution: Contributing

Feature Name: Loop D Tent Pads

Feature Contribution: Contributing

Feature Name: Loop D Drinking Fountains

Feature Contribution: Contributing

Feature Name: Loop D Headwalls and Tailwalls

Feature Contribution: Contributing

Feature Name: Loop A Tent Pads

Feature Contribution: Contributing

Feature Name: Loop A Drinking Fountains

Feature Contribution: Contributing

Feature Name: Loop A Headwalls and Tailwalls

Feature Contribution: Contributing

Feature Name: Loop E Tent Pads

Feature Contribution: Contributing

Feature Name: Loop E Drinking Fountain

Feature Contribution: Non-Contributing

Feature Name: Loop E Headwalls and Tailwalls

Feature Contribution: Contributing



Fig 8-24. Example of Prewar Planning and Construction Era picnic table. Park Rustic style with original stone (2021)



Fig 8-25. Example of Prewar Planning and Construction Era picnic table. Park Rustic style with concrete block replacement piers (2021)



Fig 8-26. Example of Mission 66 Era picnic table\ Mission 66 Modern style (Type I), precast concrete construction (2021)



Fig 8-27. Example of Mission 66 Era picnic table. Mission 66 Modern style (Type II), precast concrete construction (2021)



Fig 8-28. Example of Mission 66 Era picnic table. Mission 66 Modern style, concrete block construction (2021)



Fig 8-29. Example of Post-Mission 66 Era picnic table. Contemporary style, prefabricated steel construction (2021)



Fig 8-30. Stone drinking fountain with contemporary stainless-steel spigot near Loop D. Camera facing west (2021)



Fig 8-31. Stone headwall near Outer Loop A. Camera facing northeast (2021)



Fig 8-32. ADA-accessible campsite along Inner Loop A. Camera facing southeast (2021)



Fig 8-33. Tent pad lined with buried wood ties along Inner Loop A. Camera facing northeast (2021)



Fig 8-34. C. 1942 stone-lined tent pad near Loop D. Camera facing north (2021)



Fig 8-35. Close-up of Loop B amphitheater seating. Camera facing south (2021)



Fig 8-36. Bluff Mountain trail sign near Loop D. Camera facing west (2021)



Fig 8-38. Deteriorating split rail fencing near trailer campsite along Loop C. Camera facing west (2021)



Fig 8-39. Stone firepit at center of Loop B amphitheater. Camera facing south (2021)



Fig 8-40. Intact c. 1940 stone horse trough, partially obscured by vegetation and moss growth. Camera facing southeast (2021)



*Fig 8-41. Refuse disposal station with bear-proof trash receptacle along Outer Loop A, near junction with Loop E.
Camera facing north (2021)*

Chapter 9: Condition Assessment

Assessment Interval:

6 years

Condition

Condition:

Fair

Condition Date:

08/31/2022

Primary Inspector Name:

Chris Robey

Profession/Credentials:

NCPE Cultural Landscapes GIS Intern

Narrative:

The overall condition of Doughton Park Campground was previously listed as good and has since deteriorated. It is now listed as fair. The exteriors of Building #'s 97, 98, 370, and 396 are visibly weathered. Most have begun to develop patinas of moss and mildew around their bases. The board-and-batten siding on Building #370 has begun to deteriorate at its base in various spots. The concrete roof shingles on Building #98 have developed a thick layer of moss and lichen. All four buildings retain their function as comfort stations, however, and appear to be structurally sound. Private residential development has proceeded up to the park boundary north of Loop E and threatens to disrupt visitors' camping experience. The majority of the Park Rustic-era picnic tables in the campground have been modified in ways that affect their historic integrity. Most original drinking fountains have been removed from the campground – of an estimated thirteen original fountains, only two remain today. Both have been modified to make them more ADA-accessible. Japanese stiltgrass has infested the woods surrounding most of the campground and is most heavily concentrated along stormwater outfalls. The most significant impact affecting the campground, however, appears to be the overall lack of visitation in the tent camping areas. Most visitors appear to arrive in RVs and make use of the trailer camping area along Loop C.

Impacts

Seq. No.	Type	Impact Type – Other	Internal Source?	External Source?	Narrative	Date Identified
xx			Yes/No	Yes/No	1000 Char.	mm/dd/yyyy
	Erosion		Yes	No	Sediment deposition has begun to obscure sections of the asphalt pathways connecting Building #370 to the Loop E camping area. This deposition is particularly evident where the pathways cross over the fall line created by stormwater draining from an outlet pipe located roughly 250 ft. upslope.	08/03/2021
	Exposure to Elements		Yes	No	The exterior of Building #97 is visibly weathered. The building retains its function as a comfort station, however, and otherwise appears to be structurally sound.	08/03/2021
	Exposure to Elements		Yes	No	The exterior of Building #98 is visibly weathered. The concrete roof shingles, in particular, have developed a thick layer of moss, lichen, and pine	08/03/2021

					needles. The bases of the building's board-and-batten siding has also developed a noticeable layer of moss and mildew. The building retains its function as a comfort station, however, and otherwise appears to be structurally sound	
	Exposure to Elements		Yes	No	The exterior of Building #370 is visibly weathered. The bases of its board-and-batten siding has developed a visible patina of mildew and has begun to deteriorate in some places. The concrete masonry units making up the building's foundation and exterior walls have also developed a thick layer of lichen where it is not covered by board-and-batten siding. The building retains its function as a comfort station, however, and otherwise appears to be structurally sound.	08/03/2021
	Exposure to Elements		Yes	No	The exterior of Building #396 exhibits minor signs of weathering. The bases of its board-	08/03/2021

					and-batten siding has developed a thin layer of moss and mildew. The building retains its function as a comfort station, however, and otherwise appears to be structurally sound. Of the four comfort stations at Doughton Campground, this building appears to be the best-maintained.	
	Neglect		Yes	No	The tent camping areas of Doughton Campground, as a whole, do not appear to receive nearly as much visitation as the trailer camping area does. The camp sites located west of Loop E and along Loop D, in particular, have become visibly dilapidated in appearance. Those visitors that do make their way to the tent camping area may confine themselves either to Loop A or the sites located immediately off of Loop E. Lack of visitation to other areas of the campground seems to perpetuate a cycle of neglect – those camp sites that are not visited	08/03/2021

					as frequently do not receive as much care, and those sites in turn do not receive as much visitation.	
	Removal/Replacement		Yes	No	Approximately 112 picnic tables are located in areas of Doughton Campground that were first developed during the Prewar Planning and Construction Era (1933 to 1942). Presumably, these picnic tables would have originally been built in the Park Rustic style, with stone bases and bench piers, concrete tabletops, and wooden benches. Today, only 2 intact examples of the Park Rustic style remain, both of which are found along Loop D in what appears to be one of the less-used areas of the campground. Seven modified examples of the Park Rustic style exist which retain their original stone bases but whose bench piers have been replaced with concrete blocks or, in at least one example, wood blocks. The	08/03/2021

					remainder of the picnic tables located in Prewar Planning and Construction-era areas of the campground retain a similar design to the originals but have since been modified in such a way that all original stone components have been replaced with concrete blocks. These modifications represent a com	
	Removal/Replacement		Yes	No	Over the course of its history, at least 13 drinking fountains were installed throughout Doughton Campground. Today, only four survive. One is located in Loop A, another is in Loop D, a third is in Loop C, and the fourth is attached to the exterior of Building #370. Of the four, three are second-generation stone fountains installed before 1955. All three of these fountains have been modified to make them more ADA-accessible.	08/03/2021

	Vegetation/Invasive Plants		No	Yes	The primary vegetation-related impact affecting Doughton Campground is invasion by Japanese stiltgrass, which has heavily infested the forests surrounding the campground. Infestations are heavily concentrated along the fall lines draining from the various outlet pipes built to convey stormwater throughout the site. It appears that these areas, in particular, have served as vectors exacerbating the spread of Japanese stiltgrass. Infestations are particularly heavy in the woods southeast of Loop E, southwest of Loop B, and west of Loop D.	08/03/2021
	Vegetation/Invasive Plants		No	Yes	A secondary vegetation-related impact affecting campground is the proliferation of moss, lichen, and other vegetation over pathways circulating through area of the campground that do not appear to receive much visitation.	08/03/2021

3354	Deferred Maintenance		Yes	No	The utility systems of the comfort stations are in need of repair, but this has negligible effect on the historic integrity of the site.	07/29/2005
3357	Adjacent Lands		No	Yes	Private residential development has progressed up to the park property boundary at the northern end of Loope E. This development is visually obtrusive and disruptive to visitors' camping experience in this section of the campground.	08/03/2005
3362	Removal/Replacement		Yes	No	Some of the stone drinking fountains - contributing features from the proposed period of significance have been removed.	09/16/2005
3362	Inappropriate Maintenance		Yes	No	Repair of the picnic tables and drinking fountains is often inconsistent with the original design of these features.	07/29/2005

Chapter 10: Treatment

Approved Treatments

Type	Completed	Approved Treatment Doc.	Doc Date	Narrative	Approved Treatment Cost	Cost Date	Estimate Level	Estimator	Cost Narrative
Rehabilitation	No	Cultural Landscape Report	07/15/2006	Pp. 147-148 of the Doughton Park and Sections 2A, B, and C Blue Ridge Parkway CLR covers specific treatment recommendations for Doughton Park Campground. The CLR is accessible at https://irma.nps.gov/DataStore/Reference/Profile/2185737 .	N/A	N/A	N/A	N/A	N/A

Chapter 11: Bibliography and Supplemental Information

Bibliography

S e q. N o.	Citation Author	Citation Title	Y e a r	Publis her	Citatio n Locati on	Citati on Type	Cita tion Nu mbe r	IRM A Nu mbe r	Citation URL
		D511 "Comple tion Report – Peaks of Otter, Doughto n Park, Section 2-J" 18 Decemb er 1964	19 64			Both Grap hic and Narra tive			
	Richard Quin and Christop her Marston	Blue Ridge Parkway Historic America n Engineer ing Record, HAER No. NC #42	19 97	US Depart ment of the Interior , NPS, HABS/ HAER	Washi ngton, DC	Both Grap hic and Narra tive			
	The Jaeger Compan y	Doughto n Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landsca pe Report	20 06	NPS Southe ast Region al Office		Both Grap hic and Narra tive		2185 737	https://irma.nps.gov/DataStore/Reference/Profile/2185737
	Wiss, Janney,	Appendi x,	20 16	Wiss, Janney,		Both Grap		2268 418	https://irma.nps.gov/DataStore/Reference/Profile/2268418

	Elstner Associates, Inc (WJE)	Survey and Assessment, Blue Ridge Parkway		Elstner Associates, Inc.		hic and Narrative			
		2011 "Trailer Camp & Camping Area" March 1939; approved by Hillory A Tolson 4 Aug 1938; completed 17 Mar 1939	1938			Graphic			
		2012 "Cabin Group & Campground Area" March 1939; approved by Hillory A. Tolson 4 Aug 1938; completed 17 March 1939	1938			Graphic			
		2012 B "Cabin Group – Bluff Park" February 1940	1940			Graphic			

		2012C "Cabin Group – Bluff Section 2-C" April 1946	19 46			Graphic			
		2043 "Cabin Type 'C' – Bluff" and 2044 "Cabin Type 'D' – Bluff" March 1946	19 46			Graphic			
		2065 "Cabin Type 'E' – Bluff May 1946	19 46			Graphic			
		2067 "Cabins Type 'E' & 'F'" 25 September 1941	19 41			Graphic			
		3006 "Hilltop Camp Comfort Station # 370 – Doughton Park" 12 July 1955	19 55			Graphic			
		5462 "Cabin Group Utilities – Bluff Sec 2-C" 31 May 1946	19 46			Graphic			

	AHH	2C 2052 A "Parkway Land Use Maps – Section 2-C" 1 January 1944; designed by AHH 25 Sept 1942; recommended by Abbott 16 April 1947	19 42			Graphic			
	Armfield	5374 "Water Supply Distribution – Camping Ground – Bluff Park" Sept 1939; designed by Armfield; approved by Clottrass 20 Sept 1939	19 39			Graphic			
	Armfield	5377 "Drop Inlets – Culvert Headwalls – Catch Basins – Bluff	19 39			Graphic			

		and Cumberl and Knob Parks" 1 October 1939; designe d by Armfiel d 23 Aug 1939; approve d Sept 1939							
	Burns	2018 "Trail System in Campgr ound" Nov 1938; designe d by Burns; approve d by Demara y 30 Dec1938; job complet ed 27 June 1939	19 38			Grap hic			
	Cox & Shaw	5351 "Water Supply System – Pipe Line" Dec 1938; traced by Cox & Shaw 4 Sep 1938;	19 38			Grap hic			

		approved 1938; completed 17 Dec 1938							
	E W Batten	5465 "Cabin Area Road Revision " March 1950; drawn by E W Batten; approved by Elbert Cox 1 March 1950	19 50			Graphic			
	E. Ruffin	5304 "Record Plan of Bluff Park Cabin Area" May 1939; prepared by T. E. Ruffin 12 May 1939	19 39			Graphic			
	EGH	2056 "Picnic Area # 2" November 1941; designed by EGH 15 August 1941; approved Demara	19 41			Graphic			

		y 11 Nov 1941							
	Huddleston	2197 "Fireplace Types – Blue Ridge Parkway Plans" 1 May 1942; designed by Huddleston	19 42			Graphic			
	Huddleston	2051 "Bluff Park – Trailer - Cabin - Camp Areas – Part of the Master Plan for Blue Ridge Parkway " January 1943; checked by RGH; drawn by Huddleston	19 43			Graphic			
	Huddleston	2287 "Typical Tent Platform – General" (also sheets A & B) 1947; designed by	19 47			Graphic			

		Huddles ton							
	Lewis	2197 A "Standar d Fireplac e – General" 1 July 1954; designe d by Lewis; approve d by E M Lisle 4 Sept 1951	19 51			Grap hic			
	Lewis	2386 B "Road System Plan – Part of the Master Plan – Blue Ridge Parkway " April 1952; drawn by Lewis and checked by Abbuehl	19 52			Grap hic			
	Lewis	2386 C "Road System Plan – Part of the Master Plan – Blue Ridge Parkway " June 1952;	19 52			Grap hic			

		drawn by Lewis and checked by Abbuehl							
	Lorenz/Abbuehl	2097 B "Hilltop Camp Comfort Station #370 – Doughton Park" August 1955; prepared by Abbuehl , designed by Lorenz	19 55			Graphic			
	MOH	5373 "Trailer Camp Water Line – Bluff Park" September 1939; designed by MOH; approved 15 Sept 1939	19 39			Graphic			
	Newcomb	3050 A "Utilities For Comfort Station Bldg No. 396 – Hilltop Campin g Area Doughto	19 63			Graphic			

		n Park” Februar y 1963; designe d by Newcom b; approve d by E M Lisle January 1963							
	Newcom b	5488 Camp Area Road Extensio n & Parking” 10 Februar y 1950; drawn by Newcom b; approve d by Thomas J. Allen 16 Februar y 1950	19 50			Grap hic			
	Newcom b/Batten	2099 “Utilities – Hilltop Camp Area Comfort Station 370 – Doughto n Park” 19 August 1955; designe d by Newcom b and	19 55			Grap hic			

		drawn by Batten							
	P.W. Kearney	2174 B "Road System Plan – Part of the Master Plan – State Line to Horse Gap" 1 March 1948; designe d by P W Kearney	19 48			Grap hic			
	PVC & AFR	2078 B "Dought on Park – Develop ed Areas and Utilities Plan" May 1954; designe d by PVC & AFR and checked by Abbuehl	19 54			Grap hic			
	PWK and WHG	2174 C "General Develop ment Plans – State Line to Horse Gap" May 1952;	19 52			Grap hic			

		designed by PWK and WHG, checked by Abbuehl							
	PWK and WHG	2174 D "General Development Plans – State Line to Horse Gap" October 1956; designed by PWK & WHG, checked by Abbuehl	1956			Graphic			
	PWK and WHG	2174 E "General Development Plans – State Line to Horse Gap" February 1961; designed by PWK & WHG, checked by Abbuehl	1961			Graphic			
	RGH	2007 A "Camping Area – Bluff Park" 1 March	1938			Graphic			

		1939; drawn by RGH; approve d 26 Feb 1938; complet ed 17 March 1939							
	Shaw & Cox	5350 "Water Supply System – Dam" Design ed by Shaw & Cox 9 August 1938; concurr ed by Abbott 11 August 1938; job complet ed 26 June 1939	19 38			Grap hic			
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	Van Cleve	2072 "Cabin Area Road Revision – The Bluffs" June 1947; drawn by Van Cleve; approved by Thomas J. Allen 10 June 1947	19 47			Graphic			
	Van Cleve	2078 "The Bluffs – General Development – Part of the Master Plan" October 1948; designed by Van Cleve and checked by Abbuehl	19 48			Graphic			
	Van Cleve	2091 "Camp Area Road Extension & Parking" Decemb	19 49			Graphic			

		er 1949; designe d by Van Cleve 29 Nov 1949; approve d by Hillary A. Tolson 28 Decemb er 1949							
	VC & WHG	2078 C "Dought on Park – Develop ed Areas and Utilities Plan" Februar y 1963; designe d by VC & WHG and checked by Abbuehl	19 63			Grap hic			
	W. E. O'Neil	5300 "Trailer Area Sewage Disposal " April 1939; designe d by W. E. O'Neil 29 Mar 1939; approve d Arno B Cammer	19 39			Grap hic			

		er 25 April 1939							
	WDC	2027 "Topogr aphy – Cabin Area – Sewage Site" 1 Feb 1939; designe d by WDC 14 Feb 1939	19 39			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
	Spatial Organization										
	Loop Roads	Contributing	194844								
	Land Use										
	Recreation	Contributing	194841								
	Interpretation	Contributing	194842								
	Topography										
	Knoll on Parkway right	Contributing	183683								
	Vegetation										
	Trees and shrubs reflecting 1930s/40s planting plans	Contributing	183689								
	Circulation										
3774	Doughton Park Loop Road C	Contributing	97954								

**Doughton Park Campground
Blue Ridge Parkway**

3794	Doughton Park Inner Loop Road A	Contributing	97955								
3816	Doughton Park Outer Loop Road A	Contributing	97949								
3826	Doughton Park Loop Road B	Contributing	97956								
3840	Doughton Park Loop Road D (1950)	Contributing	97952								
3847	Doughton Park Loop Road E (1964)	Undetermined	97948								
3861	Doughton Park Loop C Pathways	Contributing	97957								
3870	Doughton Park Loop B Pathways	Contributing	97953								
3880	Doughton Park Amphitheatre Pathways	Undetermined	97947								
3890	Doughton Park Loop A Pathways	Undetermined	97950								
3900	Doughton Park Loop E Pathways	Undetermined	97951								
3910	Doughton Park Loop D Pathways	Contributing	195897								

**Doughton Park Campground
Blue Ridge Parkway**

	Buildings and Structures										
	Modular Housing/Office Unit	Non contributing	194843								
3088	Comfort Station (Building # 97)	Contributing	97944								
3098	Comfort Station (Building # 98)	Contributing	97945								
3119	Comfort Station (Building # 370)	Contributing	97942								
3127	Comfort Station (Building # 396)	Undetermined	97943								
3129	Water Storage Tank (c. 1938)	Contributing	97946								
3139	Campground Kiosk	Non contributing	97941								
3140	Campground Cabin	Non contributing	97940								
	Small-Scale Features										
	Loop B Headwalls and Tailwalls	Contributing	194846								

	Loop B Tent Pads	Contributing	194847								
	Loop D Horse Watering Trough	Contributing	194848								
	Campground Signs	Undetermined	194849								
	Campground Kiosks	Non contributing	194850								
	Campground Fences	Undetermined	194851								
	Refuse Disposal Stations	Non contributing	194852								
	Stone Gutters	Contributing	194853								
	Loop B Amphitheater	Contributing	194854								
	Water Tower Solar Panels	Non contributing	194855								
	Prewar Planning and Construction Era Picnic Tables	Contributing	194856								

**Doughton Park Campground
Blue Ridge Parkway**

	Mission 66 Era Picnic Tables	Contributi ng	194857								
	Contemporary Picnic Tables	Non contributi ng	194858								
3810	Loop C Drinking Fountains	Contributi ng	98493								
3821	Loop C Headwalls and Tailwalls	Contributi ng	98494								
3845	Loop D Tent Pads	Contributi ng	97969								
3856	Loop D Drinking Fountains	Contributi ng	97966								
3866	Loop D Headwalls and Tailwalls	Contributi ng	97967								
3878	Loop A Tent Pads	Contributi ng	97965								
3899	Loop A Drinking Fountains	Contributi ng	97962								
3908	Loop A Headwalls and Tailwalls	Contributi ng	97963								
3915	Loop E Tent Pads	Contributi ng	97961								

3926	Loop E Drinking Fountain	Non contributi ng	97958								
3928	Loop E Headwalls and Tailwalls	Contributi ng	97959								