National Park Service
Cultural Landscapes Inventory
2022



Doughton Park Maintenance Area

Blue Ridge Parkway

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Chapter 1: General

Region

Southeast

Park Alpha Code

BLRI

Park Org Code

5157

Resource Type

Cultural Landscape

Resource Classification

Cultural Landscape

Inventory Status

Complete

Resource ID

550219

Resource Name

Doughton Park Maintenance Area

Parent Landscape

Doughton Park

Parent Resource ID

550140

State

NC

Park Name

Blue Ridge Parkway

Cultural Landscapes in the Cultural Resources Inventory System:

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

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

The Cultural Landscapes Inventory (CLI)
The CLI is the data structure within CRIS used to document and evaluate all potentially significant landscapes in which NPS has, or plans to acquire any enforceable legal interest. Each CRIS-CL record is certified complete when the landscape is determined to meet one of the following:

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

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

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

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

Executive Order 13287: Preserve America, 2003. Sec. 3(c) each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying…historic properties in its ownership and make the report available to the Councill 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 Maintenance Area is a 17-acre component landscape set within 6300-acre Doughton Park, a developed area on the Blue Ridge Parkway in North Carolina. The site is accessible via an entry road at Mile Post 245.5. Crossing a narrow meadow, the road leads past the former CCC Campsite NP-21 (c. 1938) to the forested residence area, and terminates at the maintenance complex. This is one of the first four maintenance areas to be planned and built along the Parkway, and much of the early construction was completed by CCC and WPA labor in 1940 and 1941. While the entry road is visible to motorists along the Parkway, the residence and maintenance clusters are hidden from view, thanks in part to their siting in a steeply-sloping ravine as well as to vegetative buffers planted in the early 1940s. The siting and the rustic, utilitarian style of this development is consistent with the original design intent of maintenance areas along the Parkway.

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 maintenance areas – possesses NHL significance only through 1955. Later development may be historically significant for its association with Mission-66-era construction projects. Construction at Doughton Park Maintenance Area began in 1938, and all major features were completed by 1952, thus, this component landscape contributes to the national significance of Blue Ridge Parkway as a NHL property.

Doughton Park Maintenance Area, previously listed in good condition, retains most major features from the period of significance but is exhibiting signs of age and deterioration contributing to the loss of its historic integrity. In the years since the property was last inventoried some historic buildings and structures, as well as elements of the original planting plan for the staff residences, have been removed. Additionally, some new buildings have been added, and existing buildings have been modified using contemporary materials. Most recent development is small in scale, compatible with the original design intent, and largely unobtrusive, however. The property possesses overall historic integrity in all seven criteria as

defined by National Register standards but has seen some deterioration in materials and workmanship. Buildings are sited in the same formation planned in the 1930s and 1940s and circulation follows the same routes. The vegetation patterns associated with screening the maintenance area from the Parkway as planned for in the 1940s largely exist today, but much of the site's ornamental vegetation as specified in the 1940s planting design appears to have changed significantly. The most notable impact is the removal of vegetation previously featured in the planting design and noted in previous site maps of the property associated with the CLI and CLR. Additionally, small-scale features exhibiting characteristic workmanship of the Prewar era such as its stone retaining walls, headwalls, tail walls, gutters, tree wells, and picnic amenities are exhibiting clear signs of deterioration and age. The integrity of these features is maintained, but their overall condition has declined from good to fair or poor. The condition of the property overall, in turn, has declined from good to fair because of these impacts.

Landscape Hierarchy Description

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

Recent Condition

Fair

Subsite/Child components

None

Landscape Type

Historic Designed Landscape

Cover Page Graphic

See Cover Page.

Site Plan(s)

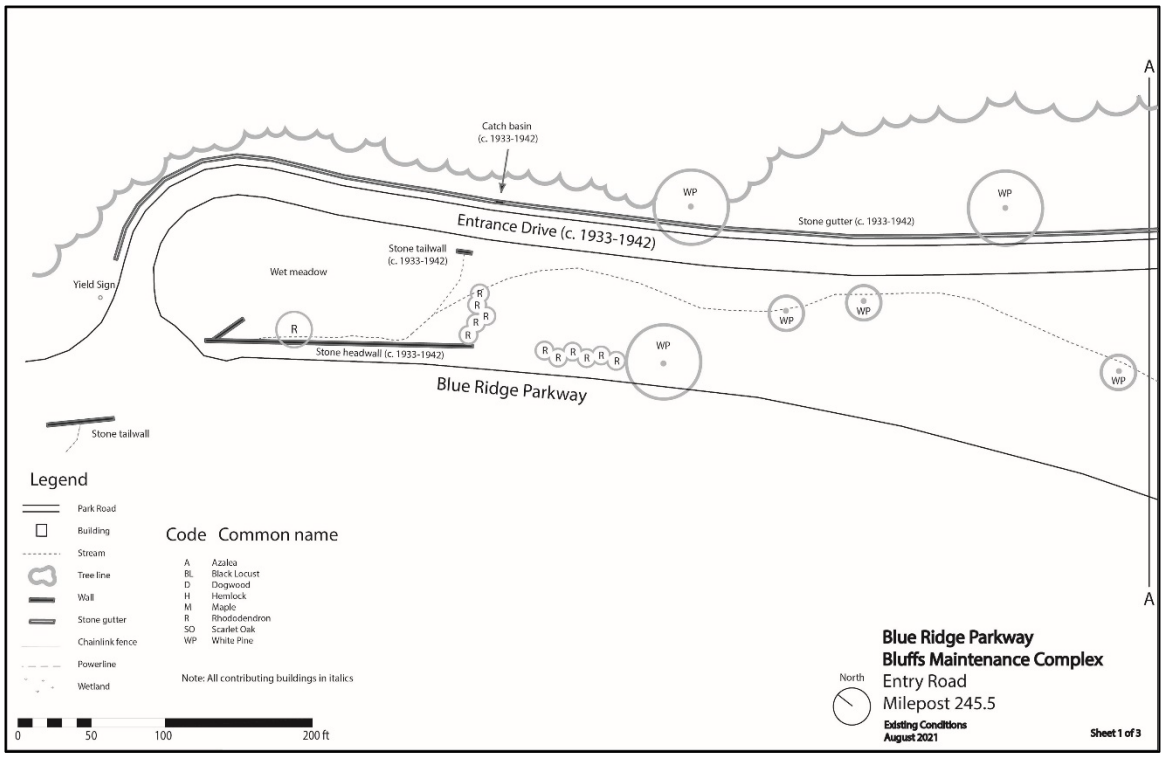


Fig 1-1. Updated Bluffs Maintenance Entry (1 of 3)

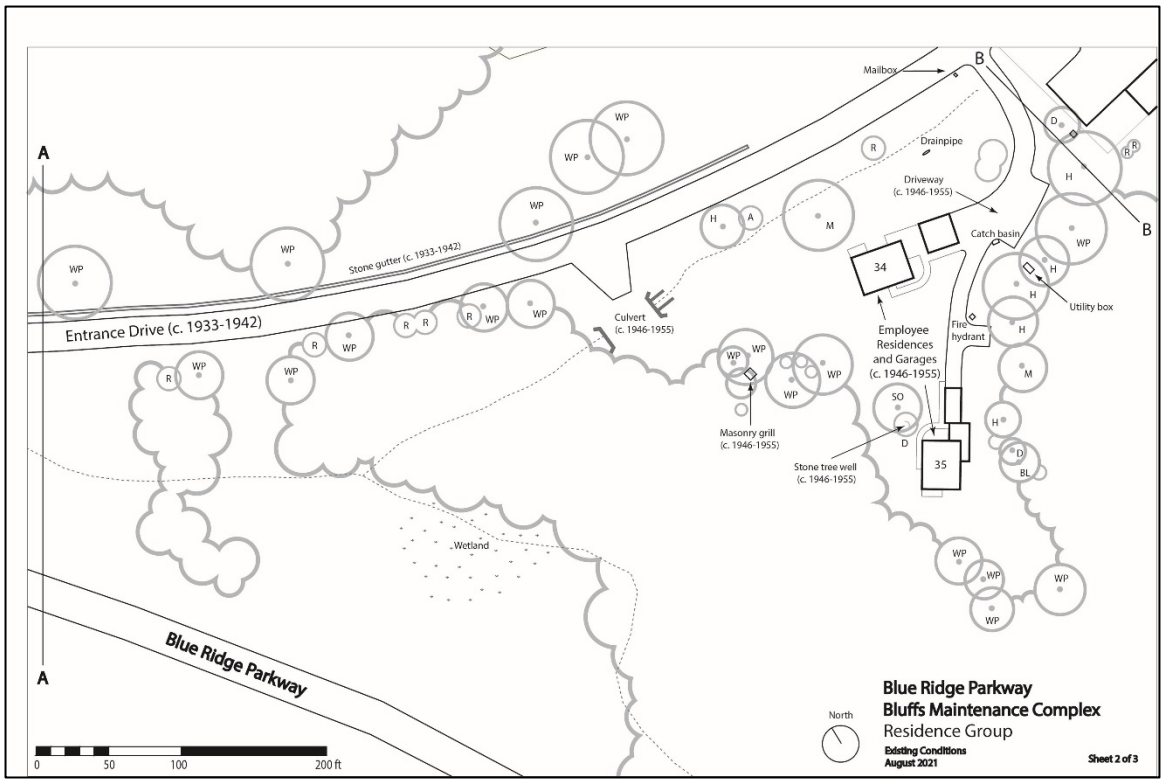


Fig 1-2. Updated Bluffs Maintenance Entry (2 of 3)

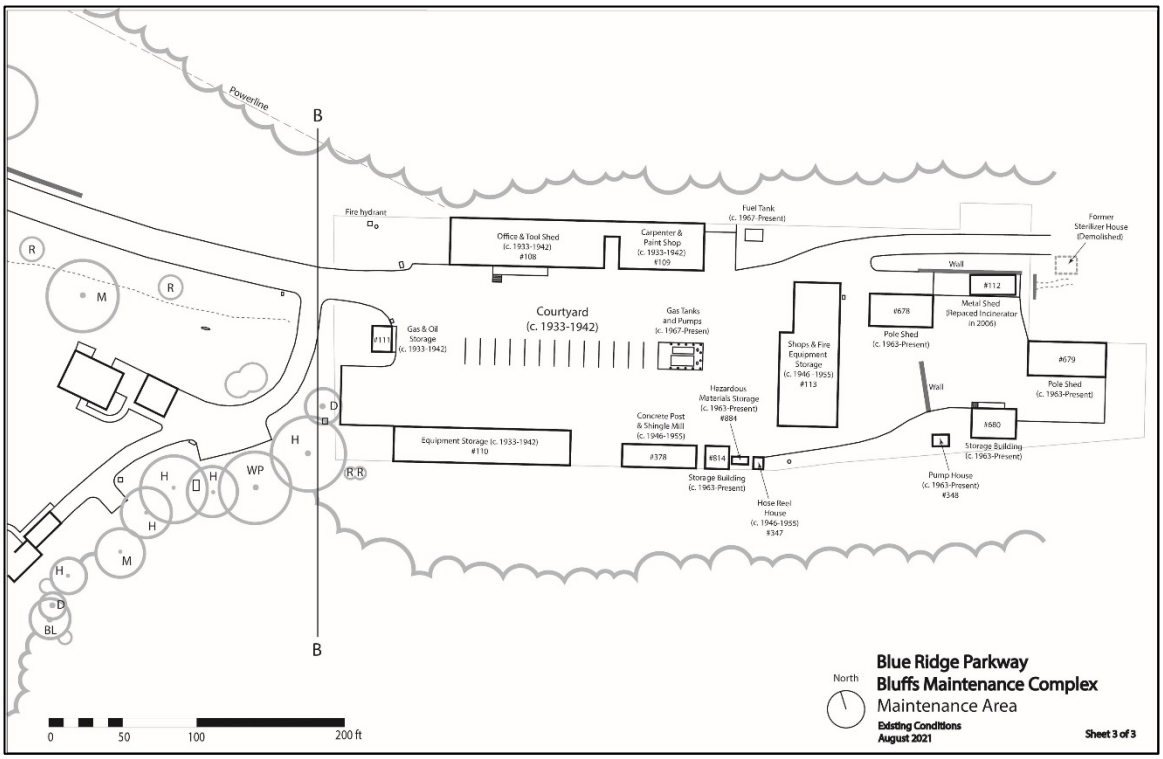


Fig 1-3. Updated Bluffs Maintenance Entry (3 of 3)

Hierarchy Description Graphic

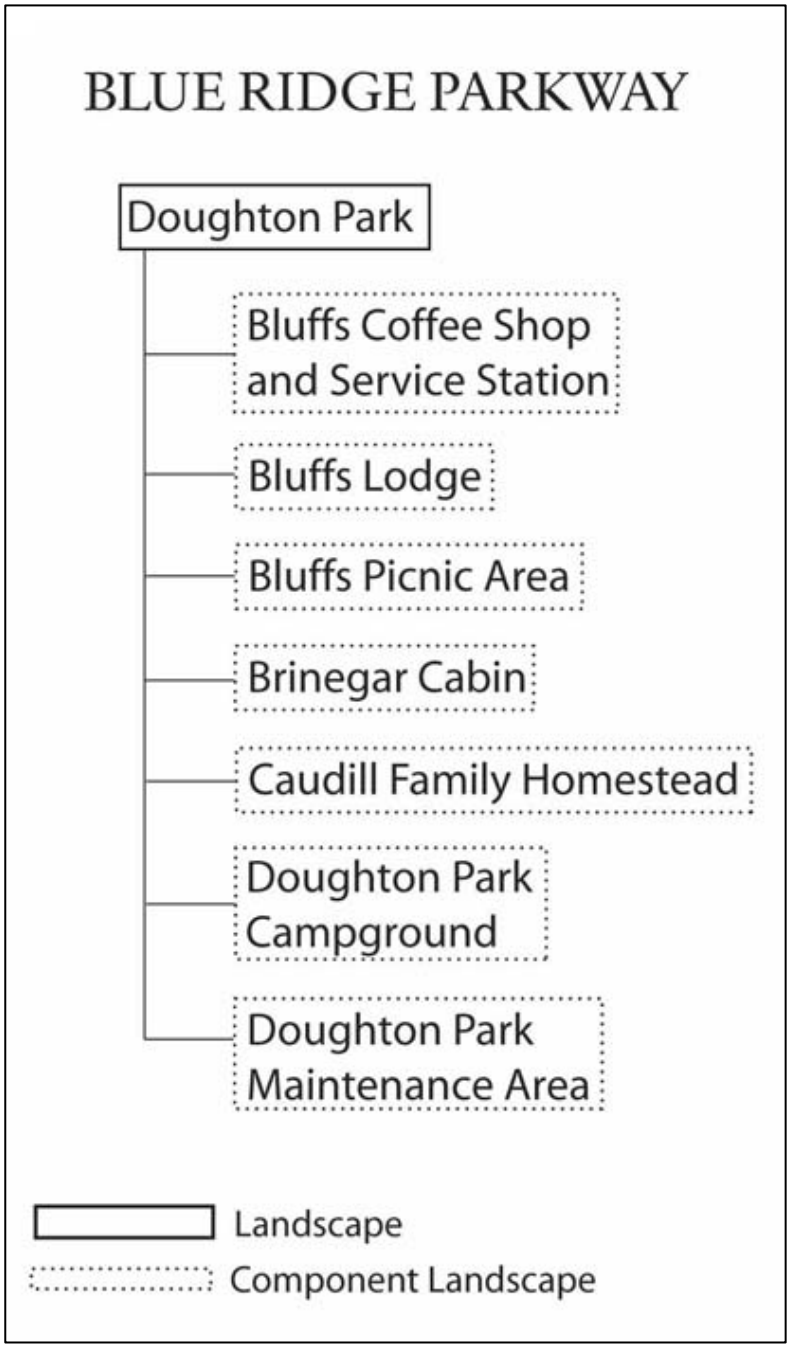


Fig 1-4. Doughton Park CLI Hierarchy

Other Names

Seq. No.	Name	Type
3161	Bluff Park Maintenance Station	Historic
3155	Bluff Utility Area	Historic
3189	Doughton Park Maintenance Area	Both Current And Historic
3069	Maintenance Area & Utility Group	Both Current And Historic

Chapter 2: Concurrence Status

Park Superintendent Concurrence Date

09/16/2022

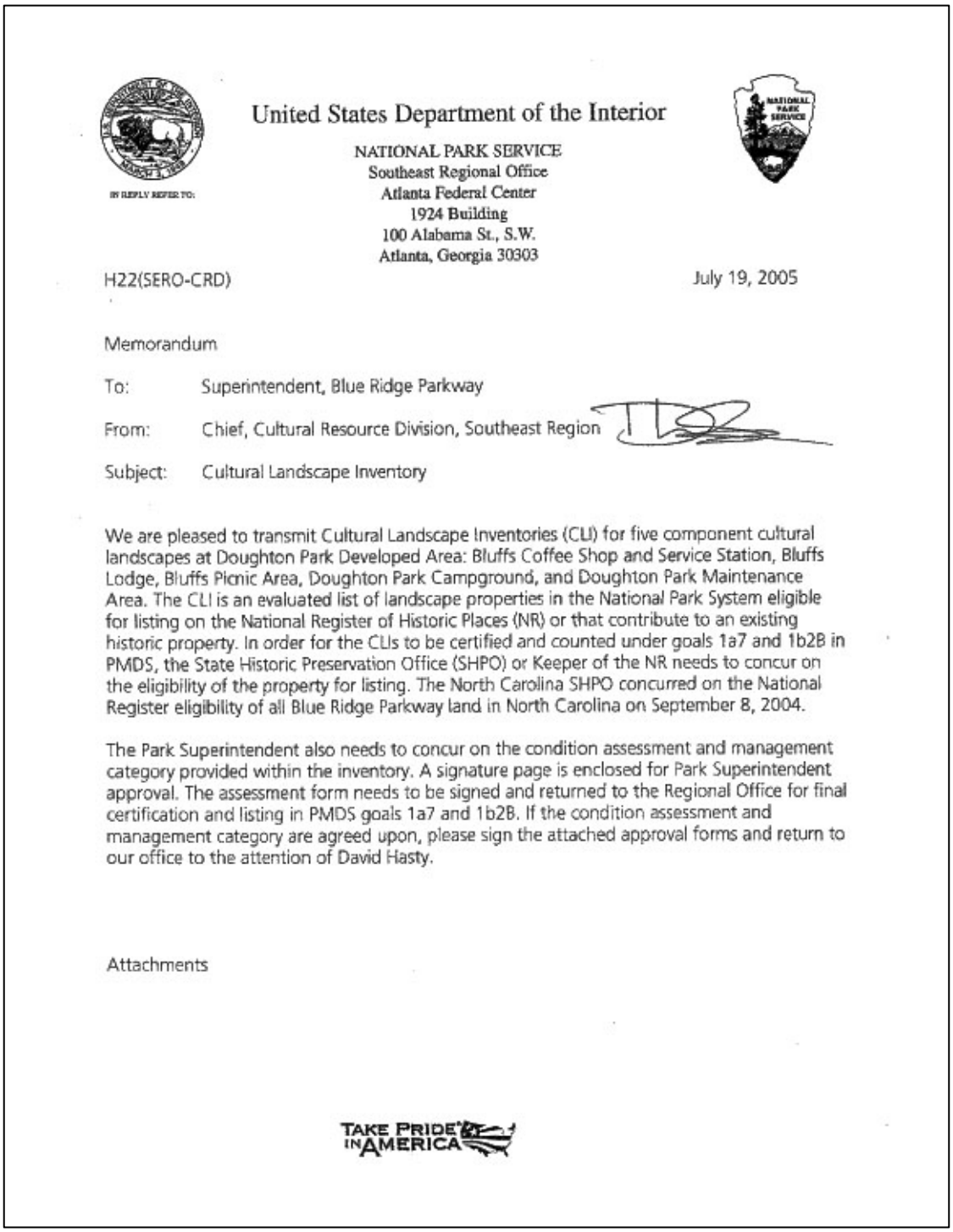
Park Superintendent Concurrence

Yes

Completion Status Explanatory Narrative

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

Concurrence Graphics



United States Department of the Interior

NATIONAL PARK SERVICE
Southeast Regional Office
Atlanta Federal Center
1924 Building
100 Alabama St., S.W.
Atlanta, Georgia 30303

IN REPLY REFER TO:

H22(SERO-CRD)

July 19, 2005

Memorandum

To: Superintendent, Blue Ridge Parkway

From: Chief, Cultural Resource Division, Southeast Region

Subject: Cultural Landscape Inventory

We are pleased to transmit Cultural Landscape Inventories (CLI) for five component cultural landscapes at Doughton Park Developed Area: Bluffs Coffee Shop and Service Station, Bluffs Lodge, Bluffs Picnic Area, Doughton Park Campground, and Doughton Park Maintenance Area. The CLI is an evaluated list of landscape properties in the National Park System eligible for listing on the National Register of Historic Places (NR) or that contribute to an existing historic property. In order for the CLIs to be certified and counted under goals 1a7 and 1b2B in PMDS, the State Historic Preservation Office (SHPO) or Keeper of the NR needs to concur on the eligibility of the property for listing. The North Carolina SHPO concurred on the National Register eligibility of all Blue Ridge Parkway land in North Carolina on September 8, 2004.

The Park Superintendent also needs to concur on the condition assessment and management category provided within the inventory. A signature page is enclosed for Park Superintendent approval. The assessment form needs to be signed and returned to the Regional Office for final certification and listing in PMDS goals 1a7 and 1b2B. If the condition assessment and management category are agreed upon, please sign the attached approval forms and return to our office to the attention of David Hasty.

Attachments

TAKE PRIDE IN AMERICA

Fig 2-1. Letter to Superintendent

CULTURAL LANDSCAPE INVENTORY
CONDITION ASSESSMENT CONCURRENCE SHEET – 6 June 2005

Park Information

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

Cultural Landscape Information

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

Park Superintendent Concurrence

Concur X **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

Park Information

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

Cultural Landscape Information

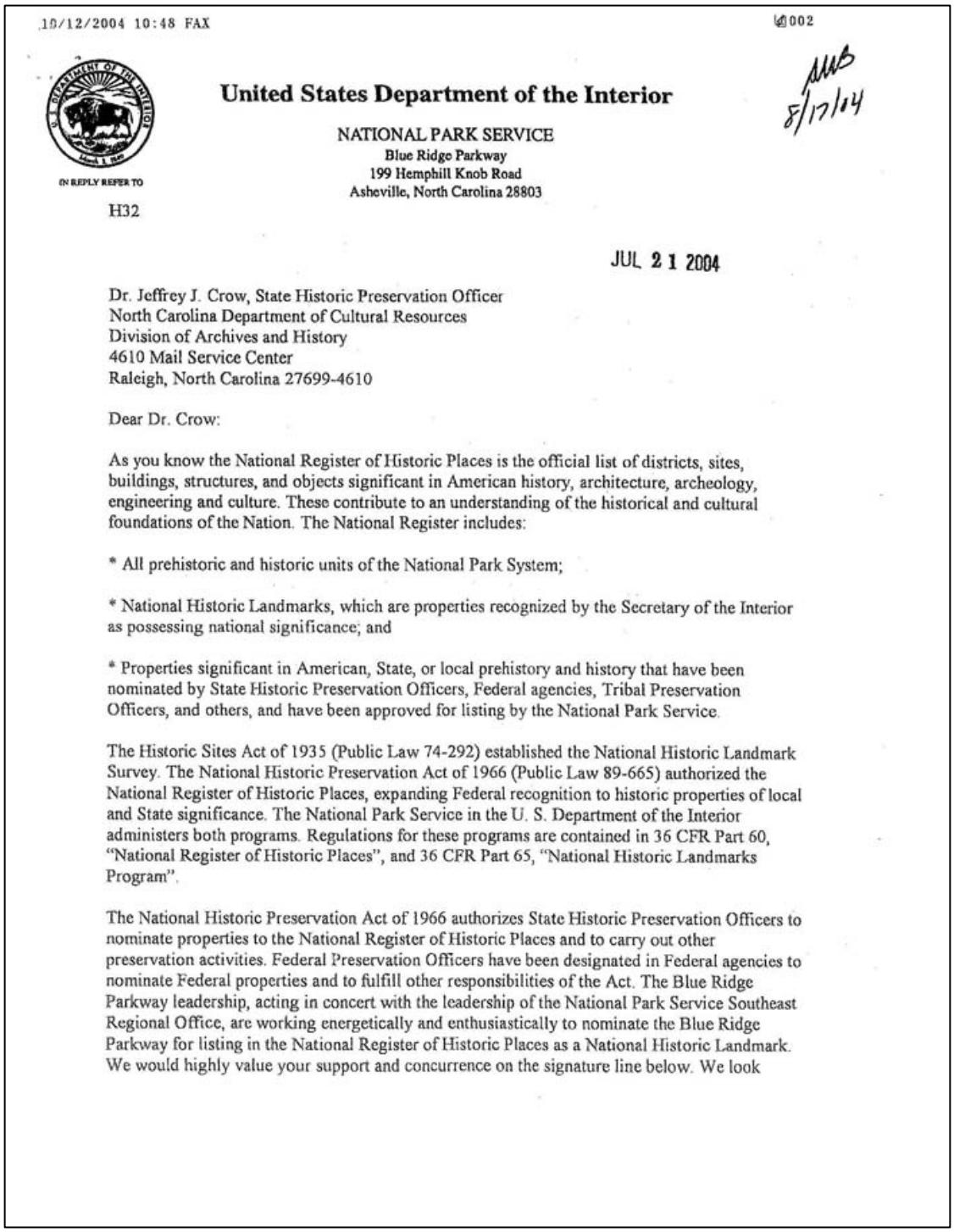
Inventory Name	CLI Id #	Condition	Previous Condition Date
Bluffs Coffee Shop and Service Station	550218	Fair	5/4/2005 (Fair)
Bluffs Lodge	550214	Good	5/4/2005 (Good)
Bluffs Picnic Area	550215	Good	5/4/2005 (Good)
Doughton Park Campground	550216	Good	5/4/2005 (Good)
Doughton Park Maintenance Area	550219	Good	5/4/2005 (Good)

Park Superintendent Concurrence

Concur ✓ **Do Not Concur** _____

Superintendent **Date** 9/23/11

Fig 2-3. Superintendent Condition Recertification, 2011



10/12/2004 10:48 FAX 002

AMB 8/17/04

United States Department of the Interior

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

IN REPLY REFER TO
H32

JUL 21 2004

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

Dear Dr. Crow:

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

* All prehistoric and historic units of the National Park System;

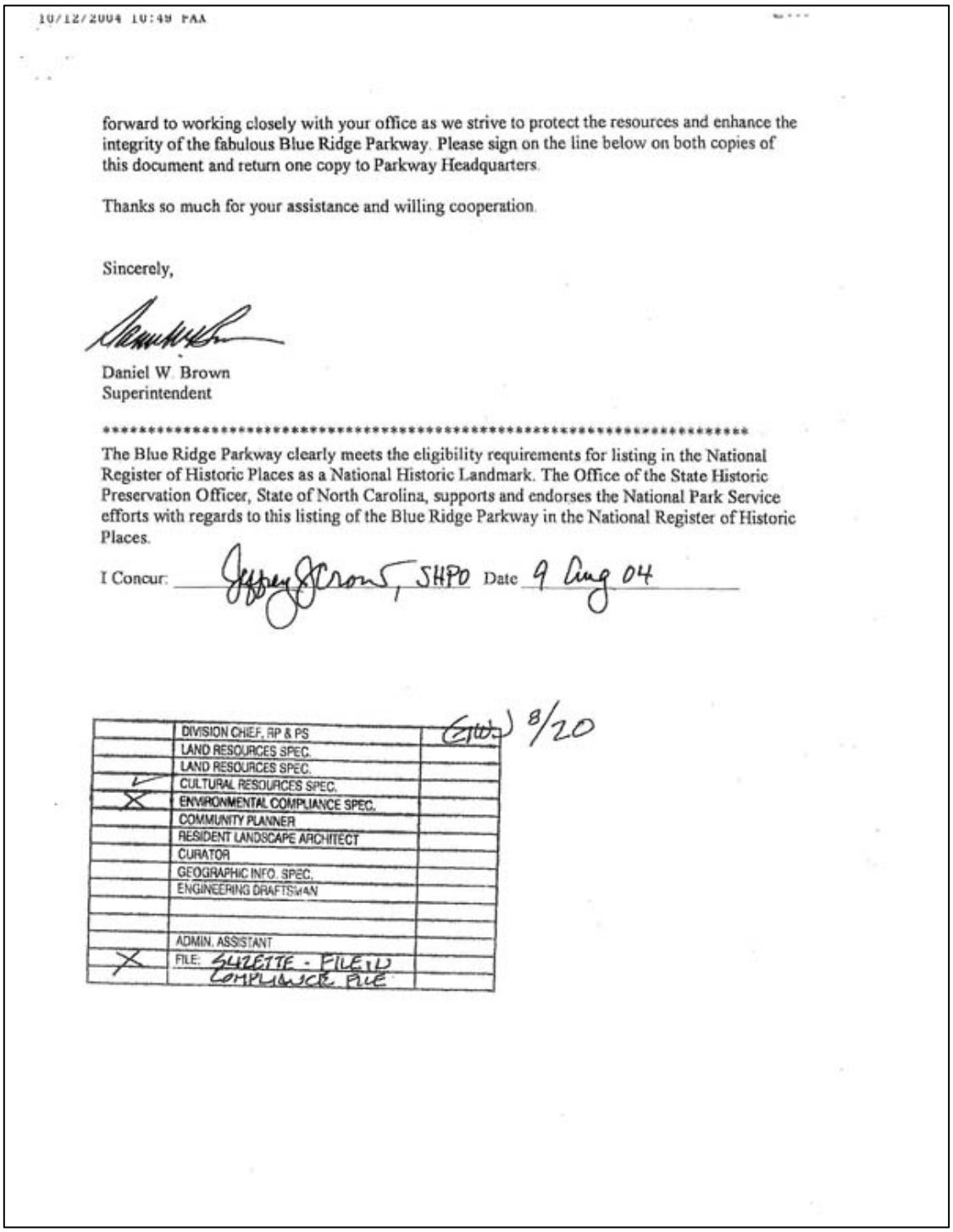
* National Historic Landmarks, which are properties recognized by the Secretary of the Interior as possessing national significance; and

* Properties significant in American, State, or local prehistory and history that have been nominated by State Historic Preservation Officers, Federal agencies, Tribal Preservation Officers, and others, and have been approved for listing by the National Park Service.

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

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

Fig 2-4. Memo to NC SHPO



10/12/2004 10:49 FAX

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

Thanks so much for your assistance and willing cooperation.

Sincerely,

Daniel W. Brown
Superintendent

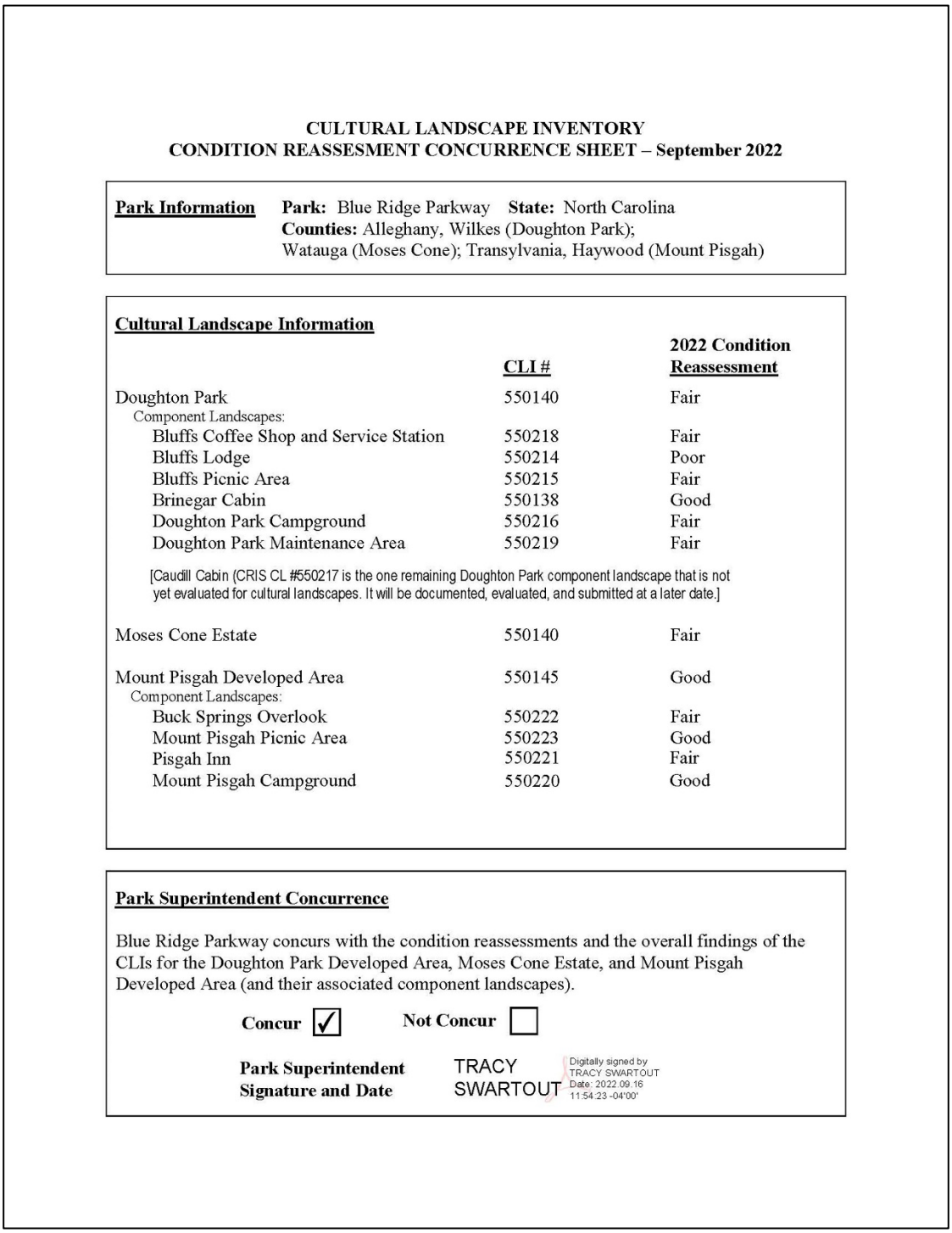
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The Blue Ridge Parkway clearly meets the eligibility requirements for listing in the National Register of Historic Places as a National Historic Landmark. The Office of the State Historic Preservation Officer, State of North Carolina, supports and 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	(GW) 8/20
	LAND RESOURCES SPEC.	
	LAND RESOURCES SPEC.	
✓	CULTURAL RESOURCES SPEC.	
X	ENVIRONMENTAL COMPLIANCE SPEC.	
	COMMUNITY PLANNER	
	RESIDENT LANDSCAPE ARCHITECT	
	CURATOR	
	GEOGRAPHIC INFO. SPEC.	
	ENGINEERING DRAFTSMAN	
	ADMIN. ASSISTANT	
X	FILE: SUZETTE - FILED COMPLIANCE FILE	

Fig 2-5. NC SHPO Signature



CULTURAL LANDSCAPE INVENTORY
CONDITION REASSESMENT 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

	CLI #	2022 Condition Reassessment
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)

17

Land Tract Number(s)

34-101, 34-103

Boundary Description

The Doughton Park Maintenance Area component landscape boundary includes the entry road, residence area, and maintenance complex - including the supply yard in the rear of the property.

Latitude/Longitude

Seq. No.	Geo-metry	Lati-tude	Longi-tude	Geo-Datum	Eleva-tion (Meters)	Position Source	Positi on Arrura cy	Date	Narra -tive
3013	Area	-81.2095138002 4887	36.3942878587 21334	1927 North American Datum		USGS Map 1:24,000			
3048	Area	-81.2026251627 8211	36.3909910349 3413	1927 North American Datum		USGS Map 1:24,000			
3054	Area	-81.2071045626 4601	36.3898383758 2293	1927 North American Datum		USGS Map 1:24,000			
3219	Area	-81.2068137998 0846	36.3937245846 6596	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

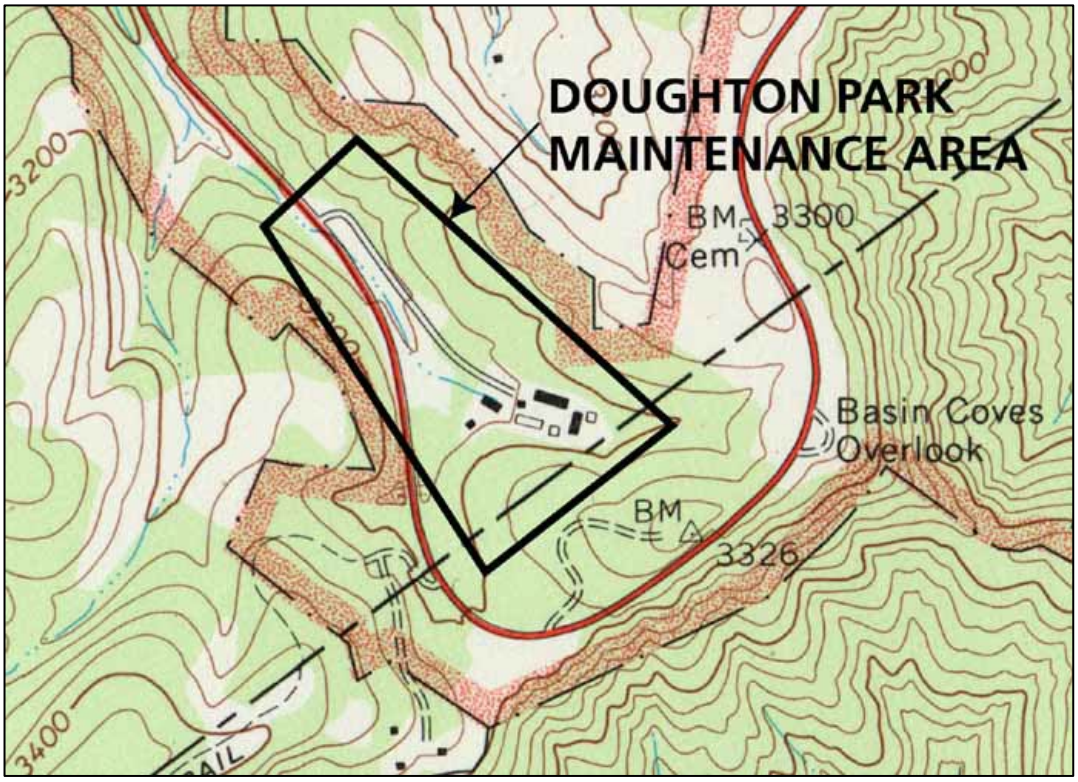


Fig 3-1. Doughton Park Maintenance Area Location Map (Whitehead, NC, USGS Quadrangle - 1968)

Counties and States

Alleghany County, NC

Chapter 4 : Management Information

Management Category

Must Be Preserved and Maintained

Management Category Date

05/04/2005

Management Category Explanatory Narrative

The major features of the Bluffs Maintenance Area were planned in the 1930s and early 1940s. By the end of the 1940s, all roadway and building development, including the residence area, was complete. 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 signficance of Blue Ridge Parkway as a potential National Historic Landmark.

Legal Interests

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

Located in a managed wilderness?

No

Adjacent Lands Information

Do Adjacent Lands Contribute?

No

Narrative

Doughton Park Maintenance Area is located inside a small, steeply-sloping valley. There are no views leading out to adjacent lands. Adjacent lands do not contribute to the significance of the site.

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 Maintenance Area was planned for and designed in the mid-1930s and it is one of the first four maintenance areas to be built along the Blue Ridge Parkway. Between 1938 and 1940, the entry road, courtyard, storage yard, Equipment Storage and Warehouse, and Blacksmith and Repair Shop were constructed. By 1942, the Office and Tool Storage, Gas and Oil House, and Incinerator were completed. The residence area was designed in the early 1940s, and the two residences were constructed in 1947-48. Also built during this time, was the Radio Substation. In the following four years, the remaining buildings in the maintenance area plan were constructed: the Hose Reel House and the Concrete Post and Shingle Mill.

The siting and vegetation factored prominently in the location of this maintenance and residence area. While the entry road is visible by motorists along the parkway, the residence and maintenance clusters are hidden from view, due to the steeply-sloping ravine and the vegetative buffers that were planted in the early 1940s.

As one of the first maintenance areas to be designed and built, the property contributes to the historical significance of the parkway. All major development took place during the first three periods of BLRI history (1936 – 1955) and contributes to the national significance of BLRI as an NHL. More recent development is small in scale, compatible with the original design intent, and largely unobtrusive. The buildings, infrastructure, siting, and the rustic, utilitarian style of this development are consistent with the original design intent of maintenance areas along the parkway and all these features retain their historic integrity.

National Register Significance Criteria

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

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

National Register Criteria Considerations

G -- A property less than 50 years of age

National Register Periods of Significance (with Historic Context Themes)

Seq. No.	Start Year/Era and End Year/Era	Historic Context Theme	Subtheme	Facet
3123	1933 CE and 1987 CE	Creating Social Institutions and Movements	Recreation	General Recreation
		Developing the American Economy	Transportation by Land and Air	Carriage Roads, Touring Roads and Parkways
		Expressing Cultural Values	Architecture	Rustic Architecture
		Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works
		Shaping the Political Landscape	Political and Military Affairs 1865-1939	The Great Depression And The New Deal, 1929-1941
		Transforming the Environment	Conservation of Natural Resources	Scenic Preservation

National Register Areas of Significance

Seq. No.	Category	Subcategory (only for Archeology and Ethnic Heritage)	Narrative
3315	Transportation		
3330	Landscape Architecture		
3343	Architecture		
3350	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
3261	Planned	On the Master Development Plan, the Bluffs is designated as a recreational area. Utility Area Development is noted for the present Maintenance Area.	1936	CE	1936	CE
3290	Designed	Designs for the entry road (with retaining wall and stream conduit), inner court (with underlying drainage and stream conduit), surrounding buildings, and storage yard are approved. Existing barn and houses are slated for removal.	1938	CE	1939	CE
3295	Designed	Original designs for the Maintenance Complex are altered to include a grease rack, fire equipment storage, incinerator and pump house. Earlier development is not affected by this addition.	1940	CE	1940	CE
3325	Built	The Maintenance entry road is built, along with the court yard, storage yard, Equipment Storage & Warehouse (Building # 110), and Blacksmith & Repair Shop (Building # 109).	1938	CE	1940	CE
3331	Built	More buildings are constructed at the site including: Office and Tool Storage (# 108), Gas and Oil House (# 111), and Incinerator (# 112).	1938	CE	1942	CE
3354	Designed	PLUMs show the proposed addition of 91 white pines along both sides of the entry road, starting halfway up to the Maintenance Complex. An understory of mountain laurel and rhododendron is proposed, and a former orchard reverts to forest.	1942	CE	1942	CE
3385	Planned	An Employee's Residence Group is planned for an area between	1940	CE	1943	CE

		the recently abandoned CCC Camp NP 21 and the Maintenance Complex.				
3411	Designed	Going through several iterations, the Residence Area is designed to includes two residences with semi-attached garages. Pre-existing CCC buildings are used as interim garage/storage spaces and slated for removal.	1946	CE	1947	CE
3424	Designed	Radio Substation (Building # 320) is designed.	1947	CE	1948	CE
3450	Built	Residence Buildings # 34 and # 35 are built, as well as the Radio Substation (Building # 320).	1947	CE	1948	CE
3469	Built	A permanent water system is put in place for the Maintenance Area, using an existing spring and a 10000 gallon water tank. The existing water pump is tied in to be used as a supplement.	1949	CE	1949	CE
3481	Built	Final plans are drawn for the Hose Reel House (Building # 347), and the Shops and Fire Equipment Storage (Building # 113), and they are built in the subsequent years.	1949	CE	1951	CE
3492	Built	Remaining planned buildings for the Maintenance Area are built, including the Hose Reel House (# 347) and Concrete Post and Shingle Mill (# 378, formerly # 114).	1951	CE	1952	CE
	Built	NPS installed a new sewage system near the residences.	1973	CE	1973	CE
	Altered	The Office and Tool Storage building, Blacksmith and Repair Shop, Gas and Oil House, and Equipment Storage and Warehouse are remodeled. The walls of each building, originally intended to be left exposed, are covered with sheets of Plywood T-1-11 milled to look like vertical flush mounted wood siding.	1983	CE	1983	CE
	Altered	The original Incinerator building is replaced by a contemporary sheet metal building with a new concrete slab foundation pad, a	2006	CE	2006	CE

		timber and steel post and beam structural system, and low-slope, corrugated aluminum roof. Elements of the old incinerator are retained, however, including the concrete pad, stepped retaining wall, and structural beams.				

Physical History

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

The construction of a Maintenance Area at The Bluff fulfilled the recreation area's need for a location to support the maintenance and operation of the park and Parkway. The 1936 master plan for The Bluff proposed a location for the maintenance area at MP 245.5, Parkway right. This maintenance area was one of the first four such support facilities to be constructed along the entire BLRI.

In September of 1938, CCC Camp NP-21 was established near The Bluff recreation area. Crews from the camp were assigned to landscape development on the Parkway. At least nine low barracks buildings to house workers were constructed close to the Parkway. NPS constructed the barracks to house approximately 225 men during landscape and recreation area development. According to aerial photographs taken at the time, what is believed to be four long barracks buildings were scattered between the entry road to the Maintenance Complex and the Parkway itself. This area also contained five smaller support buildings. On the slope above the entry road, there were five long building and two smaller support structures. A network of roads and trails ran between the buildings in this complex. According to one former CCC worker, "we had barracks. Regular barracks, like the army. Chow hall and everything…if you drove a truck, you got your truck out of the shed that morning…pulled out in front of the office, with the crew loaded on the back of it" (Pruitt 1996, 2).

Between 1938 and 1939, the entry road, including a retaining wall and stream conduit, was planned and implemented at this location. The entry road drawings indicate that there were several existing buildings near the location of the road including a frame house, a two-story

house, and a barn. The design for the complex was a horseshoe shape with an inner court surrounded by buildings. Stream conduit and a storage yard were also part of the original plan. The storage yard was planned for the area immediately behind the inner court. The stream conduit (an underground pipe which ran below the courtyard area) had an outlet just west of the inner court. Existing buildings such as a barn and several houses are slated for demolition on the plan for the entry road to the site (NPS 2005, 15). Between 1938 and 1940, NPS facilitated construction of many of the buildings proposed on the Maintenance Area – Utility Group Plan by using CCC labor (Sparks 1996, 4). Buildings constructed during this period included the Office and Tool Storage, Gas and Oil House, and Incinerator. In 1940 additional buildings were added to the Maintenance Area, these included the grease rack, fire equipment storage, incinerator and pump house.

By 1941, plans were being developed for an Employee's Residence Group to be added to the Maintenance Area. These buildings were not constructed until the after WWII. PLUMs from 1942 called for additional plantings near the entry road to the Maintenance Area. These were indicated in the CCC camp area, leading to the conclusion that the camp had been dismantled by this date. White pines were designated to reforest this area and buffer the Maintenance Area from the Parkway.



Fig 6-1. CCC Camp NP-21 with BLRI in background, c. 1940 - 1941, Neg. #9858, Class. #353.32, BLRI Archives.



Fig 6-2. CCC Camp NP-21 and Maintenance Area, c. 1940 - 1941, Neg. #9860, Class. #353.32, BLRI Archives.

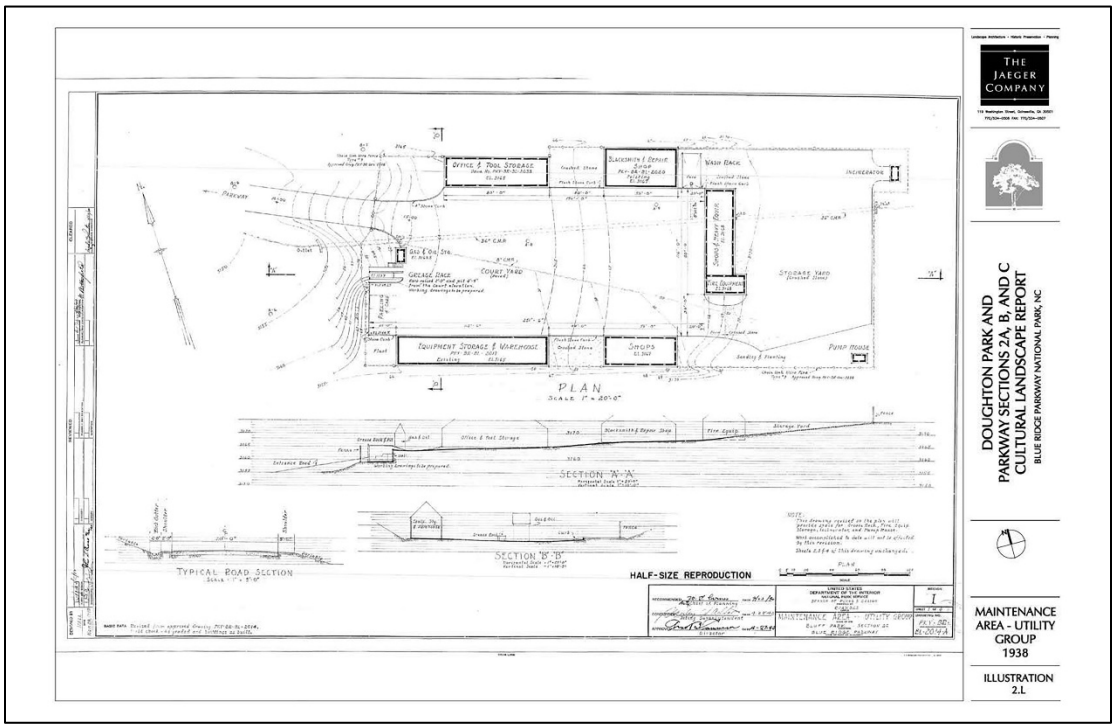


Fig 6-3. C. 1938 drawing illustrating original layout of the Doughton Park Maintenance Area, including the inner court, entry road, retaining wall, and stream conduit. The Jaeger Company, Doughton Park and Sections 2A, B and C: Cultural Landscape Report (2006), p. 199.

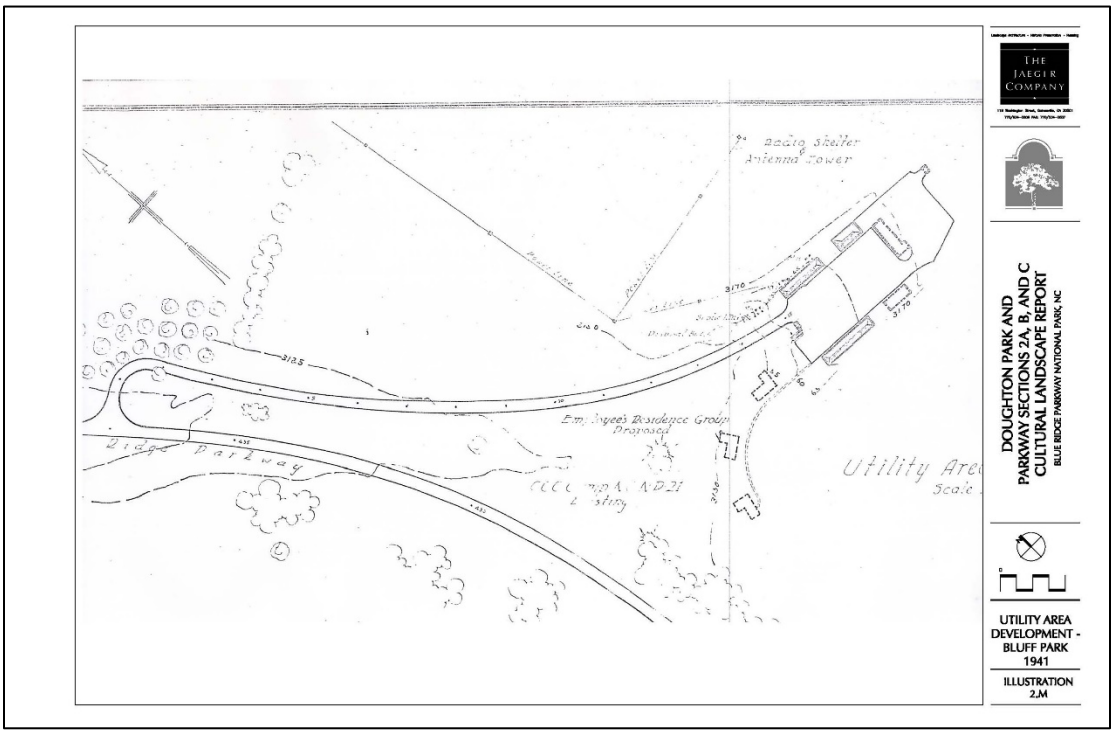


Fig 6-4. C. 1941 drawing illustrating plans for the Employee Residence Group at Doughton Park Maintenance Area. The Jaeger Company, Doughton Park and Sections 2A, B and C: Cultural Landscape Report (2006), p. 200.



Fig 6-5. 1941 aerial photograph showing location of CCC buildings in Maintenance Area, national Archives Photographic Collection, College Park, Maryland.

2. The War Years Era (1942-1945)

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

3. Resumption of Construction Era (1946-1955)

In an effort to have a 24-hour presence on the Parkway, NPS planned and constructed a residence area adjacent to the Maintenance Area. NPS designed these facilities between 1946 and 1947 and began construction once the CCC camp was dismantled in the area. The residence area included two wood frame houses with semi-attached garages.

NPS planned a radio substation and new residence building for the Maintenance area in 1947. Crews constructed these buildings in 1948. Increased maintenance activities in the postwar era

plus the construction of the new residences in the Maintenance Area necessitated the construction of a permanent water system for the area. NPS constructed a 10,000-gallon water tank in 1949 and linked the tank to a spring and utilizing an existing water pump for a supplemental source of water (NPS 2005, 16).

The increased popularity of the Parkway necessitated the construction of additional support buildings in the early 1950s. NPS constructed a hose reel house, shops, and a fire equipment storage building in 1951 and a concrete post and shingle mill in 1952. These buildings were located around the main court.

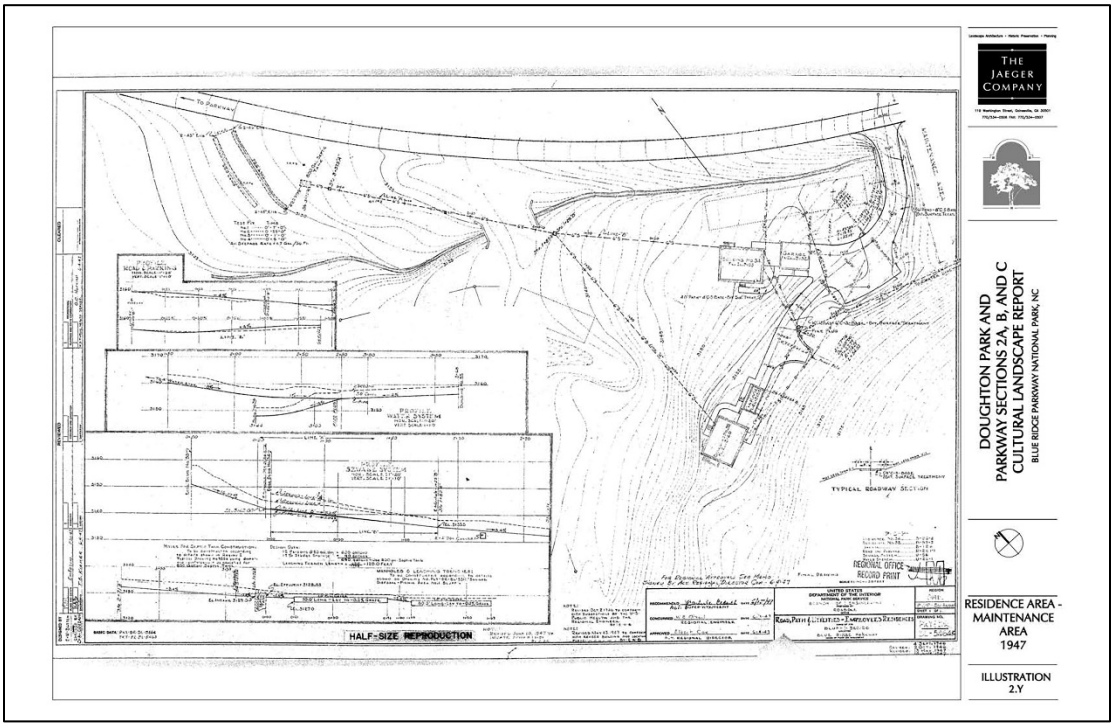


Fig 6-6. C. 1947 drawing illustrating plans for new residence area adjacent to the Doughton Park Maintenance Area, including two wood frame houses with semi-attached garages. The Jaeger Company, Doughton Park and Sections 2A, B and C: Cultural Landscape Report (2006), p. 212.

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

Between the latter part of the Mission 66 Era (1963 to 1967) and the present, the NPS added several additional buildings and structures to the Maintenance compound, including a hazardous materials storage building, two pole sheds, two storage buildings, an additional pump house, a rail storage shed, and the "tombstone" shed.

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

NPS installed a new sewage system near the residences in 1973. During the mid-1970s the Office and Tool Storage Building and the Blacksmith and Repair Shop were converted into offices for NPS staff via interior modifications.

In 1983, the Office and Tool Storage building, Blacksmith and Repair Shop, Gas and Oil House, and Equipment Storage and Warehouse were remodeled. The walls of each building, originally intended to be left exposed, were covered with sheets of Plywood T-1-11 milled to look like vertical flush mounted wood siding.

In 2006, the original Incinerator building was replaced by a contemporary sheet metal building with a new concrete slab foundation pad, a timber and steel post and beam structural system, and low-slope, corrugated aluminum roof. Elements of the old incinerator were retained, however, including the concrete pad, stepped retaining wall, and structural beams.

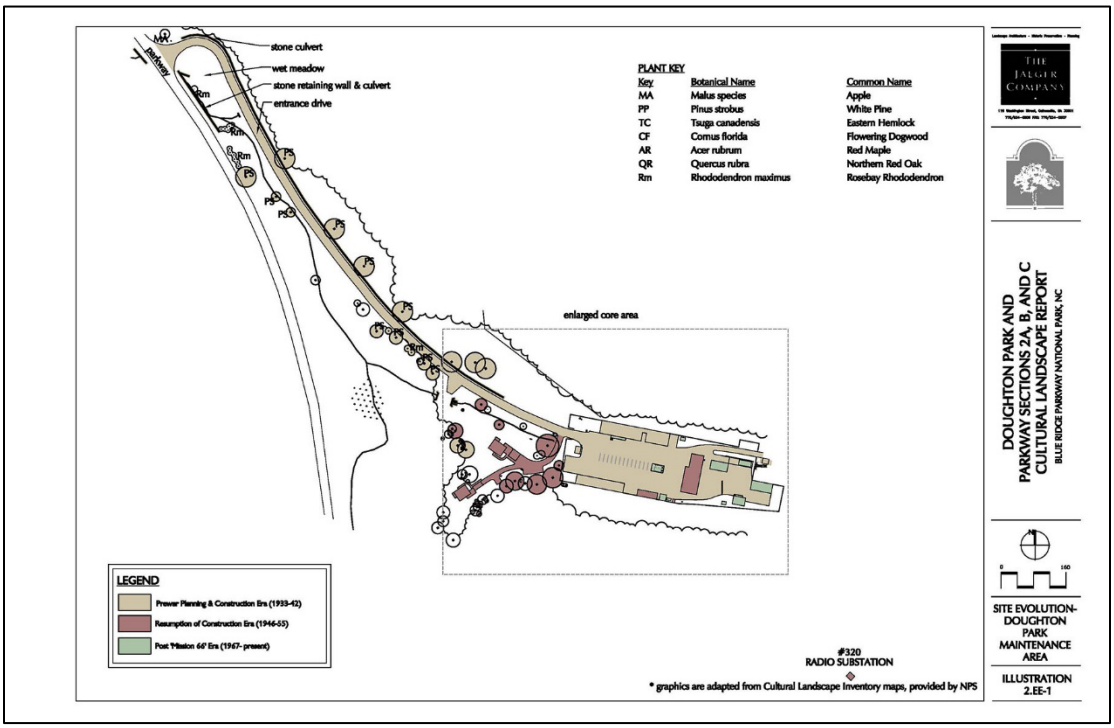


Fig 6-7. Doughton Park Maintenance Area Site Evolution (1 of 2). The Jaeger Company, Doughton Park and Sections 2A, B and C: Cultural Landscape Report (2006), p. 217.

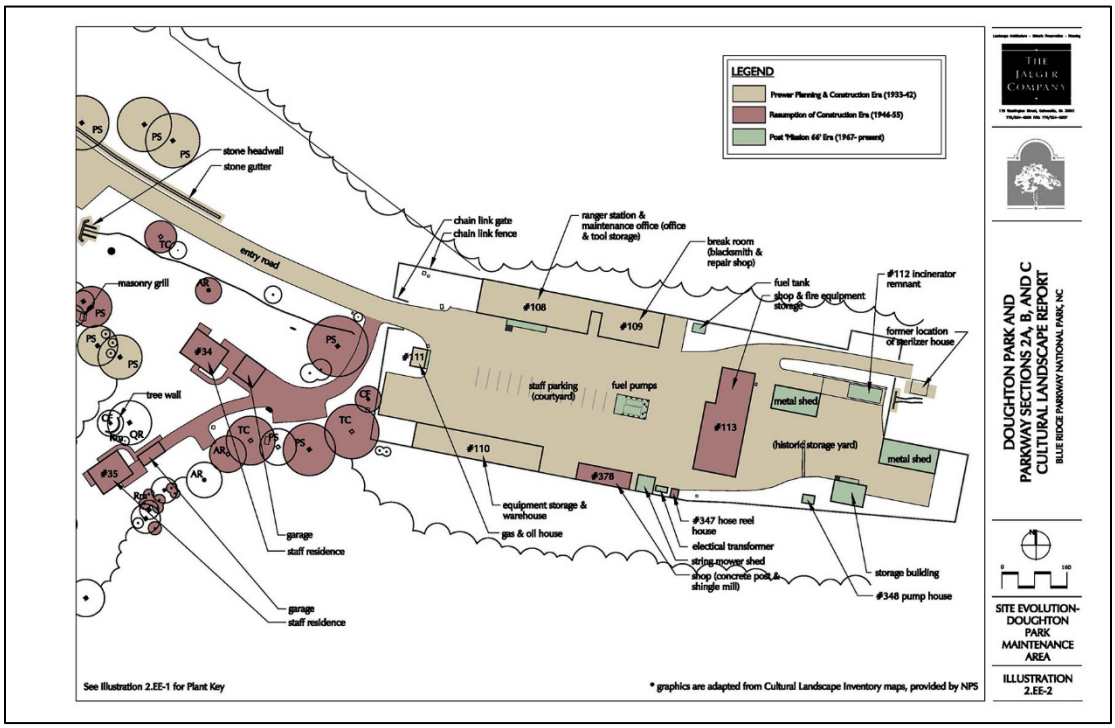


Fig 6-8. Doughton Park Maintenance Area Site Evolution (2 of 2). The Jaeger Company, Doughton Park and Sections 2A, B and C: Cultural Landscape Report (2006), p. 218.

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)
3071	Domestic (Residential)	Domestic (Residential)-Other	Domestic (Residential)-Other	Yes	Yes	
3106	General Storage	Storage Yard (Open Area Used)	Storage Yard (Open Area Used)	Yes	Yes	
3091	Government	Government Office	Maintenance Facility	Yes	Yes	

Public Access

Public Access

With Permission

Chapter 8: Analysis & Evaluation

Analysis and Evaluation Summary

Doughton Park Maintenance Area is one of the first four maintenance areas to be designed and built along Blue Ridge Parkway. This site was originally planned to house CCC workers, shops, and offices, but has evolved to provide offices and shops for the Parkway maintenance division, the District Ranger, and two Parkway staff residences. Two clusters of buildings and structures exist at the property: the maintenance compound and the residence area. Both were planned for and designed in the late 1930s and early 1940s. The roadway, courtyard, and associated infrastructure for the maintenance complex were completed in the late-1930s, along with the Equipment Storage and Warehouse (Building # 110) and Blacksmith and Repair Shop (Building # 109). By 1942, the Office and Tool Storage (Building # 108), Gas and Oil House (Building # 111), and Incinerator (Building # 112) were complete. This was followed by the Radio Substation (Building # 320) in 1948 and by 1952 the Hose Reel House (Building # 347), Shops and Fire Equipment Storage (Building # 113), and Concrete Post and Shingle Mill (Building # 378, formerly #114) were complete. The two residence area homes and attached garages were built during 1947-1948.

A 1942 Parkway Land Use Map called for the addition of several dozen white pines (Pinus strobus) to the site, with rosebay (Rhododendron maximum) and mountain laurel (Kalmia latifolia) for an understory. The entry remained open in the plans, with the proposed additions starting halfway up the entry road, shielding views to the compound from the Parkway

There are few later additions to the property. Sheds and outbuildings have been added to the rear storage yard area of the maintenance complex, plus a few minor sheds along the perimeter of the courtyard. No evidence of major recent planting is seen. None of the additions negatively impact the original spatial organization.

The property contributes to the significance of the parkway as one of the first four planned maintenance areas, built in the simple and rustic style intended. All major construction took place

during the first three periods of BLRI development (1936 – 1955). The maintenance buildings are utilitarian in nature, with concrete foundations and floors, cinder block walls and asphalt or metal roofing. Their construction style is in keeping with the design intent for maintenance areas of the parkway, as is their siting around a rectangular interior courtyard. The residences were similarly simple in nature, although they took on more of a rustic feeling with wood siding and no ornamentation. Entry road design and adjacent vegetation plantings buffer views of these areas from the Parkway.

Doughton Park Maintenance Area retains integrity in all seven aspects of the National Register criteria: location, design, setting, materials, workmanship, feeling and association. The location of all primary features – roadways, buildings, structures, vegetative buffers – is the same today as during the historic period. The design, materials and workmanship of earlier buildings largely remains rustic and utilitarian in nature, although window, roof or door replacement may have used materials different than the original. More recent buildings follow the same utilitarian design intent. The setting is the same as was intended, a maintenance area set into a steep, narrow ravine sheltered from view by topography and vegetation. Similarly, the feeling of the property remains as a secluded area for parkway employee use, and its original association – namely a Blue Ridge Parkway maintenance area – 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 Doughton Park Maintenance Area is a central courtyard surrounded by utility buildings, with a storage area to the rear, and an adjacent residence area. Few alterations have taken place since its inception in the late 1930s. The newer buildings in the rear

storage area, and the smaller buildings lining the courtyard are unobtrusive and are not a negative impact on the historic spatial organization of the site. The residence area has seen no alterations over the years except for the maturation of the white pines and understory that still successfully manage views into the site from the parkway road.

Feature Name: Screening from Parkway
Feature Contribution: Contributing

Feature Name: Courtyard surrounded by Utility Buildings
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:
This planned utilitarian landscape continues to operate in that capacity. The area was intended to be a functional element of the landscape necessary for running and constructing the Parkway. The addition of staff residential units and the offices of the rangers have done little to change that utilitarian nature. Parkway visitors do not see this area from the roadway and rarely have a need to enter the site. This area acts as a core of Parkway administrative offices, supplies storage area, and staff housing site.

Feature Name: Utilitarian
Feature Contribution: Contributing

Topography

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

Post-Historic and Existing Conditions:

Steep slopes surround the Doughton Park Maintenance Area on three sides and serve to shelter the site from the adjacent parkway road. The terrain has not been altered over the years and retains its historic integrity.

Feature Name: Steep Slopes screening view from Parkway
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 Doughton Park Maintenance Area features several types of vegetation, including a wet meadow, vegetative buffer, copse of planted white pine,

Wet Meadow: Along the entry road, a wet meadow separates the road from the Parkway. This area is mown seasonally to suppress invasion of woody plants into the open meadow. Such a maintenance practice produces a composition of wet meadow forbs and grasses with specimen trees and shrubs scattered throughout. The trees found in this meadow are predominantly white pine. The dominant shrub type is rosebay rhododendron. The health of the vegetation in this area is good with one exception. Previously, there had been a single apple tree located on the northern side of the entrance road. At one point, this tree was the sole surviving member of an orchard that was specified in the PLUMs. At the time that the CLR for Doughton Park was undertaken, the tree's health had been poor. The tree evidently failed and has since been removed.

Vegetative Buffer: In the early 1940s a vegetative buffer was planted to screen the Maintenance Area from the Parkway. This buffer begins at the southern end of the wet meadow and follows along the Parkway. The tree species are predominantly White Pine and have matured to provide a dense shaded forest between the Maintenance Area and Parkway. Along the edges of this

buffer, colonies of rosebay rhododendron have naturalized. Both the overall organization of open and wooded areas, and the individual mature white pines, retain their historic integrity and contribute to the significance of the property. The current health of the buffer is good, but such an even-aged stand of trees is very susceptible to eradication by a single disease or insect.

NE Edge of Entrance Road and Maintenance Area: Along the northeastern edge of the entrance road and northeastern side of the Maintenance Area white pine dominate the vegetation. Many large pines along the entrance road predate Parkway construction. As with the previously mentioned white pine buffer, this area is composed of dense mature canopy and an understory of rhododendron. Differing from the buffer, this wooded area also includes young hardwoods such as red maple and tulip poplar. The health of these plants is good, with no signs of decline.

Staff Residence Landscaping: The original planting plan for the residence area was designed by Orcutt and recommended by Sam Weems in 1949. This plan called for the addition of 3 more white pine, a Canadian hemlock, 2 red maples, one scarlet oak, and 16 dogwood, 3 dozen more rosebay rhododendrons, 20 catawba rhododendrons, 15 mountain laurels, and 13 flame azaleas, with vinca minor and Virginia creeper selected for ground cover. Tree species such as hemlock, dogwood and red maple were commonly planted along the Parkway, but non-native shrub species like lilac (*Syringa vulgaris*) are a departure from the Parkway plant palette. These shrubs were planted as specimens in the lawn, but are no longer present. Similarly, deciduous shade trees are featured as specimens in the lawn. A unique border was also created along the southern side of the entry to the residences. This border is composed of tightly spaced native evergreen and deciduous overstory trees, flowering understory trees, and many flowering shrubs. The condition of vegetation in this area is fair, due to the removal of several of the shrubs, trees and evidence of Hemlock Wooly Adelgid damage on several of the hemlocks.

Feature Name: Wet Meadow
Feature Contribution: Contributing

Feature Name: Vegetative Buffer

Feature Contribution: Contributing

Feature Name: Staff Residence Landscaping

Feature Contribution: Contributing

Feature Name: White Pine (Pinus strobus) Specimen Trees

Feature Contribution: Contributing



Fig 8-1. White pine buffer separating Parkway from Maintenance Area entry road (2021)



Fig 8-2. Flowering dogwood by Residence Area driveway (2021)



Fig 8-3. White pines near Maintenance Area entry road (2021)



Fig 8-4. Wet meadow near entrance to Maintenance Area from Parkway (2021)

Circulation

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

Existing Conditions:

The Doughton Park Maintenance Area features very few formalized pedestrian paths. Several concrete sidewalks are located around the residential units to connect the parking area with the entrances to the homes. Otherwise, vehicular lanes are accessed by pedestrians to enter and navigate between the various maintenance buildings.

Vehicular circulation is primarily accomplished with the quarter mile long entrance road. This two-lane asphalt thoroughfare ends at the entrance to the staff residences and the entrance gate of the Maintenance Area. A 250-foot-long shared asphalt drive begins at the end of the entrance road and leads to the two staff residential units.

The Maintenance Area features a large, paved courtyard immediately after passing through the entrance gate. This area is composed of a central striped parking area for 12 cars with additional parking for 10 cars located on the northern side of the courtyard. Additionally, vehicular traffic circulates around the central parking area with adequate space for two vehicles to pass. The circulation lanes and paths in the Maintenance Area are in good condition showing no signs of excessive wear. Vehicular circulation within the maintenance compound is informal with no striped lanes or curbs.

Feature Name: Entry Road
Feature Contribution: Contributing

Feature Name: Paved Courtyard
Feature Contribution: Contributing

Feature Name: Residence Area Driveway
Feature Contribution: Contributing



Fig 8-5. Middle section of entrance road to Doughton Maintenance Area, facing northwest (2021)



Fig 8-6. Paved central courtyard with parking and fueling station at Doughton Maintenance Area, facing southwest (2021)



Fig 8-7. Paved asphalt driveway leading to staff residence area (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 Maintenance Area is located at milepost 245.5 on parkway left. The site is relatively flat and set in a clearing at the base of a hill surrounded by dense woods. The rectangular-shaped site is bounded by a chain link fence with barbed wire and entered through a chain link gate. Access to the site is from an asphalt-paved winding spur road that extends to, but is not visible from, the parkway. The maintenance area consists of fourteen structures arranged

around and within a central asphalt-paved surface lot oriented on an east-west axis. The character of these utilitarian buildings is quite different from other buildings in Doughton Park. Even the Prewar Planning and Construction Era maintenance buildings possess none of the rustic charm of other Doughton Park buildings from the same era. A small residential enclave, consisting of two residential structures, is located near the west entry gates to the maintenance area. The two residential units share similarities with other Resumption of Construction Era Doughton Park buildings like the Lodge and Coffee Shop. All buildings are structurally sound, but often the exterior building materials have been significantly altered. All buildings are in good condition unless noted otherwise.

Equipment Storage and Warehouse (Building #110): The Equipment Storage and Warehouse was one of the first buildings constructed in the maintenance complex. This building is located on the southern side of the courtyard, near the entrance gates. The warehouse is immediately west of the Concrete Post and Shingle Mill (Building #378) and affronts the paved surface lot. The chain link perimeter fence aligns with the rear elevation of the building. Built with a north facing bay of eight metal garage doors, the warehouse is designed to easily be opened for loading and unloading of maintenance equipment and supplies. It is single-story with a linear plan oriented on an east-west axis and constructed of concrete blocks set upon a concrete foundation. The building has a wood truss-framed standing seam metal hip roof with hanging gutters. A total of four six-light steel-frame industrial sash windows with concrete sills clad with wood are located on the main facade of the building. A pair of similar windows is located on either side of the garage door bays. Door openings have steel-framed doors with glazing. The main elevation of the building is divided into eight 12-foot-wide bays with aluminum roll-up garage doors and an extended roofline that forms a 1-foot eave. The windows and standing seam roofing are original to the building. The building walls were covered with sheets of Plywood T-1-11 in 1983. This siding material is milled to look like vertical flush mounted wood siding. The siding is not original to the building and has been used to cover the concrete block walls which were originally intended to be left exposed. The garage doors appear to be contemporary replacements. The Office and Tool Storage building, Blacksmith and Repair Shop, and Gas and Oil House have been similarly remodeled with the same materials. The Equipment Storage and

Warehouse building is a contributing resource that relates the original design of the Blue Ridge Parkway (WJE 2016, A-242).

Office and Tool Storage (Building #108): The Office and Tool Storage building is located on the northwest side of the Bluffs Maintenance yard, near the entrance gates. The building is immediately west of the Blacksmith and Repair Shop and affronts the paved surface lot. The chain link perimeter fence aligns with the rear elevation of the building. Built in the Prewar Planning and Construction Era of the Parkway, the Office and Tool Storage building is one of the oldest buildings on the site and currently houses offices for maintenance and park rangers. The building is single-story with a linear plan oriented on an east-west axis with the main entrance on the south façade. The building sits atop a concrete foundation and has load-bearing concrete block walls, grooved plywood siding painted brown, and a standing seam metal hip roof with hanging gutter. The facade is composed of six metal framed windows, three doorways and a metal garage door. The windows are metal framed casement windows with a total of 16 lights per window. The four lights on either side are fixed and the center eight lights are an awning unit. The window openings have a concrete sill clad with wood. Door openings have steel-framed doors with glazing. The main entrance at the southwest end of the building is accessed by a wood-framed ramp and has an aluminum awning. Originally this building contained a covered loading dock with three metal garage doors in the center of the south facade. This area of the building has been enclosed and now contains two windows and a door. An addition to the offices has been constructed on the eastern end of the building. This addition connects the Office and Tool Storage building with the adjacent Blacksmith and Repair Shop and features an entrance door and a garage door. The Office and Tool Storage building is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-240).

Blacksmith and Repair Shop (Building #109): Located on the north side of the Maintenance Area, immediately east of the Office and Tool Storage building and affronting the paved surface lot, the Blacksmith and Repair Shop is one of the four originally constructed buildings on the site. This building now contains the break room for the Parkway maintenance staff. The chain link perimeter fence aligns with the rear elevation of the building. The Blacksmith and Repair Shop is

single-story with a rectangular plan. The building is oriented on an east-west axis with the main entrance on the south facade. The south façade is composed of four bays with two garage doors and three entrance doors. Originally, the building had featured three garage doors – one of these garage doors has been covered with siding and an entrance door has been added in its place. The building sits atop a concrete foundation and has load-bearing concrete block walls, grooved plywood siding painted brown, and a standing seam metal hip roof with hanging gutter. Typical fenestration includes steel-framed industrial sash windows consisting of sixteen lights arranged in a four-by-four pattern with the side lights on all sides fixed and the center four lights in an awning window. The window openings have a concrete sill clad with wood. Door openings have wood-framed multi-light doors with vinyl storm doors or steel-framed multi-light doors. Primary entrances have aluminum awnings. The building is directly linked to the Office and Tool Storage building through an enclosure that extends from the west end of the south elevation. An interior chimney constructed of concrete masonry projects from the roof. The Blacksmith and Repair Shop is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-241).

Gas and Oil House (Building #111): The fourth of the original four buildings in the Maintenance compound, the Gas and Oil House is now used for materials storage by the Parkway Interpretive division. This building is 13 feet wide by 17 feet long and located on the west side of the Maintenance yard, on the south side of the entrance gates. The building is single-story with a rectangular plan and is constructed of concrete blocks set atop a concrete foundation. The building has a wood-framed standing seam metal gable roof with hanging gutters. Typical fenestration includes nine-light steel-framed industrial sash windows with concrete sills clad with wood. The side lights are fixed and the center three lights are a casement unit. A door opening is centered on the main elevation and includes a steel-framed door with multi-light glazing. One interior vent stack projects from the roof. This building has been remodeled in the same fashion as the Equipment Storage and Warehouse, Blacksmith and Repair Shop, and Office and Tool Storage buildings and is similarly clad in grooved plywood siding painted brown. Though this siding was added later, the windows and front entrance door are original. The entrance is located on the eastern facade of the small building. The building is in good condition

overall but is showing signs of age – the paint on the entrance door is peeling, for example, exposing the underlying metal to weathering and rust. The Gas and Oil House is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-243).

Staff Residential Enclave: In the late 1940s, two residences – Residence #34 (Building #34) and Residence #35 (Building #35) – were built for Parkway staff members. These residences were constructed on property adjacent to the Maintenance Area entrance gate. This small residential enclave is accessed by a paved access road that extends from parkway left to a common asphalt-paved driveway shared by both residences. The property features a mown lawn and is surrounded by dense deciduous forest. Unlike the other Maintenance Area buildings, the staff residences were designed to be less utilitarian in nature. The form and materials used for the residences is more akin to the Bluffs Coffee Shop and Bluffs Lodge, which were constructed at the same time. The residences were constructed in a similar style with similar materials and are thus nearly identical to each other (WJE 2016, A-254-5).

Residence #34 (Building #34): Residence #34 is a two-story Colonial Revival-style building consisting of the main house, two-car garage, and a covered open-air breezeway linking the two structures. The house and garage each have a concrete foundation, vinyl siding, and asphalt shingle gable roofs. The vinyl siding has a wood-shake pattern with the end gables on a northwest-southeast axis with the main entrance centered on the southeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and multiple offset asphalt shingle gable roofs over the carport, enclosed patio, and house. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one exterior concrete masonry chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall. Residence #34 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 Colonial Revival-style staff residence on the Parkway (WJE 2016, A-254).

Residence #35 (Building #35): Residence #35 is a two-story Colonial Revival-style structure consisting of the main house, two-car garage, and covered open-air breezeway linking the two structures. The house and garage each have a concrete foundation, vinyl siding, and asphalt shingle gable roofs. The vinyl siding has a wood-shake pattern with the end gables on a southeast–northwest axis with the main entrance centered on the northeast elevation. The building has a slab-on-grade foundation, brick cladding at the base of the wall with vinyl siding above, and asphalt shingle gable roofs over the house and carport and enclosed patio. The building features wood-framed double-hung one-over-one windows with vinyl screens and a brick rowlock sill course, hanging gutters, one exterior concrete masonry chimney, and a covered carport with concrete slab and built-in wood cabinets along the exterior wall. Residence #35 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 Colonial Revival-style staff residence on the Parkway (WJE 2016, A-255).

Radio Substation (Building #320): The Radio Substation was constructed at the same time as the staff residences. The 1948 General Development Plan shows this substation located to the southeast of the maintenance compound. The concrete block building measures eight feet by eight feet and features a slightly sloped flat concrete slab roof. This building is no longer in use. The condition of the Substation is fair due to abandonment and the associated lack of maintenance. The area surrounding the substation is currently used as a dump site for the Parkway. Materials such as wood timbers, asphalt roofing, dilapidated signs, removed masonry drinking fountains and stone rubble are located in a 100-foot radius around the building.

Hose Reel House (Building #347): The Hose Reel House is located at the southeastern corner of the maintenance compound. The building affronts the paved surface lot and is adjacent to the Hazardous Materials Storage building to the east. This seven-by-seven, single-story concrete block building is approximately five feet tall. The building has vertical wood plank double doors on the north entrance elevation and slotted concrete block vent openings on the side elevations. A wood sign over the door opening indicates its use as the hose reel house. The building sits on a concrete block foundation, is constructed of concrete blocks, and has a slightly sloped concrete

slab roof. The building is in good structural condition but is covered in peeling paint. The Hose Reel House is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-245).

Hazardous Materials Storage (Building #884): The Hazardous Materials Storage building is located on the south side of the Bluffs Maintenance yard. The building affronts the paved surface lot and is between Building #814 and the Hose Reel House. The Hazardous Materials Storage building is a 96-square-foot structure with cast-in-place concrete foundation, tilt-up concrete panel walls, and a low-slope cast-in-place concrete roof slab. The building has a steel door on the main entrance elevation accessed by a steel sheet metal ramp, and vent openings on the east and west elevations. The Hazardous Materials Storage building is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway (WJE 2016, A-253).

Shop and Fire Equipment Storage (Building #113): The Fire Equipment Storage building is located at the center of the Maintenance Area and continues to serve its intended function, with the northern side of the building dedicated to fire equipment storage and the southern end dedicated to automotive repairs. The building affronts the paved surface lot and is adjacent to the Hose Reel House to the north. The building consists of a one-and-a-half story main shop building and a one-story storage addition and is oriented on a north-south axis with the main elevation on the west. The walls are load-bearing and constructed of concrete blocks. The building sits on concrete foundation and has a multi-gable roof. Originally roofed with transite asbestos shingles, the Shop was later re-roofed with a standing seam metal roof. The building is clad with grooved plywood siding painted brown, similar to the Office and Tool Storage building. The main elevation of the storage building has a single roll-up garage door and a recessed entrance vestibule. The main elevation of the shop building is composed of four bays with roll-up aluminum garage doors. Typical fenestration includes glass block-filled window openings, each with an inset aluminum fixed window and concrete sill. Door openings contain steel-framed multi-light and louvered doors. The building has one exterior concrete masonry chimney and one interior brick chimney that project above the roof. The Shop and Fire Equipment Storage building

is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-244).

Concrete Post and Shingle Mill (Building #378): The Mill and Paint Shop is located on the south side of the Bluffs Maintenance Area. The building is situated between the Equipment Storage and Warehouse building to the east and Building #814 to the west. The chain link perimeter fence aligns with the rear elevation of the building. The Concrete Post and Shingle Mill is single-story with a rectangular plan oriented on an east–west axis with the main entrance on the north elevation. The building is composed of a concrete foundation, load-bearing concrete block walls sided with sheets of Plywood T-1-11, and a corrugated metal barrel-vaulted roof. Two entrance doors are centered on the courtyard side of the building. Typical fenestration includes six-light fixed steel-framed industrial sash windows with concrete sills clad with wood. Door openings have steel-framed doors with glazing. The building has two sheet metal vent stacks that project from the roof and an exterior concrete masonry chimney attached to the east elevation. The Concrete Post and Shingle Mill 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 utilitarian-style building on the Parkway (WJE 2016, A-247).

Pump House #1 (Building #348): A small 8 foot by 11-foot building is located to the southeast of the Shop and Fire Equipment Storage building at the crest of a tall grass-covered surrounded by dense woods. Also within the clearing, and adjacent to the site, is a depression in the earth that is filled with construction and demolition-related debris. The Pump House itself is single-story with a concrete block foundation and walls and a concrete slab low-slope shed roof clad in asphalt shingles. The building has a two-panel steel door on the eastern façade, a small sliding window on the northern façade, and vent openings on the side elevations. This contemporary building sits on top of the original sub-grade well for the Maintenance Area. The building is sided with the same plywood sheets as the other buildings on the site. As it was constructed within the period of significance and exhibits features consonant with the built fabric of other contributing features within the Maintenance Area, namely the plywood sheet siding used for the other maintenance building, the Pump House contributes to the site's historic significance (WJE 2016, A-238).

Pump House #2 (Building #369): A second Pump House is located on the south side of the Maintenance Area. The building is situated on a small grass-covered embankment, west of Pole Shed No. 2. A chain link perimeter fence aligns with the back elevation of the building. The second Pump House is a one-story load-bearing structure with concrete foundation, grooved plywood siding, and asphalt shingle gable roof with enclosed eaves and hanging gutter. Typical fenestration includes sliding windows. Door openings have steel-framed doors. The building is a non-contributing resource due to its age (WJE 2016, A-225).

Sterilizer House (Building #375): The Sterilizer House was first mentioned in the 2001 CLI as an undetermined resource. The Doughton Park Facilities Manager at the time of the 2006 CLR, Ray Shaw, noted that this building was located in the northeastern corner of the property but was no longer standing. The site where it once stood is now fully obscured by vegetation and miscellaneous debris. The significance of the Sterilizer House was never determined. Functionally, it is non-contributing.

Incinerator (Building #112): Constructed before 1953, the incinerator for Doughton Park is located east of the Shop and Fire Equipment Storage building. The 2001 CLI originally listed this building as a contributing resource. At the time the 2006 CLR was completed, the building was no longer in use and only partially standing. Four rusty steel support poles and a partial corrugated metal roof were all that remained at the time. This was replaced by a contemporary sheet metal building with a new concrete slab foundation pad, a timber and steel post and beam structural system, and low-slope, corrugated aluminum roof in 2006. Elements of the old incinerator remain, however, including the concrete pad, stepped retaining wall, and structural beams. Given the recent extensive changes to the original building, however, the Incinerator is now non-contributing (WJE 2016, A-237).

Recent Additions: In addition to the thirteen previously described buildings and structures, four additional buildings have been added to the maintenance compound. Two wood pole framed sheds are located in the storage yard area: Pole Shed #1 (Building #678) and Pole Shed #2

(Building #679). Both are used for automotive and materials storage and remain in good condition. In addition to the two pole sheds, two storage buildings have also been added to the maintenance compound: Building #680 and Building #814. Two additional structures – a rail storage shed (Building #883) and a "tombstone" shed (Building #986) – are located away from the Maintenance Area compound on the the opposite side of the Parkway.

Pole Shed #1 (Building #678): Pole Shed #1 is located on the northeast side of the storage yard. The building is immediately east of the Bluffs Maintenance Area Shops and Fire Equipment Storage Building and affronts the paved surface lot. The chain link perimeter fence aligns with the rear elevation of the building. The building is a one-story covered pole barn oriented on an east-west axis with the main entrance on the south. The structure has a concrete pier foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated aluminum shed roof. The structural timber framing divides the structure into four bays along the main elevation and two bays along the side elevations. The exterior of the timber framing is clad with aluminum siding that encloses the structure on the west, north, and east elevations. Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development (WJE 2016, A-248).

Pole Shed #2 (Building #679): Bluffs Maintenance Area Pole Shed #2 is located on the east side of the Bluffs Maintenance Area. The building is immediately northeast of Building #680 and affronts the paved surface lot. The chain link perimeter fence aligns with the rear elevation of the building. In the description for this building written for the 2016 Survey and Assessment Appendix (p. A-249), it is erroneously labelled "Pole Shed Behind Auto Shop." The building is a one-story covered pole barn oriented on an east-west axis with the main entrance on the south. The structure has a concrete pier foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated aluminum shed roof. The structural timber framing divides the structure into five bays along the main elevation and two bays along the side elevations. The exterior of the timber framing is clad with aluminum siding that encloses the structure on the west, north, and east elevations. Within the structure, a wood timber partition wall extends between framing members and separates the west bay of the barn into an enclosed storage

compartment. Although constructed within the period of significance, this building is non-contributing because it was not an important part of park planning and development (WJE 2016, A-249).

Building #680: Building #680 is located in the southeastern portion of the storage yard. In the description for this building written for the 2016 Survey and Assessment Appendix (p. A-250), it is erroneously labelled "Pole Shed No. 2." The building is set in an embankment, immediately east of Pump House #2 (Building #369) and affronts the paved surface lot. The chain link perimeter fence aligns with the rear elevation of the building. The building is a single-story load-bearing structure with a rectangular plan. The building is composed of a concrete foundation, load-bearing concrete block walls painted beige, and a corrugated metal shed roof. Typical fenestration includes 4-light steel-framed industrial sash windows with concrete sills. The main entrance elevation, which faces north, has a concrete loading dock and stair that provides access to a glazed steel door and a roll-up garage door. Although constructed within the period of significance, this structure is non-contributing because it was not an important part of park planning and development (WJE 2016, A-250).

Building #814: Building #814 is located on the south side of the Maintenance Area. The building is situated between the Concrete Post and Shingle Mill (Building #378) to the west and the Hazardous Material Storage Building (Building #884) to the east and affronts the paved surface lot. This building is single-story with a rectangular plan and is constructed of concrete block on a concrete foundation and has grooved plywood siding painted brown. It has a wood-framed standing seam metal gable roof with hanging gutters and exposed rafters on only the south slope. The building has no window openings but has a wood-framed roll-up garage door on the main elevation and a wood-framed door on the west elevation. This building is now used for equipment storage. As with Building #680, this building doesn't show up on early plans for the area and appears to be a more recent addition. The building remains in good condition and is a contributing resource that relates to the original design of the Blue Ridge Parkway. It is a highly characteristic and intact example of a utilitarian-style building on the Parkway (WJE 2016, A-251).

Rail Storage Shed (Building #883): The Rail Storage Shed (Building #883) is accessed from a gravel spur road across from the Bluffs Maintenance Area entrance and located one quarter mile from the Bluffs Maintenance Area. The structure is in a clearing in a wooded area with a nearby creek. The Rail Storage Shed is a one-story covered pole barn. The structure has no foundation, wood timber framing that divides the building into bays, and a wood-framed corrugated sheet metal low-slope shed roof. The structural timber framing divides the structure into nine bays along the main elevation and two bays along the side elevations. The structure is a non-contributing resource due to its age, which is outside the period of significance for the Blue Ridge Parkway (WJE 2016, A-252).

"Tombstone" Shed (Building #986): The Tombstone Shed is situated at the center of a mown-turf clearing at the base of a hill and surrounded by heavy woods. While associated with the Bluffs Maintenance Area, the site is located across the parkway and approximately 1/2 mile from the maintenance area. It is accessed by a gated dirt spur road that extends 1/4 mile from the parkway. Wood-framed structures used to support rifle targets and wood posts are arranged in the clearing adjacent to the Tombstone Shed. The Tombstone Shed itself is a one-story covered pole barn oriented on a northeast-southwest axis with the main elevation facing northwest. The structure has wood timber post framing and a wood-framed corrugated sheet metal gable roof with exposed framing. The structural timber framing divides the structure into two bays along the main elevation and two bays deep. The front portion of the barn has exposed framing members. The exterior of the timber framing at the back half of the building is clad with vertical board and batten siding that encloses the structure on the back and side elevations. Typical fenestration consists of wood-framed four-light fixed windows. Historically, the building was used as a tombstone storage shed but has been adapted for use as a rifle shooting range. The Tombstone Shed is a contributing resource that relates to the original design of the Blue Ridge Parkway (WJE 2016, A-239).

Feature Name: Hazardous Materials Storage (Building #884)
Feature Contribution: Non-Contributing

Feature Name: Pump House #2 (Building #369)

Feature Contribution: Non-Contributing

Feature Name: Pole Shed #1 (Building #678)

Feature Contribution: Non-Contributing

Feature Name: Pole Shed #2 (Building #679)

Feature Contribution: Non-Contributing

Feature Name: Storage (Building #680)

Feature Contribution: Non-Contributing

Feature Name: Storage (Building #814)

Feature Contribution: Contributing

Feature Name: Rail Storage Shed (Building #883)

Feature Contribution: Non-Contributing

Feature Name: Tombstone Shed (Building #986)

Feature Contribution: Contributing

Feature Name: Staff Residence (Building #34)

Feature Contribution: Contributing

Feature Name: Staff Residence (Building #35)

Feature Contribution: Contributing

Feature Name: Office and Tool Storage (Building #108)

Feature Contribution: Contributing

Feature Name: Blacksmith and Repair Shop (Building #109)

Feature Contribution: Contributing

Feature Name: Equipment Storage and Warehouse (Building #110)

Feature Contribution: Contributing

Feature Name: Gas and Oil House (Building #111)

Feature Contribution: Contributing

Feature Name: Incinerator (Building # 112)

Feature Contribution: Non-Contributing

Feature Name: Shop and Fire Equipment Storage (Building #113)

Feature Contribution: Contributing

Feature Name: Radio Substation (Building #320)

Feature Contribution: Contributing

Feature Name: Hose Reel House (Building #347)

Feature Contribution: Contributing

Feature Name: Concrete Post and Shingle Mill (Building #378)

Feature Contribution: Contributing

Feature Name: Sterilizer House (Building #375)

Feature Contribution: Non-Contributing

Feature Name: Pump House #1 (Building #348)

Feature Contribution: Contributing



Fig 8-8. Doughton Park CCC Camp circa late 1930s



Fig 8-9. Residence #34 (2013)



Fig 8-10. Residence #35 (2013)



Fig 8-11. Pole Shed #1 (2013)



Fig 8-12. Pole Shed #2 (2013)



Fig 8-13. Former Incinerator site (2013)



Fig 8-14. Hose Reel House (2013)



Fig 8-15. Pump House #1 (2013)

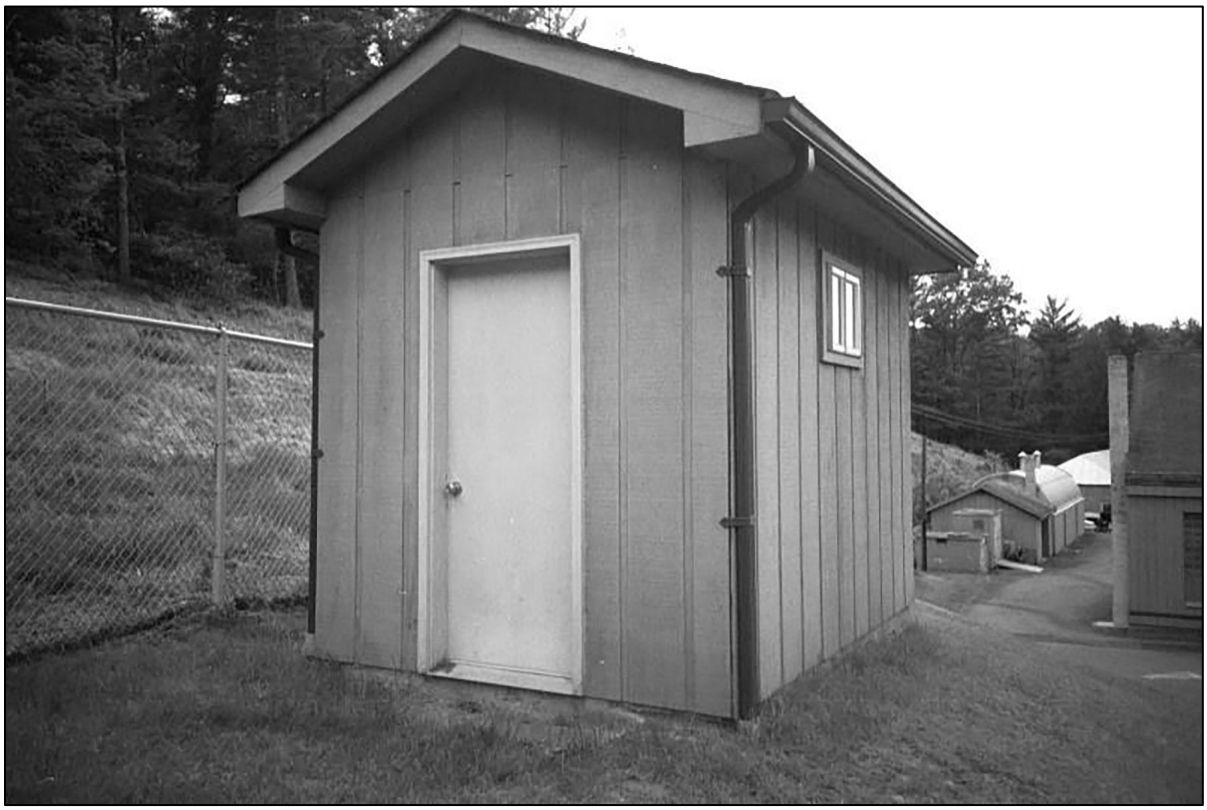


Fig 8-16. Pump House #2 (2013)



Fig 8-17. Storage Building #680 (2013)



Fig 8-18. Storage Building #814 (2013)



Fig 8-19. Rail Storage Shed (2013)



Fig 8-20. Hazardous Materials Storage Building (2013)



Fig 8-21. Tombstone Shed (2013)



Fig 8-22. Oblique view of Building #108, facing northwest (2021)



Fig 8-23. Oblique view of Building #109, facing northwest (2021)



Fig 8-24. Oblique view of Building #110, facing southwest (2021)



Fig 8-25. Oblique view of Building #111, facing east (2021)



Fig 8-26. Oblique view of Building #113, front façade, facing southeast (2021)



Fig 8-27. Oblique view of Building #348, facing southwest (2021)



Fig 8-28. Oblique view of Building #378, facing southwest (2021)



Fig 8-29. Oblique view of former incinerator site, facing northeast (2021)



Fig 8-30. Oblique view of Hose Reel House, Electrical Transformer, and String Mower Shed, facing south (2021)



Fig 8-31. Oblique view of Staff Residence #34, facing south. Staff Residence #35 (not pictured) is of similar construction (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 in the Doughton Park Maintenance Area. The general condition of the small-scale features is good unless otherwise noted:

Masonry Grill: An unmaintained stone masonry grill is located 90 feet northwest of Staff Residence # 34. The date of construction is unknown as the grill does not appear on any plans for the Area. However, the type of stone and associated craftsmanship makes it likely that the grill

was constructed at the same time as the residences. The grill is in poor condition due to lack of maintenance.

Stone Headwalls and Tailwalls: A stone headwall and tailwall are located along the entry road approximately 150 feet northwest of staff residence number 34. These walls are constructed in the form and style of similar early engineering structures on the Parkway. Two additional pairs of walls are located along the entry road near the entrance from the Parkway. All walls are in good condition except for the walls located near the staff residence. These walls show signs of deterioration.

Entry Road Retaining Wall and Stream Underpass: At the entrance to the Maintenance Area, a 180 foot long stone retaining wall was created to support cut and fill associated with construction of the Parkway. Combined with this feature, a stone-faced culvert directs water beneath the Parkway. These features were built during the Prewar Planning and Construction Era to support the Parkway roadbed and provide access the Maintenance Area; they continue to provide this function.

Stone Gutter: A stone gutter begins at the Maintenance Area entrance and runs along the eastern side of the entry road. 1,200 feet of stone gutter are found along the roadway.

Tree Well: Northwest of staff residence number 35 a stone tree well retains soil around a Dogwood. This tree well was built to protect a white pine during the construction of the staff residences. It now protects a flowering dogwood. The wall is approximately three and a half feet tall and 25 feet long. The condition of the wall is fair due to some missing stones and vegetation growing from the joints in the masonry wall.

Feature Name: Stone Gutter along Entry Road
Feature Contribution: Contributing

Feature Name: Stone Headwalls and Tailwalls

Feature Contribution: Contributing

Feature Name: Entry Road Retaining Wall and Stream Underpass

Feature Contribution: Contributing

Feature Name: Stone Tree Well

Feature Contribution: Contributing

Feature Name: Masonry Grill

Feature Contribution: Contributing



Fig 8-32. Close-up of overgrown stone gutter along entry road leading to Doughton Maintenance Area (2021)



Fig 8-33. Stone tailwall along entry road leading to Doughton Maintenance Area (2021)



Fig 8-34. Stone wall and culvert near entrance to Doughton Maintenance Area (2021)



Fig 8-35. Close-up of deteriorating stone tree well behind Residence #35 (2021)



Fig 8-36. Abandoned masonry grill near Staff Residence #34 (2021)

Chapter 9: Condition Assessment

Assessment Interval:

6 years

Condition

Condition:

Fair

Condition Date:

09/01/2022

Primary Inspector Name:

Chris Robey

Profession/Credentials:

NCPE Cultural Landscapes GIS Intern

Narrative:

While the overall function and spatial organization of the Doughton Maintenance Area has been retained, it is evident that its condition and historic integrity has degraded somewhat since it was last inventoried for the Doughton Park CLR. This is most evident in the removal of vegetation originally specified in the PLUMS and early development plans, namely around the entrance to the maintenance area as well as around the staff residences, as well as the demolition of certain buildings formerly located on the periphery of the maintenance complex. Additionally, elements such as the asphalt entry roads, concrete parking courtyard, and stone gutters, retaining walls, headwalls and tail walls have all begun to show their age. The stone gutter running adjacent to the entry road has become almost completely obscured by encroaching vegetation. All told, however, the maintenance area still retains most of the features that reflect its history as a CCC work camp – its key buildings and structures remain intact and well-used, and its overall utilitarian function continues. The maintenance complex still serves its intended purpose as a utilitarian landscape organized around servicing Doughton Park and its associated sections of the Blue Ridge Parkway.

Impacts

Seq. No.	Type	Impact Type – Other	Internal Source?	External Source?	Narrative	Date Identified
xx			Yes/No	Yes/No	1000 Char.	mm/dd/yyyy
	Deferred Maintenance		Yes	No	Some cracking in the road pavement is evident.	08/05/2021
	Deferred Maintenance		Yes	No	Stone headwalls and tailwalls are becoming obscured by debris and encroaching vegetation.	08/05/2021
	Deferred Maintenance		Yes	No	The stone gutter draining the entry road has become obscured by debris and encroaching vegetation.	08/05/2021
	Deferred Maintenance		Yes	No	The tree well northwest of staff residence #35 is exhibiting signs of deterioration, namely missing stones and vegetation growing from the joints in the masonry wall.	08/05/2021
	Neglect		Yes	No	The masonry grill near the staff residences is in poor condition due to lack of maintenance.	08/05/2021
	Neglect		Yes	No	The radio substation has been abandoned and is	08/05/2021

					no longer maintained	
	Planting Practices		Yes	No	Even-aged stands of a single tree species are particularly vulnerable to disease or insect infestations. This could potentially impact the white pine buffer planted between the entry road and the Parkway.	08/05/2021
	Release To Succession					09/22/2011
	Removal/Replacement		Yes	No	An apple tree that had once stood north of the entrance road and was part of an orchard specified in the PLUMs has been removed.	08/05/2021
	Removal/Replacement		Yes	No	Several shrubs and trees appear to have been removed since the publication of the CLR, when the site was last inventoried. For example, a white pine (Pinus strobus) previously located on the western side of the asphalt driveway leading to the staff residences has since been removed. The stump is still evident, and has	08/05/2021

					been decorated the lawn ornaments	
	Removal/Replacement		Yes	No	The incinerator (Building #112) has been demolished and replaced with a conemporary steel building.	08/05/2021

Chapter 10: Treatment

Approved Treatments

Type	Com-pleted	Approved Treatment Doc.	Doc Date	Narrative	Approved Treatment Cost	Cost Date	Estimate Level	Estimator	Cost Narrative
Rehabilitation	No	Cultural Landscape		P. 152 of the Doughton Park and Sections 2A, B, and C Blue Ridge Parkway CLR covers specific treatment recommendations for Bluffs Lodge. The CLR is accessible at https://irma.nps.gov/DataStore/Reference/Profile/2185737.	N/A	N/A	N/A	N/A	N/A

Chapter 11: Bibliography and Supplemental Information

Bibliography

Seq. No.	Citation Author	Citation Title	Year	Publisher	Citation Location	Citation Type	Citation Number	IRMA Number	Citation URL
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	The Jaeger Company	Doughton Park and Sections 2A, B and C Blue Ridge Parkway Cultural Landscape Report	2006	NPS Southeast Regional Office		Both Graphic and Narrative		2185737	https://irma.nps.gov/DataStore/Reference/Profile/2185737
	Wiss, Janney, Elstner Associates, Inc (WJE)	Appendix, Survey and Assessment, Blue Ridge Parkway	2016	Wiss, Janney, Elstner Associates, Inc.		Both Graphic and Narrative		2268418	https://irma.nps.gov/DataStore/Reference/Profile/2268418
		2014 "Maintenance Area – Utility	1938			Graphic			

		Group" Approved 16 Sept 1938, Job Completed 13 April 1939							
		2019 "Unit "A" Maintenance Area" Recommended on 31 Jan 1939, and concurred by Abbott on 27 Jan 1939. No job completed stamp.	1939			Graphic			
		2046 "Employee's Residence – The Bluffs" 4 Nov 1946	1946			Graphic			
		2052 "Utility Area Development – Bluff Park – Part of the Master Plan for – Blue Ridge Parkway " 1	1943			Graphic			

		January 1943							
		2067 B "Employee's Residence No 35" 14 Mar 1947, approved 10 April 1947 by Hillory Tolson	1947			Graphic			
		2068, 2068 E, F, and G "Employee's Residence – The Bluffs" 14 October 1946, recommended by Supt Dan Weemer 18 Oct 1946; E January – 1947; F – March 1947, G – June 1947	1946			Graphic			
		2155 A "Can Washer & Sterilizer – Bluff Maint. Area" 15 May 1957	1957			Graphic			

	AHH	2C-2052A "Parkway Land Use Maps Section 2-C Air Bellows Gap to Route 18" Designed by AHH 25 Sept 1942, recommended by Abbott 16 April 1947, revisions in 1946-47 for title transfers, open land use, and ROW bearings	1942			Graphic			
	Armstrong	5368A "Maintenance Area Drainage Details" Recommended 2 June 1939, concurred 18 May 1939, approved 10 June 1939 by AB Demaray	1939			Graphic			

		? (acting), designed by Armstrong.							
	Arnfield and Browning	5376 "Drainage – Entrance Lodge – Stable Site and Maintenance Area Bluff Park" Recommended 4 Dec 1939, Concurred by Abbott 20 Aug 1939, designed by Armfield and drawn by Brown 1 Aug 1939	1939			Graphic			
	E.W. Batten	5464, 5464 A, B, C "Road, Path & Utilities – Employee's Residences – Bluff – Sec 2C" Designed by	1946			Graphic			

		E.W. Batten, 5464–4 Sept 1946; A–2 Oct 1946; B–13 May 1947; C–10 June 1947							
	Grossman	2067 C "Employee's Residence No. 35" Designed by Grossman, approved by Allan 26 June 1947	1947			Graphic			
	Grossman	2069 "Residence Garage – Building No 177" 21 Oct 1946, drawn by Grossman, Approved 26 Feb 1947	1946			Graphic			
	Grossman	2084 "Shops & Fire Equipment Storage Building No. 113" 11 April 1949;	1949			Graphic			

		Designed by Grossman; signed by Abbott for Plans and Design 26 April 1949; Approved 13 May 1949 by Demaray							
	Grossman	2084 A "Shops & Fire Equipment Storage Bldg. 113" 27 Feb 1950; Designed by Grossman; Approved by Elbert Cox 30 March 1950	1950			Graphic			
	Grossman	2086 "Hose Reel House – Bldg No. 347" 25 July 1949; Designed by Grossman; signed by Peterson and Ludgate	1949			Graphic			

		for Plans and Design 23 August 1949; Approved by Thomas J. Allen 24 August 1949							
	Hall	2014A "Maintenance Area – Utility Group" Recommended 23 April 1940, concurred by Abbott 28 April 1940, approved 27 April 1940, designed by Hall 28 Mar 1940	1940			Graphic			
	K(R?)FM	2067A "Employee's Residence – The Bluffs" Designed by K(R?)FM 25 April 1940, concurred 30 Mar 1946	1940			Graphic			

	KCM	2252, 2254, 2255, 2255, 2257 "Standard Plans" Designed by KCM Dec 1942	1942			Graphic			
	KCM	2260 "Comparative Utility Area Layouts" KCM Dec 1942, Concurred by Abbott 6 Jan 1943	1942			Graphic			
	Lewis	2064, 2064 A " Employees Residence Area – Preliminary Plan" Designed by Lewis and checked by Hall, recommended by Olint 11 June 1946, concurred by Thomas J. Alban 9 May 1946 –	1946			Graphic			

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	M.D. Jones	5321 "Electrical Layout – Utility Area Bluff Park" Designed and drawn by M.D. Jones 22 May 1941. No signatures	1941			Graphic			
	Newcomb	5437 "Utilities & Site Development Plan Bldg No. 113" 8 December 1949; Drawn by Newcom	1949			Graphic			

		b; approved 5 January 1950							
	Newcomb	5469, 5469 A "Radio Substation House – The Bluffs" Designed by Newcomb Oct 1947	1947			Graphic			
	Newcomb	5472 "Permanent Water System – Maintenance Area – The Bluffs" 11 July 1949; drawn by Newcomb; signed by Abbot from Plans and Design 1 August 1949; Approved 1 August 1949	1949			Graphic			
	PVC – AFR	2078 B "Doughton Park, NC – Developed Areas	1952			Graphic			

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	PVC – AFR	2078 C "Dought on Park, NC – Develop ed Areas & Utilities Plan – Part of the Master Plan" Jan 1952; designed by PVC – AFR and checked by Abbuehl; approve d by Hillory A. Tolson 20 Feb 1963	19 63			Grap hic			
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Appendix

Landscape Features

Seq. No.	Feature Name	Feature Contri-bution	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										
	Screening from Parkway	Contributing	194897								
	Courtyard surrounded by Utility Buildings	Contributing	183685								
	Land Use										
	Utilitarian	Contributing	194896								
	Topography										
	Steep Slopes screening view from Parkway	Contributing	183687								
	Vegetation										
	Wet Meadow	Contributing	194898								
	Vegetative Buffer	Contributing	194899								

	Staff Residence Landscaping	Contributing	194900								
3610	White Pine (Pinus strobus) Specimen Trees	Contributing	98526								
	Circulation										
3632	Entry Road	Contributing	98519								
3645	Paved Courtyard	Contributing	98518								
3660	Residence Area Driveway	Contributing	98520								
	Buildings and Structures										
	Hazardous Materials Storage (Building #884)	Non contributing	194888								
	Pump House #2 (Building #369)	Non contributing	194889								
	Pole Shed #1 (Building #678)	Non contributing	194890								

	Pole Shed #2 (Building #679)	Non contributing	194891								
	Storage (Building #680)	Non contributing	194892								
	Storage (Building #814)	Contributing	194893								
	Rail Storage Shed (Building #883)	Non contributing	194894								
	Tombstone Shed (Building #986)	Contributing	194895								
3164	Staff Residence (Building #34)	Contributing	98507								
3169	Staff Residence (Building #35)	Contributing	98508								
3199	Office and Tool Storage (Building #108)	Contributing	98513								
3224	Blacksmith and Repair Shop (Building #109)	Contributing	98505								

3227	Equipment Storage and Warehouse (Building #110)	Contributing	98509								
3236	Gas and Oil House (Building #111)	Contributing	98510								
3238	Incinerator (Building # 112)	Non contributing	98512								
3242	Shop and Fire Equipment Storage (Building #113)	Contributing	98516								
3252	Radio Substation (Building #320)	Contributing	98515								
3253	Hose Reel House (Building #347)	Contributing	98511								
3261	Concrete Post and Shingle Mill (Building #378)	Contributing	98506								
3267	Sterilizer House (Building #375)	Non contributing	98517								
3269	Pump House #1 (Building #348)	Contributing	98514								
	Small-Scale Features										

3617	Stone Gutter along Entry Road	Contributing	98522								
3643	Stone Headwalls and Tailwalls	Contributing	98523								
3668	Entry Road Retaining Wall and Stream Underpass	Contributing	98521								
3680	Stone Tree Well	Contributing	98525								
3683	Masonry Grill	Contributing	98524								