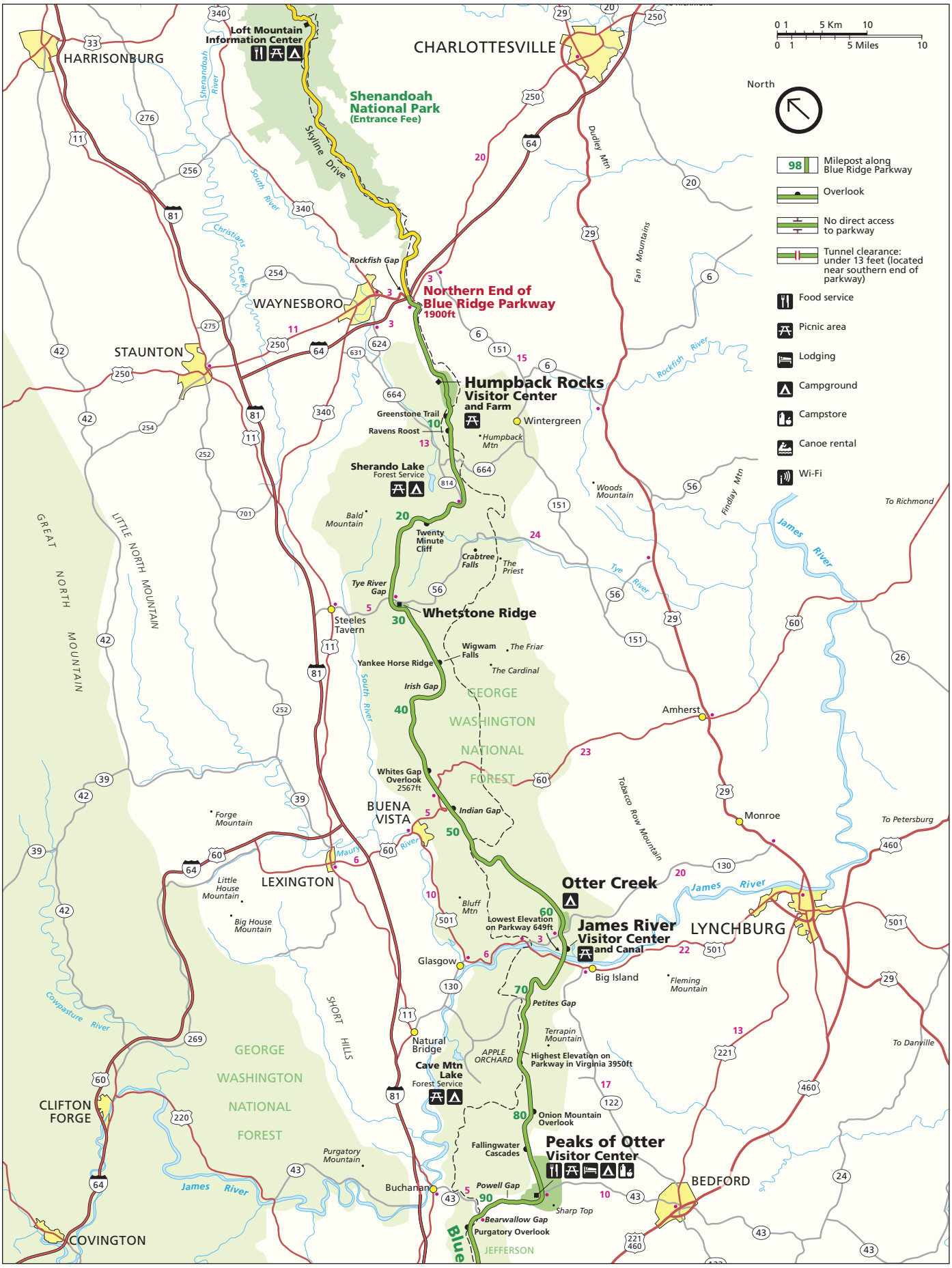
NATIONAL PARK SERVICE • U.S. DEPARTMENT OF THE INTERIOR

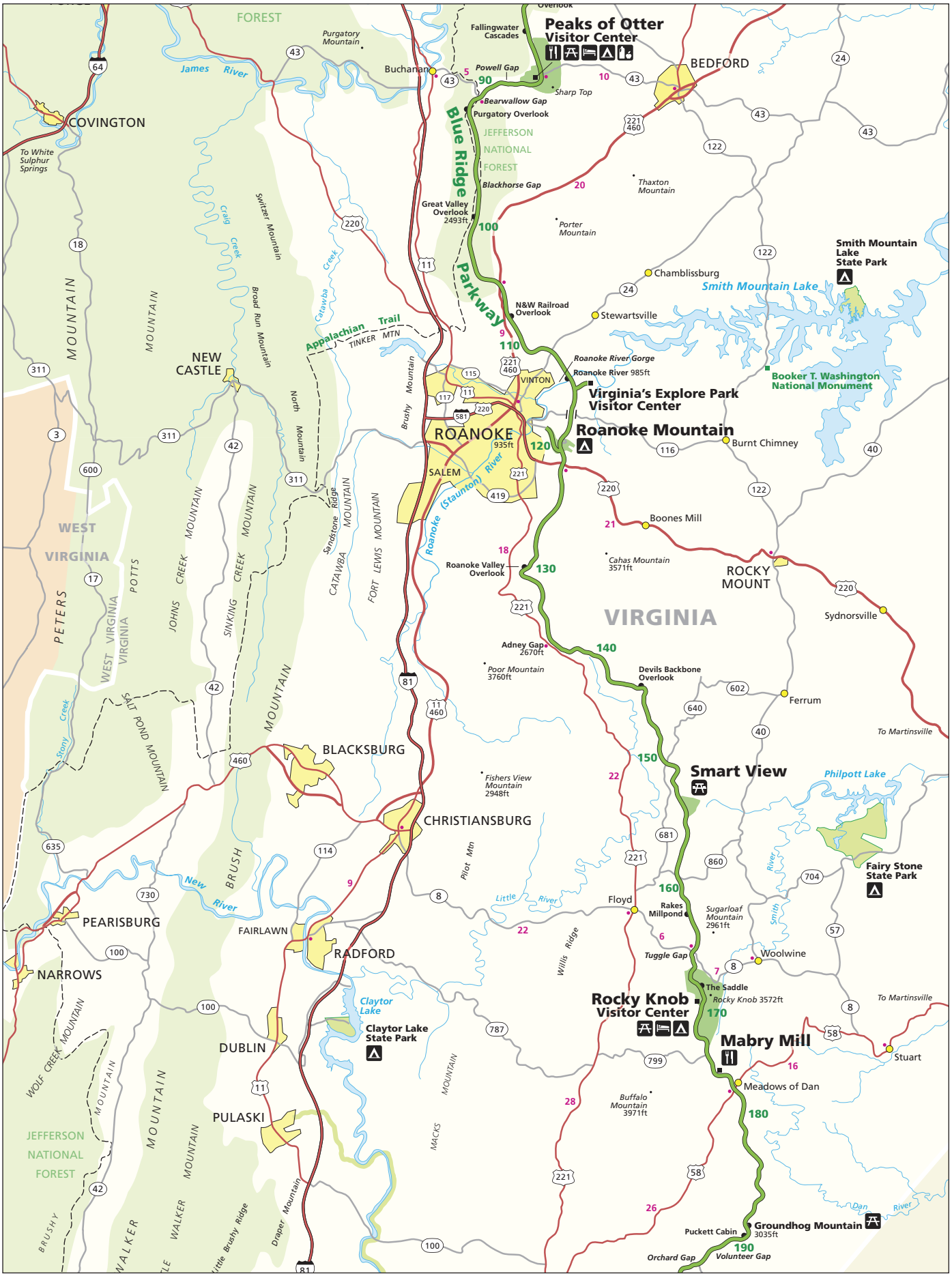
Foundation Document

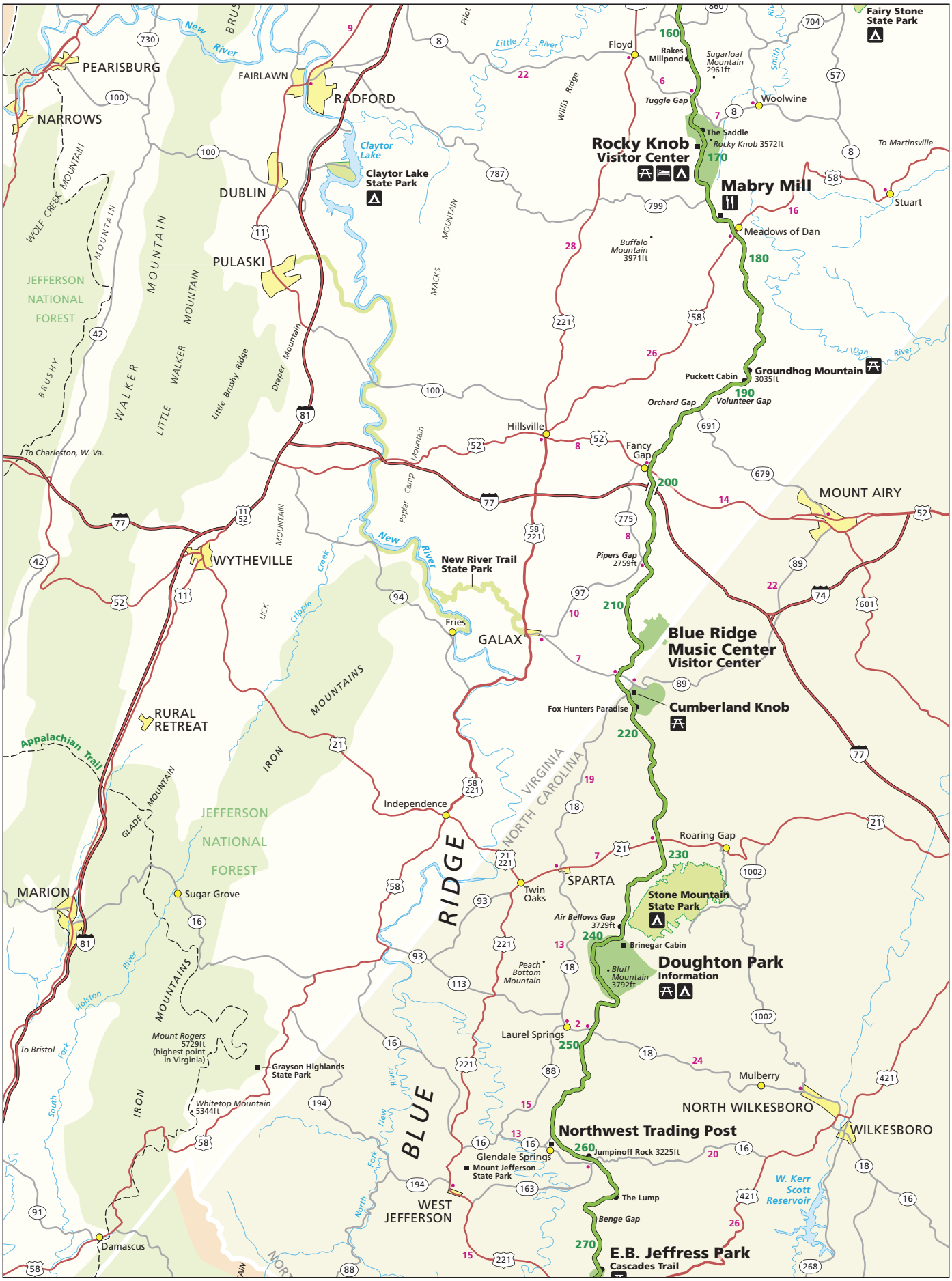
Blue Ridge Parkway

North Carolina / Virginia

October 2016


Loft Mountain Information Center
Shenandoah National Park
(Entrance Fee)
Skyline Drive
HARRISONBURG
CHARLOTTESVILLE
WAYNESBORO
STAUNTON
Rockfish Gap
Northern End of Blue Ridge Parkway
1900ft
Humpback Rocks Visitor Center and Farm
Wintergreen
Greenstone Trail
Ravens Roost
Humpback Mtn
Sherando Lake Forest Service
Bald Mountain
Twenty Minute Cliff
Crabtree Falls
The Priest
Tye River Gap
Whetstone Ridge
Steeles Tavern
Wigwam Falls
The Friar
The Cardinal
Yankee Horse Ridge
Irish Gap
Whites Gap Overlook
2567ft
Indian Gap
BUENA VISTA
Forge Mountain
Little House Mountain
Big House Mountain
LEXINGTON
Maury River
Bluff Mtn
Otter Creek
Lowest Elevation on Parkway 649ft
James River Visitor Center and Canal
LYNCHBURG
Glasgow
Big Island
Fleming Mountain
Petites Gap
Terrapin Mountain
APPLE ORCHARD
Highest Elevation on Parkway in Virginia 3950ft
Natural Bridge
Cave Mtn Lake Forest Service
Onion Mountain Overlook
Fallingwater Cascades
Peaks of Otter Visitor Center
Purgatory Mountain
Buchanan
Powell Gap
Sharp Top
Bearwallow Gap
Purgatory Overlook
BEDFORD
CLIFTON FORGE
COVINGTON
GEORGE WASHINGTON NATIONAL FOREST
JEFFERSON
Amherst
Monroe
To Richmond
To Petersburg
To Danville
Tobacco Row Mountain
Fan Mountains
Dudley Mtn
Findlay Mtn
Woods Mountain
Rockfish River
South River
Christians Creek
Shenandoah River
James River
Tye River
Cowpasture River
GREAT NORTH MOUNTAIN
LITTLE NORTH MOUNTAIN
SHORT HILLS
0 1 5 Km 10
0 1 5 Miles 10
North
98 Milepost along Blue Ridge Parkway
Overlook
No direct access to parkway
Tunnel clearance: under 13 feet (located near southern end of parkway)
Food service
Picnic area
Lodging
Campground
Campstore
Canoe rental
Wi-Fi


Peaks of Otter
Visitor Center
Fallingwater Cascades
Purgatory Mountain
Buchanan
Powell Gap
Bearwallow Gap
Purgatory Overlook
Sharp Top
BEDFORD
COVINGTON
To White Sulphur Springs
James River
JEFFERSON NATIONAL FOREST
Blackhorse Gap
Thaxton Mountain
Great Valley Overlook 2493ft
Porter Mountain
Blue Ridge Parkway
Smith Mountain Lake State Park
Chamblissburg
Smith Mountain Lake
N&W Railroad Overlook
Stewartsville
Roanoke River Gorge
Roanoke River 985ft
Booker T. Washington National Monument
Virginia's Explore Park
Visitor Center
Roanoke Mountain
Burnt Chimney
NEW CASTLE
VINTON
ROANOKE
935ft
SALEM
Roanoke (Staunton) River
Boones Mill
Cahas Mountain 3571ft
ROCKY MOUNT
Roanoke Valley Overlook
VIRGINIA
Sydnorsville
Adney Gap 2670ft
Poor Mountain 3760ft
Devils Backbone Overlook
Ferrum
To Martinsville
Smart View
Philpott Lake
BLACKSBURG
Fishers View Mountain 2948ft
CHRISTIANSBURG
Fairy Stone State Park
Floyd
Rakes Millpond
Sugarloaf Mountain 2961ft
Tuggle Gap
Woolwine
PEARISBURG
FAIRLAWN
RADFORD
NARROWS
The Saddle
Rocky Knob 3572ft
Rocky Knob
Visitor Center
Claytor Lake
Claytor Lake State Park
Mabry Mill
Stuart
DUBLIN
Meadows of Dan
Buffalo Mountain 3971ft
PULASKI
JEFFERSON NATIONAL FOREST
Groundhog Mountain 3035ft
Puckett Cabin
Orchard Gap
Volunteer Gap
Dan River
Appalachian Trail
TINKER MTN
Switzer Mountain
Craig Creek
Broad Run Mountain
Catawba Creek
North Mountain
Brushy Mountain
Sandstone Ridge
CATAWBA MOUNTAIN
FORT LEWIS MOUNTAIN
JOHNS CREEK MOUNTAIN
SINKING CREEK MOUNTAIN
POTTS MOUNTAIN
PETERS MOUNTAIN
WEST VIRGINIA
SALT POND MOUNTAIN
Stony Creek
New River
BRUSH MOUNTAIN
Pilot Mtn
Little River
Willis Ridge
Smith River
MACKS MOUNTAIN
WOLF CREEK MOUNTAIN
BRUSHY MOUNTAIN
WALKER MOUNTAIN
Little Brushy Ridge
Draper Mountain


Fairy Stone State Park
Floyd
Rakes Millpond
Sugarloaf Mountain 2961ft
Tuggle Gap
Woolwine
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Rocky Knob 3572ft
Rocky Knob Visitor Center
To Martinsville
Mabry Mill
Stuart
Meadows of Dan
Buffalo Mountain 3971ft
Groundhog Mountain 3035ft
Puckett Cabin
Orchard Gap
Volunteer Gap
Dan River
Hillsville
Fancy Gap
MOUNT AIRY
Pipers Gap 2759ft
New River Trail State Park
Fries
GALAX
Blue Ridge Music Center Visitor Center
Fox Hunters Paradise
Cumberland Knob
RURAL RETREAT
WYTHEVILLE
PEARISBURG
NARROWS
FAIRLAWN
RADFORD
DUBLIN
PULASKI
Claytor Lake
Claytor Lake State Park
JEFFERSON NATIONAL FOREST
To Charleston, W. Va.
Appalachian Trail
Independence
VIRGINIA
NORTH CAROLINA
Roaring Gap
SPARTA
Twin Oaks
Stone Mountain State Park
Air Bellows Gap 3729ft
Brinegar Cabin
Doughton Park Information
Peach Bottom Mountain
Bluff Mountain 3792ft
MARION
Sugar Grove
Laurel Springs
Mulberry
NORTH WILKESBORO
WILKESBORO
Northwest Trading Post
Jumpinoff Rock 3225ft
Glendale Springs
Mount Jefferson State Park
The Lump
Benge Gap
E.B. Jeffress Park
Cascades Trail
W. Kerr Scott Reservoir
WEST JEFFERSON
Damascus
Mount Rogers 5729ft (highest point in Virginia)
Grayson Highlands State Park
Whitetop Mountain 5344ft
To Bristol
WOLF CREEK MOUNTAIN
WALKER MOUNTAIN
LITTLE WALKER MOUNTAIN
BRUSHY MOUNTAIN
Little Brushy Ridge
Draper Mountain
MACKS MOUNTAIN
Poplar Camp Mountain
LICK CREEK MOUNTAIN
IRON MOUNTAINS
GLADE MOUNTAIN
BLUE RIDGE
Willis Ridge
Pilot Mountain
New River
Little River
Smith River
Holston River
South Fork
North Fork
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260
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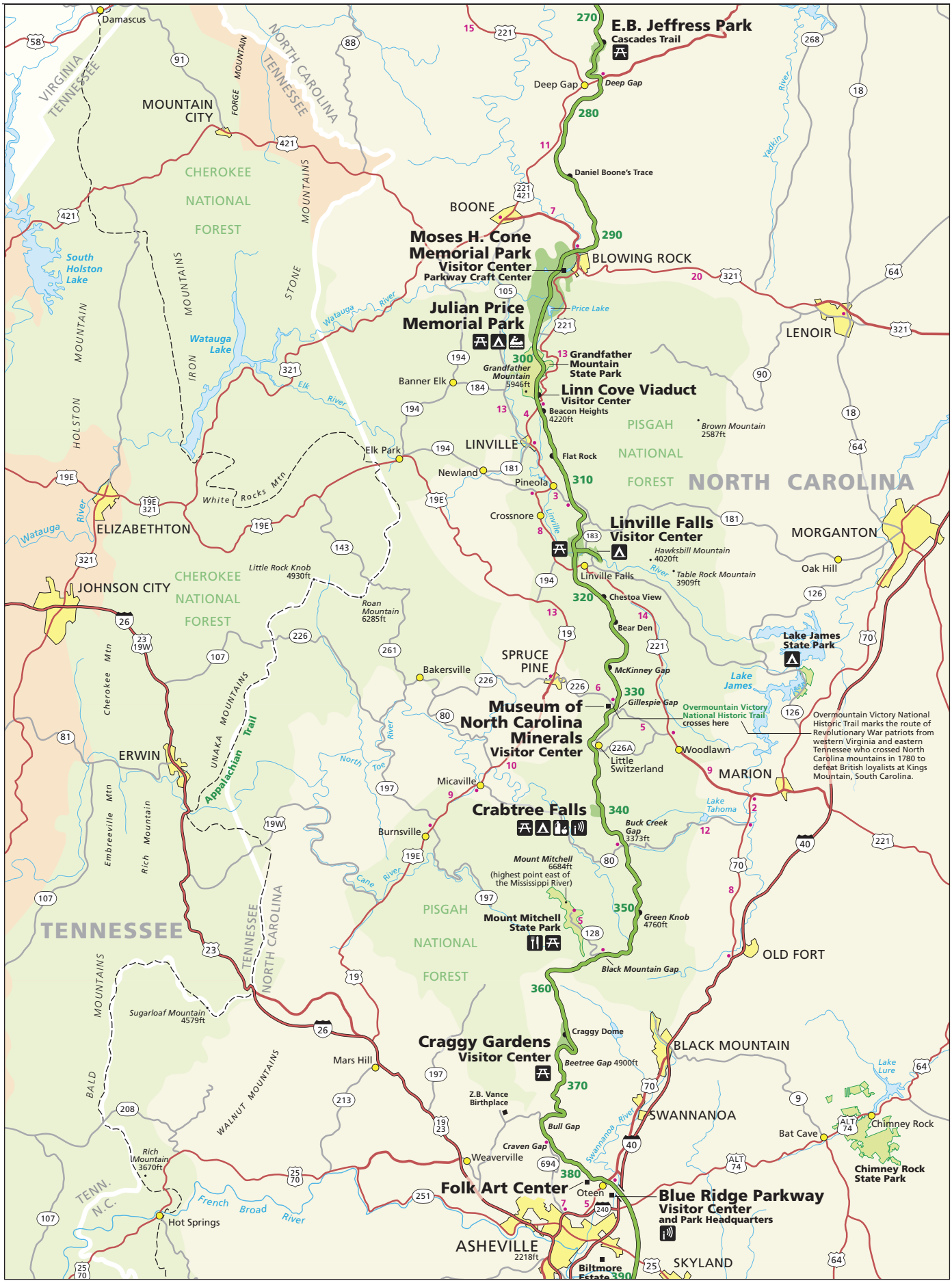
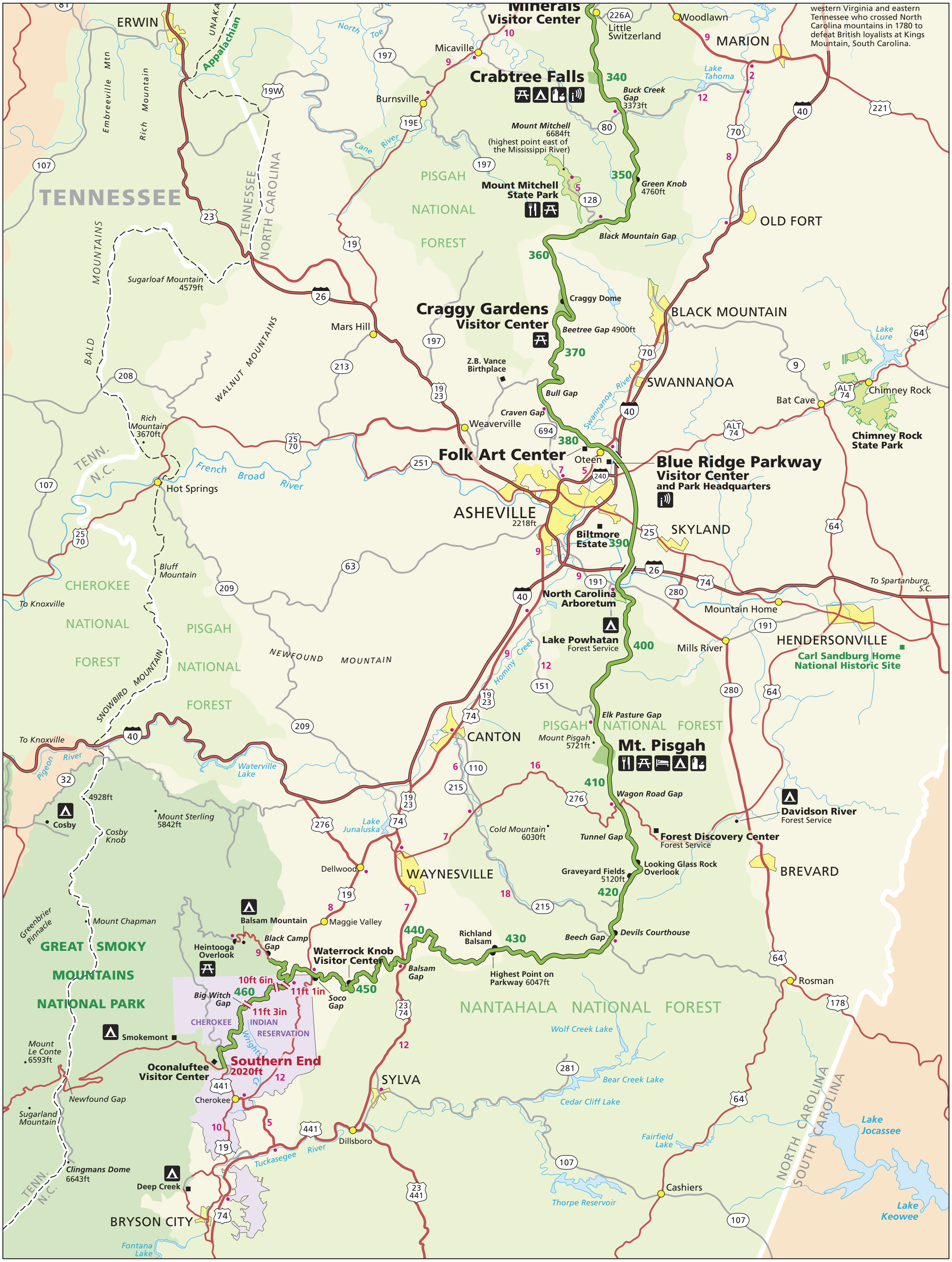

E.B. Jeffress Park
Cascades Trail
Deep Gap
Daniel Boone's Trace
Moses H. Cone Memorial Park
Visitor Center
Parkway Craft Center
BOONE
BLOWING ROCK
Julian Price Memorial Park
Price Lake
LENOIR
Grandfather Mountain State Park
Grandfather Mountain 5946ft
Linn Cove Viaduct
Visitor Center
Beacon Heights 4220ft
Banner Elk
LINVILLE
Elk Park
Flat Rock
Newland
Pineola
Crossnore
Brown Mountain 2587ft
PISGAH NATIONAL FOREST
NORTH CAROLINA
Linville Falls
Visitor Center
Hawksbill Mountain 4020ft
Table Rock Mountain 3909ft
Linville Falls
Chestoa View
Bear Den
MORGANTON
Oak Hill
Lake James State Park
Lake James
ELIZABETHTON
JOHNSON CITY
Little Rock Knob 4930ft
Roan Mountain 6285ft
CHEROKEE NATIONAL FOREST
SPRUCE PINE
Bakersville
McKinney Gap
Gillespie Gap
Museum of North Carolina Minerals
Visitor Center
Overmountain Victory National Historic Trail crosses here
Overmountain Victory National Historic Trail marks the route of Revolutionary War patriots from western Virginia and eastern Tennessee who crossed North Carolina mountains in 1780 to defeat British loyalists at Kings Mountain, South Carolina.
Woodlawn
Little Switzerland
ERWIN
Micaville
MARION
Crabtree Falls
Buck Creek Gap 3373ft
Lake Tahoma
Burnsville
Mount Mitchell 6684ft
(highest point east of the Mississippi River)
Mount Mitchell State Park
Green Knob 4760ft
PISGAH NATIONAL FOREST
OLD FORT
Black Mountain Gap
TENNESSEE
Sugarloaf Mountain 4579ft
Craggy Gardens
Visitor Center
Craggy Dome
Beetree Gap 4900ft
BLACK MOUNTAIN
Mars Hill
Z.B. Vance Birthplace
Bull Gap
Craven Gap
SWANNANOA
Lake Lure
Chimney Rock
Bat Cave
Chimney Rock State Park
Rich Mountain 3670ft
Weaverville
Folk Art Center
Oteen
Blue Ridge Parkway
Visitor Center
and Park Headquarters
Hot Springs
French Broad River
ASHEVILLE 2218ft
Biltmore Estate
SKYLAND
Damascus
MOUNTAIN CITY
CHEROKEE NATIONAL FOREST
South Holston Lake
Watauga Lake
Watauga River
Elk River
White Rocks Mtn
Cherokee Mtn
Unaka Mountains
Appalachian Trail
Embreeville Mtn
Rich Mountain
North Toe River
Cane River
Yadkin River
Swannanoa River
Lake Tahoma
Lake Lure
Bald Mountains
Walnut Mountains
Iron Mountain
Holston Mountain
Stone Mountains
Forge Mountain
VIRGINIA
TENNESSEE
NORTH CAROLINA
TENN.
N.C.


Minerals
Visitor Center
western Virginia and eastern Tennessee who crossed North Carolina mountains in 1780 to defeat British loyalists at Kings Mountain, South Carolina.
ERWIN
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340
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BALD MOUNTAINS
Sugarloaf Mountain 4579ft
360
Craggy Dome
Craggy Gardens
Visitor Center
Beetree Gap 4900ft
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Mars Hill
370
SWANNANOA
Z.B. Vance Birthplace
Bull Gap
WALNUT MOUNTAINS
Lake Lure
Chimney Rock
Bat Cave
Chimney Rock State Park
Swannanoa River
Craven Gap
Weaverville
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TENN.
N.C.
380
Folk Art Center
Oteen
Blue Ridge Parkway
Visitor Center
and Park Headquarters
French Broad River
Hot Springs
ASHEVILLE
2218ft
Biltmore Estate
390
SKYLAND
Bluff Mountain
CHEROKEE
NATIONAL
FOREST
To Knoxville
PISGAH
NATIONAL
FOREST
North Carolina Arboretum
To Spartanburg, S.C.
Mountain Home
HENDERSONVILLE
Carl Sandburg Home
National Historic Site
Lake Powhatan
Forest Service
400
Mills River
NEWFOUND MOUNTAIN
Hominy Creek
SNOWBIRD MOUNTAIN
Elk Pasture Gap
PISGAH NATIONAL FOREST
CANTON
Mount Pisgah 5721ft
Mt. Pisgah
To Knoxville
Pigeon River
Waterville Lake
410
Wagon Road Gap
Davidson River
Forest Service
4928ft
Cosby
Cosby Knob
Mount Sterling 5842ft
Lake Junaluska
Cold Mountain 6030ft
Tunnel Gap
Forest Discovery Center
Forest Service
Dellwood
WAYNESVILLE
Graveyard Fields 5120ft
Looking Glass Rock Overlook
BREVARD
420
Greenbrier Pinnacle
Mount Chapman
Balsam Mountain
Maggie Valley
440
Richland Balsam
430
Beech Gap
Devils Courthouse
GREAT SMOKY
MOUNTAINS
NATIONAL PARK
Heintooga Overlook
Black Camp Gap
Waterrock Knob
Visitor Center
Balsam Gap
Highest Point on Parkway 6047ft
10ft 6in
11ft 1in
Big Witch Gap
460
450
Soco Gap
11ft 3in
CHEROKEE
INDIAN
RESERVATION
Rosman
NANTAHALA NATIONAL FOREST
Wolf Creek Lake
Smokemont
Mount Le Conte 6593ft
Oconaluftee
Visitor Center
Southern End
2020ft
Wrights Cr
SYLVA
Bear Creek Lake
Cedar Cliff Lake
Newfound Gap
Cherokee
Sugarland Mountain
Dillsboro
NORTH CAROLINA
SOUTH CAROLINA
Lake Jocassee
Fairfield Lake
Tuckasegee River
Clingmans Dome 6643ft
Deep Creek
Cashiers
Thorpe Reservoir
Lake Keowee
BRYSON CITY
Fontana Lake

Contents

Mission of the National Park Service

The National Park Service (NPS) preserves unimpaired the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of this and future generations. The National Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world.

The NPS core values are a framework in which the National Park Service accomplishes its mission. They express the manner in which, both individually and collectively, the National Park Service pursues its mission. The NPS core values are:

- **Shared stewardship:** We share a commitment to resource stewardship with the global preservation community.
- **Excellence:** We strive continually to learn and improve so that we may achieve the highest ideals of public service.
- **Integrity:** We deal honestly and fairly with the public and one another.
- **Tradition:** We are proud of it; we learn from it; we are not bound by it.
- **Respect:** We embrace each other's differences so that we may enrich the well-being of everyone.

The National Park Service is a bureau within the Department of the Interior. While numerous national park system units were created prior to 1916, it was not until August 25, 1916, that President Woodrow Wilson signed the National Park Service Organic Act formally establishing the National Park Service.

The national park system continues to grow and comprises more than 400 park units covering more than 84 million acres in every state, the District of Columbia, American Samoa, Guam, Puerto Rico, and the Virgin Islands. These units include, but are not limited to, national parks, monuments, battlefields, military parks, historical parks, historic sites, lakeshores, seashores, recreation areas, scenic rivers and trails, and the White House. The variety and diversity of park units throughout the nation require a strong commitment to resource stewardship and management to ensure both the protection and enjoyment of these resources for future generations.

The arrowhead was authorized as the official National Park Service emblem by the Secretary of the Interior on July 20, 1951. The sequoia tree and bison represent vegetation and wildlife, the mountains and water represent scenic and recreational values, and the arrowhead represents historical and archeological values.

Introduction

Every unit of the national park system will have a foundational document to provide basic guidance for planning and management decisions—a foundation for planning and management. The core components of a foundation document include a brief description of the park as well as the park's purpose, significance, fundamental resources and values, and interpretive themes. The foundation document also includes special mandates and administrative commitments, an assessment of planning and data needs that identifies planning issues, planning products to be developed, and the associated studies and data required for park planning. Along with the core components, the assessment provides a focus for park planning activities and establishes a baseline from which planning documents are developed.

A primary benefit of developing a foundation document is the opportunity to integrate and coordinate all kinds and levels of planning from a single, shared understanding of what is most important about the park. The process of developing a foundation document begins with gathering and integrating information about the park. Next, this information is refined and focused to determine what the most important attributes of the park are. The process of preparing a foundation document aids park managers, staff, and the public in identifying and clearly stating in one document the essential information that is necessary for park management to consider when determining future planning efforts, outlining key planning issues, and protecting resources and values that are integral to park purpose and identity.

While not included in this document, a park atlas is also part of a foundation project. The atlas is a series of maps compiled from available geographic information system (GIS) data on natural and cultural resources, visitor use patterns, facilities, and other topics. It serves as a GIS-based support tool for planning and park operations. The atlas is published as a (hard copy) paper product and as geospatial data for use in a web mapping environment. The park atlas for the Blue Ridge Parkway can be accessed online at: http://insideparkatlas.nps.gov/.

Part 1: Core Components

The core components of a foundation document include a brief description of the park, park purpose, significance statements, fundamental resources and values, and interpretive themes. These components are core because they typically do not change over time. Core components are expected to be used in future planning and management efforts.

Brief Description of the Parkway

Congress allocated funds for the initial construction of the Blue Ridge Parkway to link Shenandoah and Great Smoky Mountains National Parks on June 16, 1933, under authority of the National Industrial Recovery Act (48 Stat. 195, Public Law 73-67). Congress then authorized the National Park Service to administer and manage the parkway on June 30, 1936, (49 Stat. 2041, Public Law 74-848) as amended on June 8, 1940 (54 Stat. 249, Public Law 76-566).

The parkway traverses the states of Virginia and North Carolina through the central and southern Appalachian Mountains, some of the world's oldest. The continuous 469-mile motor road connects Shenandoah National Park to the north with Great Smoky Mountains National Park to the south. Created as a national rural roadway with limited access, the parkway was designed for pleasant motoring, a form of recreational driving free from commercial traffic or stop signs. The Blue Ridge Parkway travels the crests, ridges, and valleys of five major mountain ranges, encompassing several geographic and vegetative zones ranging in elevation from approximately 600 to more than 6,000 feet above sea level. Visitors experience diverse vistas of scenic Appalachian landscapes ranging from forested ridge tops and mountain slopes to rural rolling farmlands to urban areas. The parkway offers a "ride-a-while, stop-a-while" experience that includes scenic pullouts, recreation areas and opportunities, historic sites, and visitor contact stations. It is known nationally and internationally for its designed landscape as a scenic parkway.

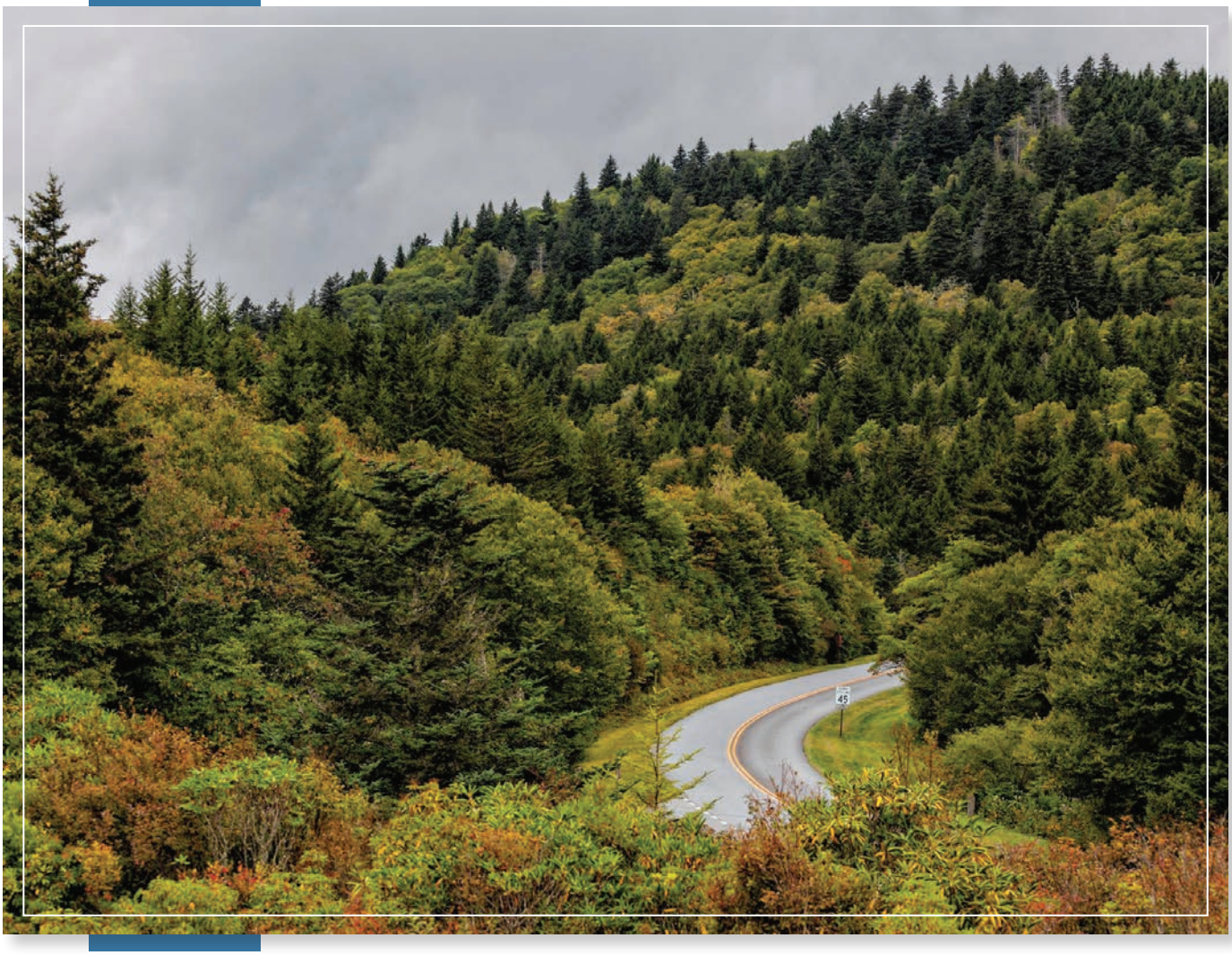
The parkway is many things to many people. It is the longest road planned as a single park unit in the United States. It contiguously protects significant mountain landscapes far beyond the shoulders of the road itself. Its range of geography and topography provides visitors access to high mountain passes, splendid natural "gardens" of flowering mountain plants, waterfalls and water gaps, deep forests, and upland meadows. It provides a continuous series of panoramic views, the boundaries of the parkway's limited right-of-way rarely apparent, and miles of the adjacent countryside seemingly a part of the protected scene. Historic scenes along the parkway illustrate the diverse social, economic, and cultural groups of the region, as well as the role of the National Park Service in presenting their stories to the motoring public. It is the product of a series of major public works projects that provided a boost to the travel and tourism industry and helped the Appalachian region climb out of the depths of the Great Depression. It is an important neighbor that links 29 counties through two states and shares boundaries with other national park system units, national forests, tribal lands, and state parks.

The Blue Ridge Parkway and the corridor it travels through are a complex fusion of overlapping jurisdictions, interests, and responsibilities. Strong and coordinated external relations are vital to the parkway's management and mission. Formal and informal partner organizations provide essential services, staffing, funding, and innovative solutions to management of this linear park and the corridor through which it passes. It is frequently the most heavily visited unit of the national park system.

Park Purpose

The purpose statement identifies the specific reason(s) for establishment of a particular park. The purpose statement for the Blue Ridge Parkway was drafted through a careful analysis of its enabling legislation and the legislative history that influenced its development. The park was established when the enabling legislation adopted by Congress was signed into law on June 30, 1936 (see appendix A for enabling legislation). The purpose statement lays the foundation for understanding what is most important about the park.

The purpose of the Blue Ridge Parkway is to connect Shenandoah and Great Smoky Mountains National Parks via a scenic parkway, with areas for recreation, through the Appalachian Mountains of Virginia and North Carolina, and to preserve natural and cultural resources while providing opportunities for public enjoyment.



Park Significance

Significance statements express why a park's resources and values are important enough to merit designation as a unit of the national park system. These statements are linked to the purpose of the Blue Ridge Parkway, and are supported by data, research, and consensus. Statements of significance describe the distinctive nature of the park and why an area is important within a global, national, regional, and systemwide context. They focus on the most important resources and values that will assist in park planning and management.

The following significance statements have been identified for the Blue Ridge Parkway. (Please note that the sequence of the statements does not reflect the level of significance.)

1. The Blue Ridge Parkway was the first national rural parkway to be conceived, designed, and constructed for a leisurely driving experience that included opportunities for resource-based recreation. The parkway is internationally recognized in textbooks and literature for its landscape and engineering design achievements as a rural parkway that lies lightly on the land and blends into the landscape. Since its inception in the early 1930s, the parkway has retained an exceptionally high degree of integrity to its original design.

2. The parkway is the highest and longest continuous motor road in the Appalachian region. Reaching an elevation of 6,047 feet along its 469-mile length. The parkway provides easy public access to spectacular scenery of five major mountain ranges as well as agricultural landscapes in the central and southern Appalachian Mountains.

3. Encompassing geographic and vegetative zones that range in elevation from approximately 600 feet at James River in Virginia to 6,411 feet at Richland Balsam summit in North Carolina, parkway lands protect a diverse range of flora and fauna, including rare and endangered plant and animal species and globally imperiled natural communities.

4. The parkway conserves a diversity of historically significant examples of 19th and 20th century lifeways, architecture, industry, and transportation associated with the people and communities of the central and southern Appalachian Mountains and their heritage.

5. The parkway was conceived during the Great Depression as a large-scale public works project to create jobs. Today it connects 29 counties, creating a regional identity that continues to contribute to economic vitality.

Fundamental Resources and Values

Fundamental resources and values (FRVs) are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes determined to warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. Fundamental resources and values are closely related to a park's legislative purpose and are more specific than significance statements.

Fundamental resources and values help focus planning and management efforts on what is truly significant about the park. One of the most important responsibilities of NPS managers is to ensure the conservation and public enjoyment of those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance. If fundamental resources and values are allowed to deteriorate, the park purpose and/or significance could be jeopardized.

The following fundamental resources and values have been identified for the Blue Ridge Parkway:

- **Diversity of Habitat.** The lands of the Blue Ridge Parkway extend through approximately three degrees of geographic latitude and an elevation gradient of more than 6,000 feet, which allow for notably different environments and habitats over relatively short distances. The diversity of habitats in this contiguous corridor supports several ecosystems of global significance—sustaining 75 distinct plant communities and myriad animal species that include 10 federally listed and more than 100 state-listed species.

- **Recreational Areas and Related Opportunities.** The parkway is more than just a road; it connects a series of recreational areas that were designed to offer unique opportunities to learn about and enjoy the natural and cultural features of the central and southern Appalachian Mountains. These recreational areas were outlined in the parkway's enabling legislation and were included in the 1936 NPS master plan for the area. Today recreational areas and opportunities include concession lodges, campgrounds, picnic areas, visitor centers, and hundreds of miles of trail to explore.

- **Leisure Driving Experience.** The parkway meanders 469 miles through dramatic mountain terrain and a range of rural and pastoral landscapes—idyllic scenery that creates a leisurely driving experience along this continuous travel corridor. With no stop signs, traffic lights, or other impediments, it is possible to travel this route for extended periods without interruption. The parkway's narrow, two-lane design and scenic vistas, along with management restrictions on speed, vehicle size, and placement of intrusive signage, ensure that the leisurely character of parkway travel is maintained.

- **Designed Landscape and Scenic Integrity.** The Blue Ridge Parkway is a testament to human ingenuity and intentional landscape design. Originally conceived in the early 1930s, the road took more than 50 years to complete, and now traverses 29 counties connecting protected lands, scenic vistas, and recreational areas along its route between Shenandoah and Great Smoky Mountains National Parks. The original parkway design is documented in the 830 maps known as the park land use maps, themselves worthy of conservation. The parkway retains a high level of integrity to the original design contained in the park land use maps, which still guide management of the parkway to this day.

- **Examples of Appalachian History and Culture.** The Blue Ridge Parkway contains diverse and important examples of European and early American settlement, including enduring traditional folkways and contemporary cultural practices. Examples of this settlement history can be found at Brinegar Cabin, Rock Castle Gorge, Peaks of Otter, and the Moses Cone Estate, among other significant cultural landscapes.

Interpretive Themes

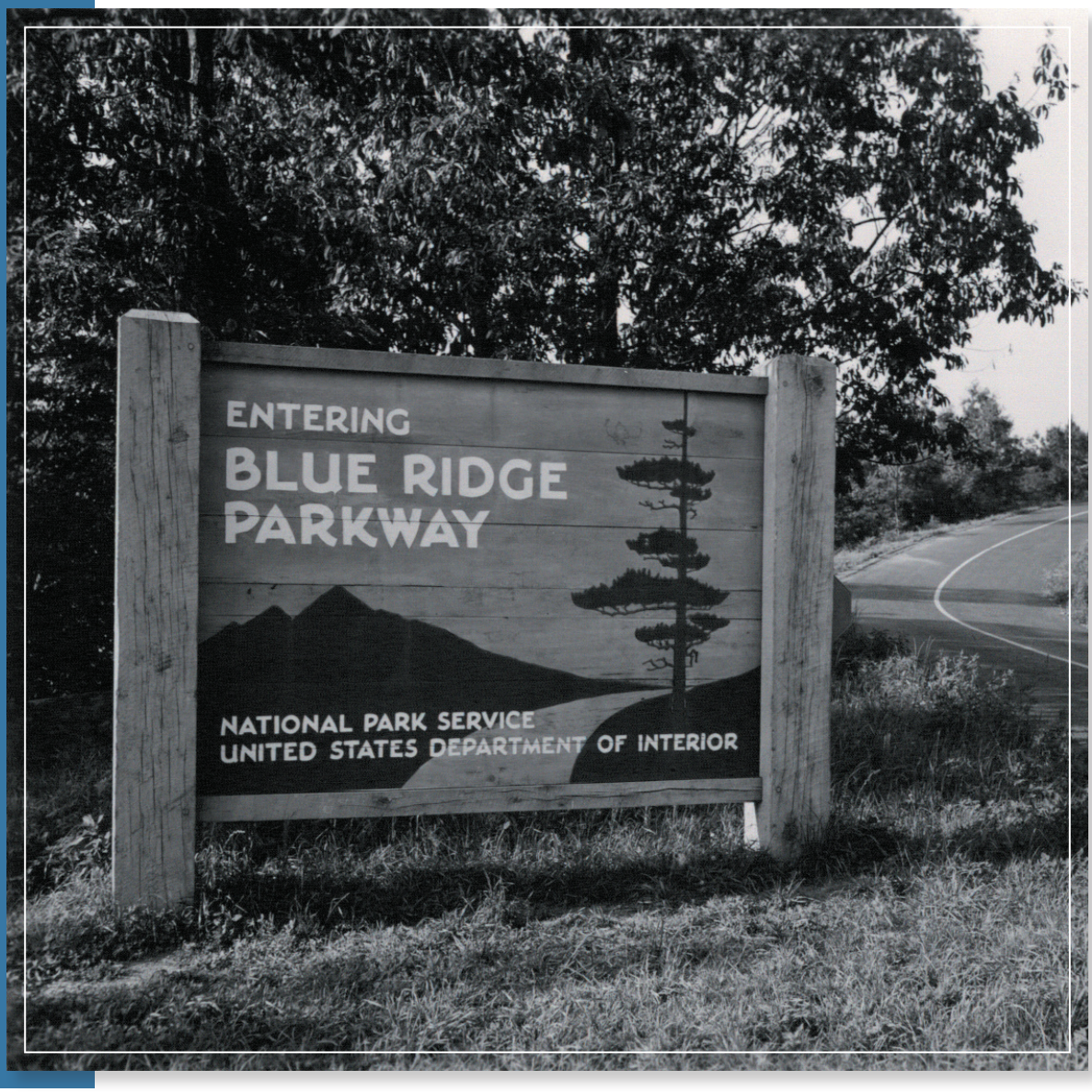
Interpretive themes are often described as the key stories or concepts that visitors should understand after visiting a park—they define the most important ideas or concepts communicated to visitors about a park unit. Themes are derived from, and should reflect, park purpose, significance, resources, and values. The set of interpretive themes is complete when it provides the structure necessary for park staff to develop opportunities for visitors to explore and relate to all park significance statements and fundamental resources and values.

Interpretive themes are an organizational tool that reveal and clarify meaning, concepts, contexts, and values represented by park resources. Sound themes are accurate and reflect current scholarship and science. They encourage exploration of the context in which events or natural processes occurred and the effects of those events and processes. Interpretive themes go beyond a mere description of the event or process to foster multiple opportunities to experience and consider the park and its resources. These themes help explain why a park story is relevant to people who may otherwise be unaware of connections they have to an event, time, or place associated with the park.

The following interpretive themes have been identified for the Blue Ridge Parkway:

- **Parkway Design and Landscape.** The parkway incorporates innovative and enduring design, engineering, and construction techniques that harmonize with the landscape; leisurely driving and enjoyment of scenery is the primary objective; the human-manipulated environment continues to shape park management practices.
- **Biology.** The Blue Ridge Parkway has some of the most diverse habitat, and supports more plant and animal species than most parks, in the U.S. national park system; it provides a protected migration corridor for many forms of life; visitors and residents have long interacted with this environment, both adapting to and altering the natural history of the area.
- **Geology.** The multiple mountain ranges of the parkway corridor include the oldest mountain building processes in the world as well as vast mineral resources. The park stands at the summit of many local and regional watersheds that define the hydrological patterns of much of the eastern United States.

- **Local, Regional, and Global Environmental Influences (Such as Air Quality, Weather, and Climate Change).** Forever connected to the surrounding world, the parkway is impacted by numerous complex challenges brought by local, regional, and global environmental influences and society's changing demands. The protection of the parkway's resources depends on sound visitor and resource management practices, combined with the active support and commitment of an engaged citizenry.
- **Human Culture and Land Use.** The Blue Ridge Parkway originated to generate employment and promote tourism in the Appalachian Mountains and continues to influence and provide great economic benefits to the region. The parkway preserves evidence of human occupation from prehistoric to contemporary times; conserves diverse and important examples of architecture, industry, agriculture, transportation, and travel associated with communities in the central and southern Appalachians; and showcases examples of arts, crafts, music, family farms, and social institutions of the region.
- **Recreation and Renewal.** Influenced and shaped by settlement patterns, land uses, public expectations and prevailing social norms, the Blue Ridge Parkway provides visitors access to diverse outdoor recreational opportunities. The parkway offers escape from everyday life, challenge for the mind and body, and rejuvenation, relaxation, and renewal fostered by immersion in the natural and cultural landscape.



Part 2: Dynamic Components

The dynamic components of a foundation document include special mandates and administrative commitments and an assessment of planning and data needs. These components are dynamic because they will change over time. New special mandates can be established and new administrative commitments made. As conditions and trends of fundamental resources and values change over time, the analysis of planning and data needs will need to be revisited and revised, along with key issues. Therefore, this part of the foundation document will be updated accordingly.

Special Mandates and Administrative Commitments

Many management decisions for a park unit are directed or influenced by special mandates and administrative commitments with other federal agencies, state and local governments, utility companies, partnering organizations, and other entities. Special mandates are requirements specific to a park that must be fulfilled. Mandates can be expressed in enabling legislation, in separate legislation following the establishment of the park, or through a judicial process. They may expand on park purpose or introduce elements unrelated to the purpose of the park. Administrative commitments are, in general, agreements that have been reached through formal, documented processes, often through memorandums of agreement. Examples include easements, rights-of-way, arrangements for emergency service responses, etc. Special mandates and administrative commitments can support, in many cases, a network of partnerships that help fulfill the objectives of the park and facilitate working relationships with other organizations. They are an essential component of managing and planning for the Blue Ridge Parkway.

For more information about the existing special mandates and administrative commitments for the Blue Ridge Parkway, please see appendix B.

Assessment of Planning and Data Needs

Once the core components of part 1 of the foundation document have been identified, it is important to gather and evaluate existing information about the park's fundamental resources and values and to develop a full assessment of the park's planning and data needs. The assessment of planning and data needs section presents planning issues, the planning projects that will address these issues, and the associated information requirements for planning, such as resource inventories and data collection, including GIS data.

There are three sections in the assessment of planning and data needs:

1. analysis of fundamental resources and values
2. identification of key issues and associated planning and data needs
3. identification of planning and data needs (including spatial mapping activities or GIS maps)

The analysis of fundamental resources and values and identification of key issues leads up to and supports the identification of planning and data collection needs.

Analysis of Fundamental Resources and Values

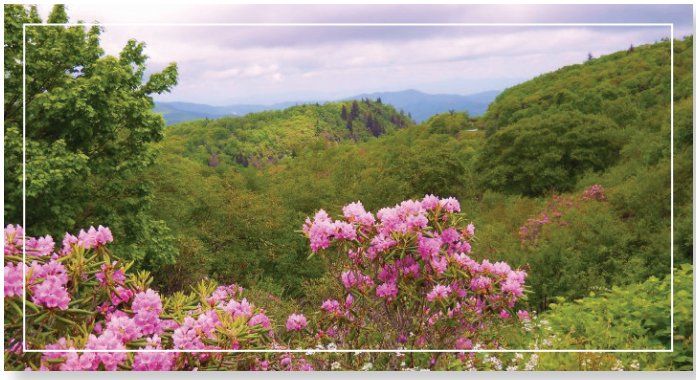
The fundamental resource or value analysis table includes current conditions, potential threats and opportunities, planning and data needs, and selected laws and NPS policies related to management of the identified resource or value.

Fundamental Resource or Value	Diversity of Habitat
Related Significance Statements	2. The parkway is the highest and longest continuous motor road in the Appalachian region. Reaching an elevation of 6,047 feet along its 469-mile length. The parkway provides easy public access to spectacular scenery of five major mountain ranges as well as agricultural landscapes in the central and southern Appalachian Mountains. 3. Encompassing geographic and vegetative zones that range in elevation from approximately 600 feet at James River in Virginia to 6,411 feet at Richland Balsam summit in North Carolina, parkway lands protect a diverse range of flora and fauna, including rare and endangered plant and animal species and globally imperiled natural communities.
Current Conditions and Trends	**Conditions** • The spruce fir forests found along the parkway are unique to the southern Appalachians and are globally imperiled. • The parkway protects at least 150 wetland areas, which is a significant number considering the topography of the Appalachian Mountain landscape and historic degradation of these sites. • The habitats are dynamic due to varying environmental conditions, natural succession, human-impacts, etc. • The parkway contains 75 distinct plant communities, 24 globally rare plant communities, 7 globally imperiled plant communities, and 9 federally listed threatened and endangered plant species. • There are 15 major watersheds represented in the parkway, including 600 miles of streams. • The grassy balds (treeless areas located on mountain tops), which are actively managed by the parkway, are globally rare communities unique to the southern Appalachians. In recent times vegetation at some sites has been reduced through agricultural use and grazing, and at other sites encroaching vegetation is being removed to keep the sites open. • The wetland plant communities are being maintained through mowing and grazing and degraded hydrology is being restored to more natural conditions. • There has been a change in species composition—elk, turkey, and beaver have been reintroduced while deer and bear have come back on their own. The American chestnut has been wiped out and fire dependent communities are declining. • The parkway has been successful in protecting habitat for certain species (e.g., habitat for the Peaks of Otter salamander along a 10-mile stretch of parkway). • The parkway is at a geographic crossroad, positioned to protect habitats of both southern and northern species.

Fundamental Resource or Value	Diversity of Habitat
Current Conditions and Trends	**Trends** • The condition of habitats range from improving to declining due to natural succession, active management, and changes in climate. • Many changes, present and future, are going to alter the biodiversity of the park. Examples include forest pests (gypsy moth, hemlock woolly adelgid) and diseases (sudden oak decline, thousand cankers disease); climate change; invasive plants; and landscape fragmentation of surrounding lands. Given the wide array of perturbances, it is difficult to predict the biodiversity of the park in the future. • Outside development is occurring more frequently at the boundary in some areas of the park, which is reducing habitat on adjoining private lands and impacting habitat within the park, including fragmentation and intrusions of noise and artificial light. • Parkway staff is observing more user-created trails from private property into the park. • The effects of climate change are becoming more evident and are affecting the diversity of habitat and individual species. • There has been an increase in the number of invasive species and areas that are affected. • Currently there is a law enforcement focus on patrol distribution and increased specialized training that will allow staff better support for full-spectrum protection of people and resources. • Invasive and nonnative plant and animal species are increasing over time due to human movement/transportation and the spread of seeds by natural means. • Fog intercept is declining, which is a significant part of the precipitation in certain high-elevation areas of the park. This is leading to a change in habitats.
Threats and Opportunities	**Threats** • The park boundary is often unclear, which makes it difficult to enforce regulations that protect habitats and species. • Impacts from adjacent development / human habitation such as user-created trails, encroachment, garbage, pets, noise, artificial light, etc. can affect habitats. • Long-term increase in temperature and extreme weather events related to climate change are causing erosion and reductions in water table levels. This affects habitats and can cause changes in species composition. • Succession in plant communities due to removal of natural processes (fire, grazers, etc.) may be a threat to the diversity of habitats, because habitats will become less diverse over time. Park management needs to decide in certain circumstances to actively maintain the habitats for a desired condition or let succession continue. • There is a lack of staff expertise and availability in performing certain technical actions, such as restoring wetlands and implementing prescribed fires. • Habitats are bisected or fragmented by trails, state roads, and the parkway itself. • Poaching of certain species could lead to a change in habitat diversity. Most poaching is directed toward a very specific population type, which can lead to loss of genetic diversity. • Natural communities are at risk for harmful effects of air pollution including acidification and nutrient enrichment from excess deposition of nitrogen and sulfur, mercury contamination, and impacts on ozone sensitive plants. • Acid precipitation is a threat to the high-elevation habitats because it causes an increase in soil acidity and leaching of calcium, though acid rain is not as prevalent as it used to be. • Anthropogenic noise and light change how species move, forage, and reproduce within the habitats.

Fundamental Resource or Value	Diversity of Habitat
Threats and Opportunities	**Opportunities** • Increase resource management training for staff. This could be accomplished through academic training and research with external organizations/agencies. • Use partnerships to aid with vegetation encroachment and management of nonnative and invasive species. • Actively manage nonnative species in priority areas. • Increase use of prescribed fire and modify management of wildland fires to restore natural processes. • Expand land protection with landowners, counties, etc. to protect habitats that extend beyond the park boundary. • Increase interpretive, educational, and outreach programs, and use social media and website content to communicate resource impacts and encourage positive visitor behaviors that support resource protection. • Work with realtors to disseminate resource protection information to homebuyers adjacent to the parkway. This could include education on topics such as connecting from private land to park trails. • Increase boundary marking. • Convert agricultural leases to native warm-season grasses. • Communicate the effects of diversity loss to visitors through interpretive programs and media. • Identify and prioritize areas where volunteer help is most needed to promote diversity of habitats. • Pursue additional studies to examine pollution dose-response relationships in sensitive park ecosystems, including monitoring mercury and other toxic contaminants in park biota. • Expand interpretive and educational tools to communicate the connections between biodiversity, air quality, night sky, natural sounds, recreation, human health, climate change, and other associated resources. • Improve park sustainability and environmental leadership, perhaps through Climate Friendly Parks certification and action plan, or the Clean Cities National Parks Initiative.
Data and/or GIS Needs	• Administrative history. • Survey of historic wetlands. • Boundary surveys. • Habitat and species trend data. • Analysis of future county development and land use changes GIS layer. • Historical habitat data. • GIS mapping of social trails. • Historical data of fog interception. • Data on acoustic resources and noise. • Data on lightscape, artificial light sources, and sky glow conditions. • Animal movement patterns.
Planning Needs	• Habitat management plans. • Resource stewardship strategy. • Planning for adaptation to climate change. • Comprehensive interpretive plan. • Fisheries management plan.

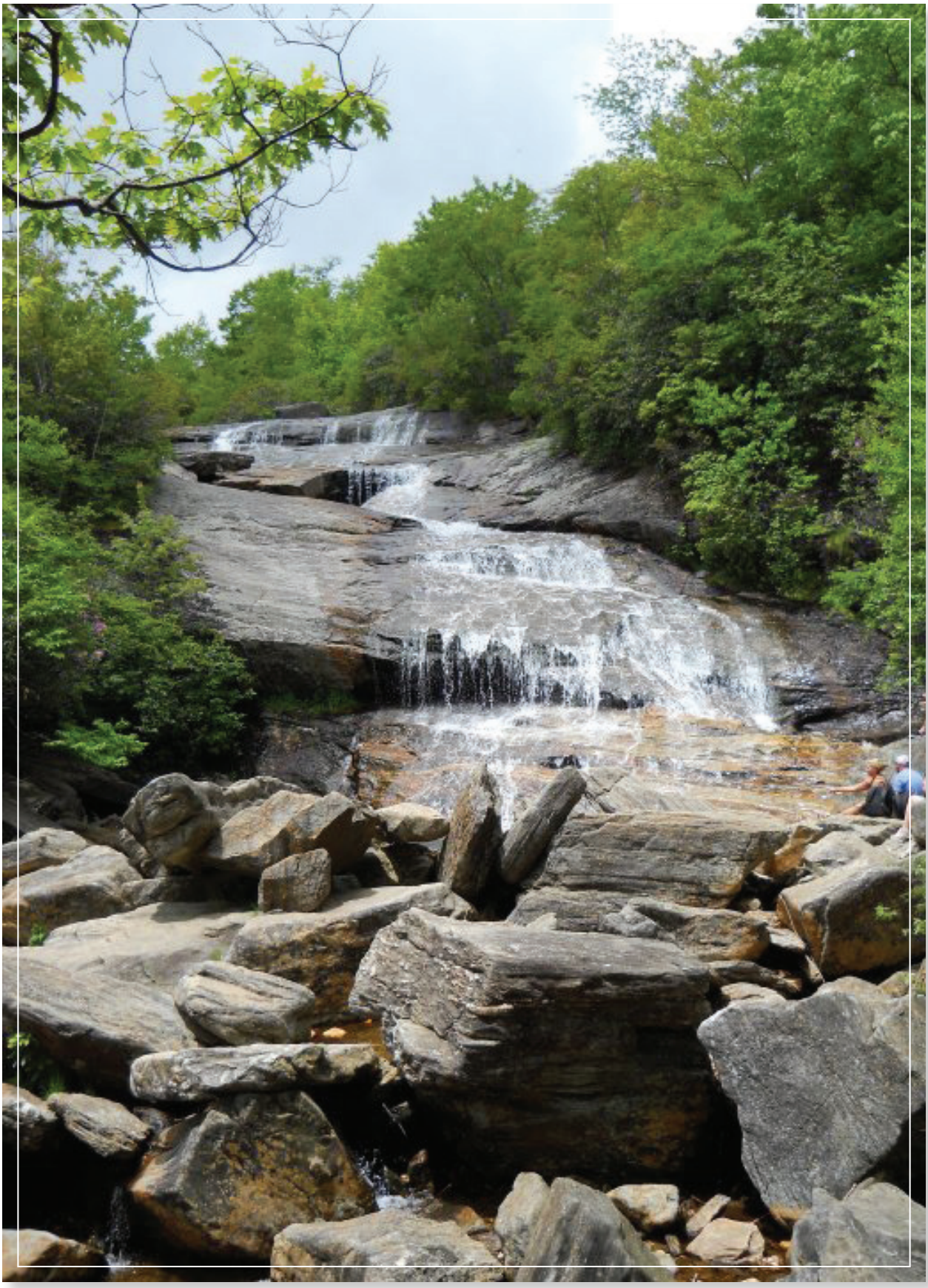
Fundamental Resource or Value	Diversity of Habitat
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	**Laws, Executive Orders, and Regulations That Apply to the FRV** • Endangered Species Act of 1973, as amended (16 USC §1531 et seq.) • National Invasive Species Act (16 USC §4701) • Lacey Act, as amended (16 USC §3371-3378) • Migratory Bird Treaty Act (16 USC §703-712) • Bald and Golden Eagle Protection Act (16 USC §668) • National Environmental Policy Act of 1969 (42 USC §4321) • Federal Noxious Weed Act of 1974, as amended (7 USC §2801 et seq.) • Clean Water Act (33 USC §1251-1387, 33 USC §1151) • The Clean Air Act (42 USC §7401 et seq.) gives federal land managers the responsibility for protecting air quality and related values, including visibility, plants, animals, soils, water quality, cultural resources, and public health, from adverse air pollution impacts • Paleontological Resources Preservation Act of 2009 (16 USC §470aaa et seq.) • Executive Order 11514, "Protection and Enhancement of Environmental Quality" • Executive Order 13112, "Invasive Species" • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" **NPS Policy-level Guidance (NPS *Management Policies 2006* and Director's Orders)** • NPS *Management Policies 2006* (§1.6) "Cooperative Conservation Beyond Park Boundaries" • NPS *Management Policies 2006* (§4.1) "General Management Concepts" • NPS *Management Policies 2006* (§4.1.4) "Partnerships" • NPS *Management Policies 2006* (§4.4.1) "General Principles for Managing Biological Resources" • NPS *Management Policies 2006* (§4.6.1) "Protection of Surface Waters and Groundwaters" • NPS *Management Policies 2006* (§4.7) "Air Resources Management" • NPS *Management Policies 2006* (§4.7.2) "Weather and Climate" • NPS *Management Policies 2006* (§4.9) "Soundscape Management" • NPS *Management Policies 2006* (§4.10) "Lightscape Management" • Director's Order 18: *Wildland Fire Management* • Director's Order 47: *Soundscape Preservation and Noise Management* • NPS *Natural Resource Management Reference Manual 77* • NPS *Wildland Fire Management Reference Manual 18*



Fundamental Resource or Value	Recreational Areas and Related Opportunities
Related Significance Statements	1. The Blue Ridge Parkway was the first national rural parkway to be conceived, designed, and constructed for a leisurely driving experience that included opportunities for resource-based recreation. The parkway is internationally recognized in textbooks and literature for its landscape and engineering design achievements as a rural parkway that lies lightly on the land and blends into the landscape. Since its inception in the early 1930s, the parkway has retained an exceptionally high degree of integrity to its original design.

Fundamental Resource or Value	Recreational Areas and Related Opportunities
Current Conditions and Trends	**Conditions** • The condition of the campgrounds range from fair to poor. While they provide basic visitor amenities they have not been upgraded and were not constructed to meet expectations of current visitors, i.e., they accommodate smaller vehicles, do not have hook-ups, etc. • Park trails range from good to fair condition along the parkway. The park's major trails are in better condition than others due to volunteer labor. • There are many recreational areas that are overused in the park while other sites have low visitor use. • Lodges, restaurants, gift shops, camp stores, etc. have been generally successful as businesses. However, there are several that are not currently open due to condition of facilities, lack of business interest in operating sites, etc. Concessions have closed at some sites. • Due to seasonal closures restrooms are unavailable along most of the parkway during the winter. This impacts the visitor experience and diminishes the ability to conduct on-site educational programs and field trips during much of the school year. • There is a need for more sites along the parkway to remain open in the off-season. • Original design elements/features have deteriorated at recreational sites. • Staffing at the visitor centers is largely seasonal in nature and can be dependent on availability of partners and volunteers. **Trends** • There is increasing demand for new types of recreation (i.e., drones, yoga, falconry). • Visitation is increasing throughout the parkway most years. • Biking is becoming a more popular activity along the roadway. • Demand for more/longer trails is increasing, which can pose additional challenges to maintenance staff. Loop trails are in high demand. There is no trail crew at the parkway. Parking at trailheads is limited. • The potential for visitor use conflicts is increasing due to high demand and multiple uses of recreational areas.
Threats and Opportunities	**Threats** • Campgrounds often do not meet some visitor expectations in terms of facilities and amenities. They cannot accommodate larger vehicles. • Facilities at some recreational areas are not able to meet demand. • The parkway is unable to meet the needs of some visitors (i.e., visitors with limited mobility or other special needs) in terms of accessibility, facility access, etc. • Facilities are aging at recreational areas and the park is unable to keep up with maintenance needs. • Overuse of many sites is occurring at more popular destinations (i.e., Moses Cone Estate, Graveyard Fields, Price Park). Parking is also inadequate at many of these sites. • Social trails are an issue near parking lots, trails, and in areas with adjacent landowners. • Extreme weather events can result in road closures and limit access to recreational areas, affecting visitor experience. • Interpretation staff cannot reach/orient visitors as needed. Statistics indicate that only 10% of park users are contacted by uniformed interpretive rangers. These contacts are largely made by summer/fall seasonal staff that needs to be recruited and trained annually. • Ground-level ozone sometimes reaches levels that can make breathing difficult for sensitive groups including children, the elderly, people with existing health problems, and active adults.

Fundamental Resource or Value	Recreational Areas and Related Opportunities
Threats and Opportunities	**Opportunities** • Look at increasing parking and carrying capacity at certain high-use sites. • There are other (non-NPS) recreational sites that provide visitor amenities that the parkway cannot offer. This is recognized by some as an opportunity to redirect visitors from park sites with overuse, but it is also competition (a different visitor experience). • Pursue interpretive outreach through new technologies (i.e., apps, online, etc.). • Reach out to new sources for more volunteers (i.e., camp hosts, visitor center volunteers, trail cleanup, maintenance, service learnings, interns, etc.). • Improve design consistency in wayfinding and directional signage and better track sign locations. • Identify areas where additional interpretive waysides are needed and develop key messages to convey. • Expand interpretive and educational tools to communicate the connections between recreation, human health, air quality, night sky, natural sounds, climate change, and other associated resources. • Redirect visitors at busy areas of the park to other areas that are experiencing less use.
Data and/or GIS Needs	• Administrative history. • Visitor use surveys. • Carrying capacity studies. • Historic resource study. • Comprehensive cost estimates for rehabilitation/enhancement. • Visitor use counts.
Planning Needs	• Accessibility self-evaluation and transition plan. • Visitor use management plan. • Comprehensive interpretive plan. • Trail management plan. • Preservation and maintenance plan.
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	**Laws, Executive Orders, and Regulations That Apply to the FRV** • Americans with Disabilities Act of 1990 (42 USC §12101 et seq.) • Architectural Barriers Act of 1968 (42 USC §4151 et seq.) • Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA) Accessibility Guidelines" (36 CFR §1191) • Rehabilitation Act of 1973 (29 USC §701 et seq.) • The Clean Air Act (42 USC §7401 et seq.) gives federal land managers the responsibility for protecting air quality and related values, including visibility, plants, animals, soils, water quality, cultural resources, and public health, from adverse air pollution impacts • NPS Concessions Management Improvement Act of 1998 (54 USC §101912) **NPS Policy-level Guidance (NPS *Management Policies 2006* and Director's Orders)** • NPS *Management Policies 2006* (chapter 7) "Interpretation and Education" • NPS *Management Policies 2006* (chapter 8) "Use of the Parks" • NPS *Management Policies 2006* (chapter 9) "Park Facilities" • NPS *Management Policies 2006* (chapter 10) "Commercial Visitor Services" • Director's Order 6: *Interpretation and Education* • Director's Order 42: *Accessibility for Visitors with Disabilities in National Park Service Programs and Services* • NPS *Transportation Planning Guidebook*



Fundamental Resource or Value	Leisure Driving Experience
Related Significance Statements	1. The Blue Ridge Parkway was the first national rural parkway to be conceived, designed, and constructed for a leisurely driving experience that included opportunities for resource-based recreation. The parkway is internationally recognized in textbooks and literature for its landscape and engineering design achievements as a rural parkway that lies lightly on the land and blends into the landscape. Since its inception in the early 1930s, the parkway has retained an exceptionally high degree of integrity to its original design. 2. The parkway is the highest and longest continuous motor road in the Appalachian region. Reaching an elevation of 6,047 feet along its 469-mile length. The parkway provides easy public access to spectacular scenery of five major mountain ranges as well as agricultural landscapes in the central and southern Appalachian Mountains.
Current Conditions and Trends	**Conditions** • Because of more regional urbanization, there have been increased traffic volumes and congestion in certain areas of the parkway. • In some instances, the parkway is the most direct route between destinations in urban areas. As a result, there has been increased commuter use that affects the parkway driving experience for visitors. • The parkway experience does not always meet visitor expectations with regard to available technology. • The tree canopy has matured, which has created a "tunnel" effect along parts of the parkway, which can impact the driving experience. • Road conditions in some places are not up to National Park Service and Federal Highway Administration standards. • The majority of visitor centers and restrooms are closed during half the year or are too far apart to meet visitor needs. • The parkway exceeds 450 special use permits annually, which can have a significant impact on park visitors in those areas where events are held. • Parkway segments are sometimes identified by counties and regions as "their" parkway, and they are not as concerned about the parkway as a whole. **Trends** • The parkway has seen an increase in use of all types, which has affected the leisurely driving experience by sometimes resulting in safety concerns and visitor use conflicts (i.e., bicycles, motorcycles, etc.). • There has generally been a decrease in leisure time nationally, which means less vacation time for visitors and a desire to see as much as possible in a shorter amount of time. • Aging populations are seeking to experience the parkway both on and off of the motor road. This has led to changing demand for Americans with Disabilities Act access options. • There has been an increase in use of larger vehicles / recreational vehicles. • The road is being closed more often for repairs and maintenance needs due to the aging infrastructure. • There has been an increase in the use of new technologies, which provide opportunities for "virtual visits." This may discourage others from visiting the park because people can experience it in other ways.

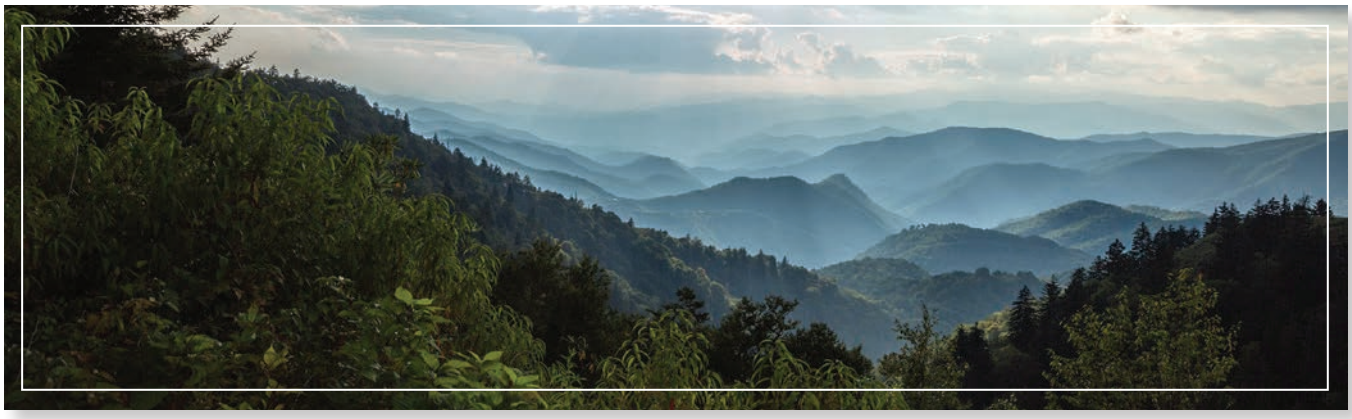
Fundamental Resource or Value	Leisure Driving Experience
Threats and Opportunities	**Threats** • The parkway is sometimes used as a commuter route, which leads to conflicts among user types and affects the leisurely driving experience. • Noise from vehicles, including some types of motorcycles, is worsened as more vehicles use the parkway, as they become larger, as they are retrofitted with noise-emitting exhaust systems or audio systems, when they idle, and when they travel in large groups. • Larger vehicles, buses, and recreational vehicles can damage the roadway and road shoulders and impact the driving experience. • With bicycle use increasing on the roadway, there is an increased risk of user conflicts (related to both safety and visitor experience). • There is no parking for large vehicles at some developed areas due to space limitations, historic design, site constraints, etc. • The large number of special uses can impact the leisure experience if visitors encounter a large event. • Competition from other outside interests – less interest in a leisurely driving experience and increase in demand for adventure activities. • Poor road conditions from a variety of causes can impact the visitor's leisurely driving experience. • Conflicts between user groups can affect the driving experience of visitors (i.e., visitors stuck in a line of traffic during special events). • Alternate routes are not always advertised or readily apparent during road closures, which can cause frustration from visitors who would like to continue driving on the parkway on the other side of the closure. • Roadside parking to access park amenities causes resource damages. **Opportunities** • Provide alternate parking at overlooks—some areas do not have parking to meet demand—or use signs, boulders, fencing to prevent people from parking outside of the designated parking area to reduce the number of people using the site at any one time. • Explore more restrictive management of special uses. • Alternate funding for enhanced visitor experience—do not rely solely on government funding and reach out to external entities. • Review entrance fee policy and consider how a park entrance fee or other cost recovery effort could be successfully implemented in a manner that does not affect the leisure driving experience and is consistent with law and policy. • Pursue the use of targeted safety messaging to specific user groups (i.e., bicycles, motorcycles, etc.). • Convey information about expectations at different parkway locations (e.g., X location is crowded, but another is available). This could be accomplished through the uses of dynamic messaging. • Explore strategies to keep visitors informed about detours and road closures, as well as distances of the closures. • Replacement of traffic counters is slated for the parkway; seek new technologies to provide better and more useful information on visitation that could be used by managers. • Consider shuttle bus opportunities from major tourist centers (i.e., Asheville, Boone/ Blowing Rock, Roanoke) to popular parkway destination sites. • Conduct visitor outreach and education regarding vehicle noise and noise reduction strategies. • Showcase a commitment to sustainability through the use of sustainable equipment and promotion of environmentally responsible employee travel. This could help improve the leisurely driving experience for visitors while meeting larger NPS sustainability goals.

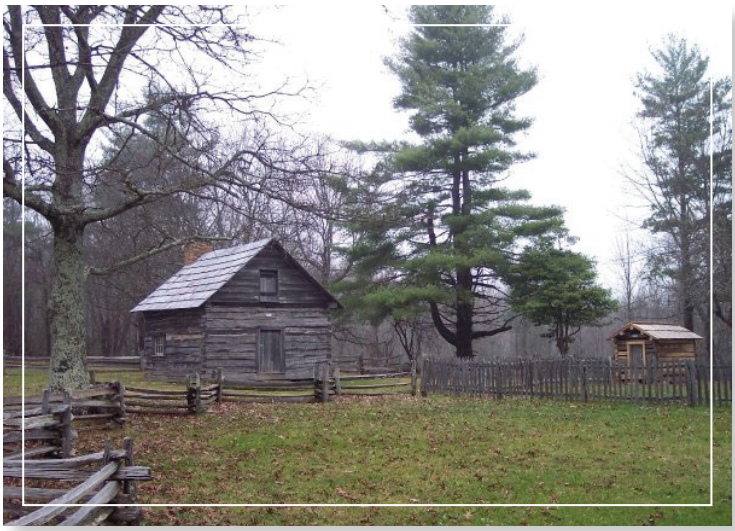
Fundamental Resource or Value	Leisure Driving Experience
Data and/or GIS Needs	• Administrative history. • Visitor use surveys. • Technical cost analysis for implementation of corridor access management plan. • Visitor use counts. • Feasibility study for entrance fees (update).
Planning Needs	• Comprehensive interpretive plan.
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	**Laws, Executive Orders, and Regulations That Apply to the FRV** • National Environmental Policy Act of 1969 (42 USC §4321) • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq.) • The Clean Air Act (42 USC §7401 et seq.) gives federal land managers the responsibility for protecting air quality and related values, including visibility, plants, animals, soils, water quality, cultural resources, and public health, from adverse air pollution impacts • Public Transportation Programs for National Park System Areas (16 USC 49 §2301(b)) • Transportation Service and Facility Programs (16 USC 49 §2302(a)) • Highways—Planning Assistance and Standards (23 CFR 450) • Motor Vehicle Management (41 CFR 102.34) • Executive Order 13423, "Strengthening Federal Environmental, Energy, and Transportation Management" • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" **NPS Policy-level Guidance (NPS *Management Policies 2006* and Director's Orders)** • NPS *Management Policies 2006* (chapter 9) "Park Facilities" • NPS *Transportation Planning Guidebook* (1999) • "Park Road Standards" (1984) • *Park Roads and Parkways Program Handbook* (2008) • Director's Order 50C: *Public Risk Management Program* • Director's Order 52C: *Park Signs* • Director's Order 55: *Incident Management Program* • Director's Order 80: *Real Property Asset Management* • Director's Order 87A: *Park Roads and Parkways*

Fundamental Resource or Value	Designed Landscape and Scenic Integrity
Related Significance Statements	1. The Blue Ridge Parkway was the first national rural parkway to be conceived, designed, and constructed for a leisurely driving experience that included opportunities for resource-based recreation. The parkway is internationally recognized in textbooks and literature for its landscape and engineering design achievements as a rural parkway that lies lightly on the land and blends into the landscape. Since its inception in the early 1930s, the parkway has retained an exceptionally high degree of integrity to its original design. 2. The parkway is the highest and longest continuous motor road in the Appalachian region. Reaching an elevation of 6,047 feet along its 469-mile length. The parkway provides easy public access to spectacular scenery of five major mountain ranges as well as agricultural landscapes in the central and southern Appalachian Mountains. 4. The parkway conserves a diversity of historically significant examples of 19th and 20th century lifeways, architecture, industry, and transportation associated with the people and communities of the central and southern Appalachian Mountains and their heritage.
Current Conditions and Trends	**Conditions** • Conditions of the transportation infrastructure range from excellent to fair. The road itself is in fair condition overall. • There are currently 200 miles of main line motor road that have not received needed pavement rehabilitation treatment in more than 30 years. These pavement sections are well beyond the industry life-cycle and in many cases may present safety hazards to park visitors and employees. Hazards such as potholes and eroding shoulders can be mitigated by reducing speed limits and installing appropriate signage. • The park is losing some of the original design features due to inability to appropriately maintain (i.e., water fountains, picnic tables, curbing, buildings, vistas, etc.). • Two hundred drive-by vistas and overlooks, wildflower display areas, etc. have been lost due to inability to perform regular maintenance. • Conditions have changed on the parkway, including presence of mature forest that is different than original conditions in the park land use maps. • Maintenance of views and vistas is being completed on a three-year cycle, but this should be completed annually. • When road sections are repaved the parkway cannot use Federal Lands Highway Program funds to pave and maintain the associated overlooks and parking areas due to funding requirements. This causes a disconnect in project continuity. • Scenic views can be obscured by pollution-caused haze at different times of the year. Average natural range is reduced from about 120 miles (without the effects of pollution) to about 45 miles because of pollution at the park. **Trends** • Due to encroaching vegetation, the condition of scenic vistas is declining. • The parkway is making an effort to improve conditions of certain resources and vistas contingent on time and funding. • Surrounding communities and partners are increasingly providing funding and support in some areas of the parkway. • Vista clearing and drainage clearing/maintenance is funded through cyclic maintenance, which results in these activities being performed less frequently. These types of routine maintenance activities need to be completed annually. • Visibility has improved as pollution-cased haze in scenic views has lessened over the past decade.

Fundamental Resource or Value	Designed Landscape and Scenic Integrity
Threats and Opportunities	**Threats** • The parkway has lost 18–20 percent of agricultural leases since they began, which affects the views and vistas of the designed landscape. There are approximately 500 agricultural leases that are currently active. • Commercial and private developments are challenging for maintaining the natural/rural viewshed. • Increasing severity of storms due to climate change has a significant effect on road infrastructure. • The parkway was not designed to accommodate larger, heavier vehicles on the roadway, so the presence of these vehicles has degraded road condition. • Large vehicles can also affect the tree canopy. The canopy is a safety issue and also impacts the undergrowth. • There is erosion of the pavement edge of the roadway because the drainage system is not working correctly. Park maintenance staffing levels are insufficient to carry out the needed drainage system repairs throughout the entire asset portfolio. • Changing safety standards can affect historic design if not done appropriately. The parkway has been working to meet these standards while maintaining historic design integrity. • Climate change may shift ecosystems northward while invasive species increase. Invasive species (such as bittersweet and multiflora rose) have become a problem in several areas of the parkway, which can have major impacts on vistas and views, as well as infrastructure (i.e., draining systems). • Tree disease and blight are a threat to the designed vistas and landscapes. • There are issues with visitor overflow impacting park infrastructure and natural resources. **Opportunities** • If additional Operations of the National Parks (ONPS) funding were authorized, vista clearing and drainage cleaning/maintenance could be base funded and cyclic maintenance funds could be used elsewhere. • Work more closely with neighbors to protect the viewsheds outside of park boundaries. • Work toward preventative maintenance of the views and vistas. Through using volunteers / partners / service learning, the parkway could, for example, create a buffer around mowing areas and remove small trees before they become a problem. • Work with youth crews to treat invasive species, or on a variety of other needs (i.e., deferred maintenance), which has been done in the past. • Prescribed burning could be used to treat views and vistas/infrastructure, but this is complicated administratively. The parkway could revisit this concept to see if it is more feasible now than it was in the 1980s when it was determined infeasible. • Strategically plant native species such as rhododendron or blueberries to suppress tree growth. • The parkway is working with the Federal Highway Administration to determine potential slide areas. This information should be used to create prioritized maintenance needs. • Work with adjacent counties to create vegetative buffers to protect the parkway and viewshed. • Develop a GIS layer of road age classes to guide repaving rotation schedule. This can be done in-house or in cooperation with the regional office, and should also be incorporated into the park atlas.
Data and/or GIS Needs	• Administrative history. • GIS data on vegetation compaction. • Guidance for hardening road edges. • Analysis of future county development and land use changes GIS layer. • Economic impact study. • Visual resource inventory.

Fundamental Resource or Value	Designed Landscape and Scenic Integrity
Planning Needs	• Visual resource management plan. • Strategic planning with counties. • Comprehensive interpretive plan. • Planning for adaptation to climate change.
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	**Laws, Executive Orders, and Regulations That Apply to the FRV** • National Environmental Policy Act of 1969 (42 USC §4321) • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq.) • The Clean Air Act (42 USC §7401 et seq.) gives federal land managers the responsibility for protecting air quality and related values, including visibility, plants, animals, soils, water quality, cultural resources, and public health, from adverse air pollution impacts • Public Transportation Programs for National Park System Areas (16 USC 49 §2301(b)) • Transportation Service and Facility Programs (16 USC 49 §2302(a)) • Highways—Planning Assistance and Standards (23 CFR 450) • Motor Vehicle Management (41 CFR 102.34) • Executive Order 13423, "Strengthening Federal Environmental, Energy, and Transportation Management" • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" **NPS Policy-level Guidance (NPS *Management Policies 2006* and Director's Orders)** • NPS *Management Policies 2006* (§1.4.6) "Park Resources and Values" • NPS *Management Policies 2006* (§1.6) "Cooperative Conservation Beyond Park Boundaries" • NPS *Management Policies 2006* (§4.7) "Air Resource Management" • NPS *Management Policies 2006* (chapter 5) "Cultural Resource Management" • NPS *Management Policies 2006* (chapter 9) "Park Facilities" • NPS *Transportation Planning Guidebook* (1999) • "Park Road Standards" (1984) • *Park Roads and Parkways Program Handbook* (2008) • Director's Order 28: *Cultural Resource Management* • Director's Order 50C: *Public Risk Management Program* • Director's Order 52C: *Park Signs* • Director's Order 55: *Incident Management Program* • Director's Order 80: *Real Property Asset Management* • Director's Order 87A: *Park Roads and Parkways*





Fundamental Resource or Value	Examples of Appalachian History and Culture
Related Significance Statements	4. The parkway conserves a diversity of historically significant examples of 19th and 20th century lifeways, architecture, industry, and transportation associated with the people and communities of the central and southern Appalachian Mountains and their heritage. 5. The parkway was conceived during the Great Depression as a large-scale public works project to create jobs. Today it connects 29 counties, creating a regional identity that continues to contribute to economic vitality.
Current Conditions and Trends	**Conditions** • Historic structures related to Appalachian history and culture range from excellent to poor condition. • The parkway protects more than 100 historic structures, more than 30 cultural landscapes (the whole park is considered a cultural landscape), and more than 100 archeological sites. • There is a lack of documentation for many cultural landscapes related to Appalachian history and culture. • Some of the historic structures are being continually used and interpreted, such as living history programs conducted at Humpback Rocks and Johnson Farm. • The parkway is dependent on volunteers for interpretation at many sites. • Some cultural sites have been closed because of staffing levels and maintenance issues which has reduced interpretation and opportunities to expand visitor education. • The parkway has well-documented history on many historic sites included in existing cultural landscape inventories and cultural landscape reports. • The parkway has lost some structures that relate to Appalachian history, but are not necessarily historically significant. • Some historic structures are in danger of collapse due to lack of stabilization. **Trends** • Many cultural resources are deteriorating over time. • The popularity of historic resources has been declining over time due to decreased relevancy for modern visitors. Many visitors have a hard time relating to the resources. • The local population has been shifting due to gentrification. People have been moving into the area who may not have the same connection to and knowledge of the history of the area. • People involved in living histories are aging, and generational knowledge is being lost.

Fundamental Resource or Value	Examples of Appalachian History and Culture
Threats and Opportunities	**Threats** • The parkway does not have resources to adequately maintain historic structures. • Some structures are deteriorating due to wear and weather. • Vegetation has been encroaching at historic sites. • As generations become more disconnected to the history of sites at the parkway, relevancy and interest is being lost. • There is overcrowding at some historic park sites. • People and stories associated with Appalachian history have been lost due to the passage of time. • Some historic structures have been closed and are deteriorating more quickly without ongoing maintenance. **Opportunities** • Pursue partnerships to help with maintenance and interpretation at historic sites. • Complete a national historic landmark designation for the entire parkway. An integrity assessment has been completed and the nomination is currently being drafted. • More clearly and effectively convey needs to external audiences. • Work with partners / volunteers / communities to engage with the parkway and support park resource management and maintenance. • Ensure that interpretive themes are followed at historic sites and stories are appropriate to specific sites. • Work toward documenting ethnography and oral histories. • Leverage universities to generate more research on historic sites. • Revitalize historic experience through the use of partnerships. • Pursue uses of historic structures that are consistent with their historic context, including use by concessioners.
Data and/or GIS Needs	• Administrative history. • Historic American Buildings Survey/Historic American Engineering Record architectural drawings. • Cultural resources condition assessment. • Historic resource study. • Cultural landscape inventories. • Traditional use study. • Comprehensive update to List of Classified Structures. • Oral histories.
Planning Needs	• Historic structure reports. • Comprehensive interpretive plan. • Development concept plans. • Cultural landscape reports. • Collection storage plan (update). • Preservation and maintenance plan.

Fundamental Resource or Value	Examples of Appalachian History and Culture
Laws, Executive Orders, and Regulations That Apply to the FRV, and NPS Policy-level Guidance	**Laws, Executive Orders, and Regulations That Apply to the FRV** • Antiquities Act of 1906 (54 USC §320301-320303, 34 Stat. 225) • Historic Sites Act of 1935 (54 USC §320101 et seq.) • National Historic Preservation Act of 1966, as amended (54 USC §300101 et seq.) • Archeological and Historic Preservation Act of 1974 (54 USC §312502 et seq.) • Archaeological Resources Protection Act of 1979 (54 USC §302902) • Museum Properties Management Act of 1955, as amended • Executive Order 11593, "Protection and Enhancement of the Cultural Environment" • "Curation of Federally-Owned and Administered Archaeological Collections" (36 CFR 79) • "Protection of Historic Properties" (36 CFR 800) • Secretarial Order 3289, "Addressing the Impacts of Climate Change on America's Water, Land, and Other Natural and Cultural Resources" **NPS Policy-level Guidance (NPS *Management Policies 2006* and Director's Orders)** • NPS *Management Policies 2006* (chapter 5) "Cultural Resource Management" • Director's Order 24: *NPS Museum Collections Management* • Director's Order 28: *Cultural Resource Management* • Director's Order 28A: *Archeology* • NPS *Museum Handbook*, parts I, II, and III • *The Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* • *The Secretary of the Interior's Standards for the Treatment of Historic Properties* • *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*

Identification of Key Issues and Associated Planning and Data Needs

This section considers key issues to be addressed in planning and management and therefore takes a broader view over the primary focus of part 1. A key issue focuses on a question that is important for a park. Key issues often raise questions regarding park purpose and significance and fundamental resources and values. For example, a key issue may pertain to the potential for a fundamental resource or value in a park to be detrimentally affected by discretionary management decisions. A key issue may also address crucial questions that are not directly related to purpose and significance, but that still affect them indirectly. Usually, a key issue is one that a future planning effort or data collection needs to address and requires a decision by NPS managers.

The following are key issues for the Blue Ridge Parkway and the associated planning and data needs to address them:

- **Deterioration of Critical Road Infrastructure and Facilities.** As an NPS park unit where the road and associated driving experience are the primary reason for designation, maintenance and preservation of pavement assets are critical to maintaining park purpose, significance, and fundamental resources and values. Accordingly, though the nationwide deferred maintenance backlog is an issue for parks across the service, it is especially salient for the Blue Ridge Parkway, which has one of the largest road maintenance backlogs in the country due to the 469-mile length of the motor road and its associated infrastructure (i.e., culverts, etc.). Many paved sections of the motor road have fallen into poor condition and remain so beyond the 20 year pavement life span before funds can be secured for necessary repair. These conditions contribute to compromised visitor experience and could impact roadway safety.

  What differentiates the parkway and other NPS units with significant pavement assets is that another agency, the Federal Highway Administration (Federal Lands Highway Program), is the primary source of support for main line road pavement rehabilitation. That source has not been able to keep pace with the deferred and ongoing maintenance needs of the roadway at the parkway, or at NPS units with similar maintenance needs. There is an opportunity to create a broader NPS-wide strategy that looks beyond the current structure to ensure that park units that are especially reliant on pavement assets are able to secure long-term operations and maintenance support to maintain purpose, significance, and fundamental resources and values.

- **Addressing Visitor Use and Safety.** Many areas throughout the parkway are experiencing visitor crowding, and are exceeding their designed capacity. Facilities at these sites are not able to accommodate the existing amount of use, which has led to resource degradation (e.g., introduction of nonnative species, vegetation trampling, etc.) and compromised the quality of visitor experiences. Many high-use sites are consistently overused, but the problem is particularly notable on weekends and during special events, which are commonly authorized along the parkway.

  Providing for effective public safety is a priority for the Blue Ridge Parkway. Every visitor service, experience, and opportunity is dependent on that person's ability to return home safely to share their story. The NPS servicewide mission of resource protection is critically linked to the well-being of all who pass through these public lands.

  - *Associated planning needs:*
    - Visitor use management plan
  - *Associated data needs:*
    - Visitor use surveys
    - Visitor use counts
    - Carrying capacity studies
    - Transportation modal studies

- **Changing Types of Use.** Park employees have noted a change in the types of uses of the parkway. Recreational vehicles, bicycles, commercial buses, and other nontraditional visitor activities, etc. are becoming increasingly common. The original parkway infrastructure, including the roadway design itself, was not necessarily built to sustain such uses. As a result, management issues have arisen such as resource degradation, visitor conflicts, and others. The park needs to further consider how to best understand and address the changing demands for use of the parkway and its related facilities. New technologies such as internet connectivity, new vehicle types, etc. may require further management attention as they are introduced.

    - ***Associated data needs:***
        - Visitor use surveys
        - Visitor use counts
        - Transportation modal studies

- **Visitor Engagement and Park Identity.** Parkway staff only reach approximately 10% of visitors despite the existence of several visitor centers and contact stations. Staffing is limited along with the programs that can feasibly be offered to connect to the next generation of park stewards. The parkway feels that increasing personal contacts would help build relevancy with the visiting public.

    - ***Associated planning needs:***
        - Comprehensive interpretive plan

- **Communication Infrastructure.** The parkway has its own emergency communications and dispatch capability, which is closely coordinated with local law enforcement and emergency fire and medical organizations. There have been requests from neighboring National Park Service units within the region to have the parkway provide emergency communications and dispatch services. While the current technology, staffing, etc. is adequate for the parkway, further planning and exploration of alternative technologies would be required before increasing the emergency communications workload at the parkway to meet the needs of these other parks.

    - ***Associated data needs:***
        - Analysis of operational communication needs; analysis of communication technologies

Planning and Data Needs

To maintain connection to the core elements of the foundation and the importance of these core foundation elements, the planning and data needs listed here are directly related to protecting fundamental resources and values, park significance, and park purpose, as well as addressing key issues. To successfully undertake a planning effort, information from sources such as inventories, studies, research activities, and analyses may be required to provide adequate knowledge of park resources and visitor information. Such information sources have been identified as data needs. Geospatial mapping tasks and products are included in data needs.

Items considered of the utmost importance were identified as high priority, and other items identified, but not rising to the level of high priority, were listed as either medium- or low-priority needs. These priorities inform park management efforts to secure funding and support for planning projects.

Planning Needs – Where A Decision-making Process Is Needed			
Related to an FRV or Key Issue?	**Planning Needs**	**Priority (H, M, L)**	**Notes**
History and Culture	Historic structure reports	H	A majority of structures in the park do not have historic structure reports, which are needed to provide historic context and allow for adequate preservation and interpretation. The sequence of these reports would be prioritized for those that need them most (i.e., the plateau district).
Recreational Areas	Accessibility self-evaluation and transition plan	H	This plan would build off of a previous accessibility assessment—evaluating and assessing barriers to both physical and programmatic accessibility. The outcome of the plan is an accessible and spatially referenced document that would guide park staff and decision makers in assessing, prioritizing, and implementing solutions for universal accessibility at Blue Ridge Parkway.
Recreational Areas; Key Issue: Overuse	Visitor use management plan	H	A visitor use management plan is needed to create a strategy for comprehensively managing visitation for the parkway and determining visitor capacities at key destinations as needed. It would be completed in collaboration with other federal, state, and local entities, and would be based on data from the visitor use surveys, visitor use counts, carrying capacity studies, and transportation modal studies.
Diversity of Habitat; Recreational Areas; Leisure Driving Experience; Designed Landscape; History and Culture; Key Issue: Visitor Engagement	Comprehensive interpretive plan	H	The plan would provide comprehensive strategies to enhance interpretation at Blue Ridge Parkway, including specific guidance for integrating new technology into interpretation, as well as identification of personal and nonpersonal services available, trends, and needs. This effort should also include an education strategy, and guidance for information and placement of informational signage and waysides to NPS design standards.
Diversity of Habitat	Habitat management plans	H	Habitat management plans would provide guidance on managing specific habitats along the parkway such as spruce fir forests, grassy balds, and other primary habitats. The parkway already has a plan to guide management of wetlands.
Diversity of Habitat	Resource stewardship strategy	H	A resource stewardship strategy would help the park identify desired conditions for cultural and natural resources, as well as management strategies to achieve those desired conditions. Various natural and cultural resource data needs would help inform this planning effort, including a cultural resources condition assessment.
Recreational Areas; History and Culture	Preservation and maintenance plan	H	This plan would provide guidance for preservation and maintenance of both historic and nonhistoric structures and assets, including historic buildings, the designed landscape, ditches and culverts, etc. It would help set minimum objectives and priorities for preservation and maintenance.

Planning Needs – Where A Decision-making Process Is Needed			
Related to an FRV or Key Issue?	**Planning Needs**	**Priority (H, M, L)**	**Notes**
Diversity of Habitat; Designed Landscape	Planning for adaptation to climate change	H	The parkway is interested in understanding the potential climate futures for the region, and the impacts that will have on park resources. It also seeks to understand strategies for managing the effects of climate change. The Blue Ridge Parkway was a pilot park for a climate change analysis with the Federal Highway Administration, so there is some existing information.
Diversity of Habitat	Fisheries management plan	H	The Blue Ridge Parkway includes aquatic habitats that support both native and nonnative fish, and the park allows fishing in accordance with NPS regulation and policy. Fishing regulations are outdated and inconsistent between North Carolina and Virginia, and a fishery management plan would help coordinate management, consolidate regulations, and provide clear guidance to the fishing public.
History and Culture	Development concept plans	M	Development concept plans are needed to guide management actions/strategies at a variety of park sites including Humpback Rocks, Mabry Mill, Brinegar Cabin, and others. They would also include site schematics. Recommendations would be tiered off of the preferred alternative in the general management plan.
History and Culture	Cultural landscape reports	M	Cultural landscape reports are needed to provide treatment recommendations for the cultural landscapes in the park. Some of these have been completed, but not covering the entirety of the parkway, which is itself a cultural landscape.
Designed Landscape	Visual resource management plan	M	This plan would help the park work with adjacent landowners and land uses to determine best methods for preservation of the parkway's scenic landscape/viewshed. It would identify goals, objectives, and strategies for protecting the valued characteristics of important views.
Designed Landscape	Strategic planning with counties	M	A strategic planning process would help the parkway work with counties to help manage development and facilitate protection of adjacent lands.
Recreational Areas	Trail management plan	M	A trail management plan would help the parkway prioritize maintenance and treatment of trails along the parkway. It should also provide guidance for potential expansion of the trail system/facilities, as well as allowed uses on trails and solutions for addressing unauthorized social trails coming into the park from neighboring private lands.
History and Culture	Collection storage plan (update)	L	This plan would provide updated guidance for management and storage of museum collections.

Data Needs – Where Information Is Needed Before Decisions Can Be Made			
Related to an FRV or Key Issue?	**Data and GIS Needs**	**Priority (H, M, L)**	**Notes, Including Which Planning Need This Data Need Relates To**
Diversity of Habitat; Recreational Areas; Leisure Driving Experience; Designed Landscape; History and Culture	Administrative history	H	The parkway has a draft administrative history that needs to be updated and finalized to meet current NPS requirements.
Designed Landscape	GIS data on vegetation compaction	H	This need would map instances of pedestrian and vehicle vegetation compaction along the roadway and at high-use areas.
Designed Landscape	Guidance for hardening road edges	H	This information would provide possible solutions to address pavement edge rutting along the roadway, which is important to ensure visitor safety. The Federal Highway Administration may be able to assist with this.
Recreational Areas; Leisure Driving Experience; Key Issue: Overuse; Key Issue: Changing Types of Use	Visitor use surveys	H	Visitor use surveys would help the parkway understand visitor demographics and expectations, and help determine where visitors get information for advanced trip planning. It could be used to inform the visitor use management plan.
Recreational Areas; Key Issue: Overuse	Carrying capacity studies	H	Carrying capacity studies would help quantify visitation and visitor activities across the parkway, particularly at certain high-use sites. It could be used to inform the visitor use management plan.
Diversity of Habitat	Survey of historic wetlands	H	This survey would determine historic locations of wetlands, as well as areas where wetlands are increasing or decreasing. This information would be useful to identify wetland sites that might be restored.
Diversity of Habitat	Boundary surveys	H	Large areas of the park have never had boundary surveys, and the park does not have an official boundary created and maintained by the NPS Lands Resources Program. New lands need to be surveyed, and some existing boundaries need to be remarked. This would help the parkway manage encroachment issues and protect habitats that extend outside of park boundaries. The NPS Land Resources Division should complete an official park boundary based on this work.
Diversity of Habitat	Habitat and species trend data	H	Studies of habitat and species are needed for trend/comparison purposes. Many studies were completed 20–30 years ago, and replicated studies would allow the parkway to determine changes in ecosystems and species populations over time.
Key Issue: Overuse; Key Issue: Changing Types of Use	Transportation modal studies	H	Transportation modal studies would update the traffic counting system and provide information on modal mix, traffic volumes, turning patterns, and vehicle weight, length, and height. It could help parkway staff make more-informed decisions about management of the roadway.

Data Needs – Where Information Is Needed Before Decisions Can Be Made			
Related to an FRV or Key Issue?	**Data and GIS Needs**	**Priority (H, M, L)**	**Notes, Including Which Planning Need This Data Need Relates To**
History and Culture	Historic American Buildings Survey/Historic American Engineering Record architectural drawings	H	Architectural drawings are needed for several historic park structures, including structures at Moses Cone, Mabry Mill, Rakes Mill, and other sites.
History and Culture	Cultural resources condition assessment	H	This assessment would provide information on the condition of the cultural resources across the park. It is needed prior to beginning a resource stewardship strategy.
Recreational Areas; Leisure Driving Experience; Key Issue: Overuse; Key Issue: Changing Types of Use	Visitor use counts	H	This effort would help determine an effective method for accurately counting visitors at key destinations along the parkway, including traffic mix. It would provide useful data to guide park management, and could help inform the visitor use management plan.
Key Issue: Communication Infrastructure	Analysis of operational communication needs; analysis of communication technologies	M	The park seeks to analyze regional need for operational communication (both internal and external), and to identify any other entities that could benefit from Blue Ridge Parkway dispatch services. This analysis would also include a look at current operational communication technologies, and an assessment of communication strategies that could be applied at Blue Ridge Parkway to meet regional demand.
History and Culture; Recreational Areas	Historic resource study	M	This study would research the history of cultural sites where not much information is currently known including the Peaks of Otter, Pisgah Ledge, and others areas.
History and Culture	Cultural landscape inventories	M	Cultural landscape inventories are needed for several landscapes at the parkway, including along the motor road corridor. Approximately 10 developed areas out of 24 have had a cultural landscape report prepared.
History and Culture	Traditional use study	M	This study would help gather additional information about traditional uses of park sites and resources.
Designed Landscape; Diversity of Habitat	Analysis of future county development and land use changes GIS layer	M	The parkway has county development information that is currently outdated. An updated county development analysis would help the park determine future growth plans for adjacent counties, and identify park sites were future development could affect park management/resources.
Recreational Areas	Comprehensive cost estimates for rehabilitation/ enhancement	M	Architectural and engineering comprehensive cost estimates are needed to better understand cost of facility rehabilitation and enhancement. This could be used to inform asset prioritization in the park asset management plan.

Data Needs – Where Information Is Needed Before Decisions Can Be Made			
Related to an FRV or Key Issue?	**Data and GIS Needs**	**Priority (H, M, L)**	**Notes, Including Which Planning Need This Data Need Relates To**
Diversity of Habitat	Historical habitat data	M	These data would help determine how habitats have changed over time to aid in restoration efforts.
Diversity of Habitat	GIS mapping of social trails	M	Mapping of social trails would identify areas of habitat fragmentation and aid with resource protection efforts. Mapping of these trails could also help with visitor safety, as visitors sometimes get lost on undesignated trails and staff has difficulty locating them. This was completed several years ago for Roanoke and Asheville corridors but needs to be done parkway-wide.
Leisure Driving Experience	Technical cost analysis for implementation of corridor access management plan	M	This analysis would provide costs associated with designing and implementing access management recommendations from the corridor access management plan (2010).
Designed Landscape	Visual resource inventory	M	This inventory would identify the scenic quality and NPS/visitor values of important views. The inventory would serve as the baseline for development of a visual resource management plan.
Leisure Driving Experience	Feasibility study for entrance fees (update)	M	The parkway is considering the feasibility of an entrance fee and needs to complete a feasibility study.
History and Culture	Comprehensive update to List of Classified Structures	L	There are many small features throughout the park that are not included in the List of Classified Structures database. A comprehensive update is needed if this is not completed as part of the national historic landmark nomination for the parkway.
History and Culture	Oral histories	L	Oral histories are needed to capture community connections to the Blue Ridge Parkway, as well as institutional knowledge from NPS employees.
Designed Landscape	Economic impact study	L	An economic impact study was completed in 1993, but an updated study is needed. There have been various methods for data collection, analysis, and reporting over time. This study would define a standard methodology and include custom surveying and outreach. This information could help the parkway communicate the economic impacts of the parkway on governments in the region (county, municipal, etc.).
Diversity of Habitat	Historical data of fog interception and precipitation analysis	L	A majority of precipitation at high elevations along the parkway comes from fog interception. Frequency and intensity of fog and precipitation over time is an important data set to understand habitat conditions.
Diversity of Habitat	Data on acoustic resources and noise	L	This need would help understand primary noise sources at the parkway and the effects of noise on park resources and values.

Data Needs – Where Information Is Needed Before Decisions Can Be Made			
Related to an FRV or Key Issue?	**Data and GIS Needs**	**Priority (H, M, L)**	**Notes, Including Which Planning Need This Data Need Relates To**
Diversity of Habitat	Data on lightscape, artificial light sources, and sky glow conditions	L	This need would inform understanding of light sources, sky glow conditions, and effects of artificial light on park resources and values.
Diversity of Habitat	Animal movement patterns	L	This need would help determine how animals are interacting with the parkway and related infrastructure, and whether different approaches are needed to wildlife management (i.e., are animals using bridges, or does the park need to install animal crossings?). It would allow park managers to see how developments, including state roads, interstates, large rivers, outside development, are altering animal land use.

Part 3: Contributors

Blue Ridge Parkway

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Appendixes

Appendix A: Enabling Legislation and Legislative Acts for the Blue Ridge Parkway

Legislative Summary

AREA: BLUE RIDGE PARKWAY, NORTH CAROLINA AND VIRGINIA

AUTHORIZATION
Act of June 30, 1936 (P.L. 74-848, 49 Stat. 2041)

*ACQUISITION AUTHORITY
Act of August 19, 1937 (P.L. 75-322, 50 Stat. 699), authorized acquisition, by exchange, of Cherokee Indian reservation lands.

Act of June 8, 1940 (P.L. 76-566, 54 Stat. 249), authorized the Secretary to accept title to any lands conveyed for Blue Ridge Parkway use.

Act of October 10, 1949 (P.L. 81-340, 63 Stat. 726), authorized exchange of lands with the Eastern band of Cherokee Indians.

Act of May 13, 1952 (P.L. 82-336, 66 Stat. 69), authorized the transfer of certain lands to the jurisdiction of the Secretary of Agriculture.

Act of June 30, 1961 (P.L. 87-76, 75 Stat. 196), authorized the Secretary to acquire, by purchase or exchange, lands and interests in lands contiguous to the parkway.

Act of October 9, 1968 (P.L. 90-555, 82 Stat. 967), authorized Secretary to accept donations of lands and interests in lands in the States of Georgia and North Carolina for parkway extension.

Act of November 10, 2003 (P.L. 108-108, 117 Stat. 1271), directs the Secretary to convey to the Eastern Band of Cherokee Indians (EBCI) the 143-acre Ravensford tract in Great Smoky Mountains National Park in exchange for the 218-acre Yellow Face tract adjacent to the Waterrock Knob Visitor Center on the Blue Ridge Parkway.

Act of May 24, 2010 (P.L. 111-167, 124 Stat. 1188), authorized the Secretary to convey approximately 20 acres of land within the boundary of Blue Ridge Parkway in exchange for approximately 192 acres owned by the Town of Blowing Rock, North Carolina. Upon completion of the exchange, the parkway boundary shall be adjusted accordingly.

ESTABLISHED
June 30, 1936

*BOUNDARY REVISIONS
Act of August 19, 1937, authorized exchange of lands with Cherokee Indians.

Act of June 11, 1940 (P.L. 76-590, 54 Stat. 299), authorized Secretary to convey certain lands to State of North Carolina.

Act of December 22, 1944 (P.L. 78-536, 58 Stat. 909), authorized Secretary to grant easements for railroad purposes to C & O Railroad.

Act of October 10, 1949, authorized exchange of lands with Cherokee Indians.

Act of June 30, 1961, authorized transfer to Shenandoah National Park of a certain section of parkway land.

Act of October 9, 1968, authorized addition of lands donated by the States of Georgia and North Carolina.

Act of April 2, 1987 (P.L. 100-17, 101 Stat. 198), authorized a 10-mile extension of the parkway to the Explore Project.

Act of November 10, 2003 (P.L. 108-108, 117 Stat. 1271), directs that the Secretary, upon completion of an exchange with the Eastern Band of Cherokee Indians, revise the boundary of the parkway to include the 218-acre Yellow Face tract.

Act of May 24, 2010, authorized an exchange with the Town of Blowing Rock and the revision of the parkway boundary to reflect the exchange.

ACREAGE LIMITATIONS
Act of October 9, 1968, limits acceptance of donated lands to an average of 125 acres per mile in fee simple and not more than 25 acres per mile in scenic easements.

STATUTORY CEILING FOR LAND ACQUISITION
None

AREA NUMBERS
MIS - 5140

Establishment: Public Law 74-848 – June 30, 1936

74TH CONGRESS. SESS. II. CHS. 883, 884. June 30, 1936. July 13, 1936. 2041

[CHAPTER 883.]

AN ACT

To provide for the administration and maintenance of the Blue Ridge Parkway, in the States of Virginia and North Carolina, by the Secretary of the Interior, and for other purposes.

June 30, 1936.
[H. R. 12455.]
[Public, No. 848.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter all lands and easements conveyed or to be conveyed to the United States by the States of Virginia and North Carolina for the right-of-way for the projected parkway between the Shenandoah and Great Smoky Mountains National Parks, together with sites acquired or to be acquired for recreational areas in connection therewith, and a right-of-way for said parkway of a width sufficient to include the highway and all bridges, ditches, cuts, and fills appurtenant thereto, but not exceeding a maximum of two hundred feet through Government-owned lands as designated on maps heretofore or hereafter approved by the Secretary of the Interior, shall be known as the Blue Ridge Parkway and shall be administered and maintained by the Secretary of the Interior through the National Park Service, subject to the provisions of the Act of Congress approved August 25, 1916 (39 Stat. 535), entitled "An Act to establish a National Park Service, and for other purposes", the provisions of which Act, as amended and supplemented, are hereby extended over and made applicable to said parkway: *Provided*, That the Secretary of Agriculture is hereby authorized, with the concurrence of the Secretary of the Interior, to connect with the parkway such roads and trails as may be necessary for the protection, administration, or utilization of adjacent and nearby national forests and the resources thereof: *And provided further*, That the Forest Service and the National Park Service shall, insofar as practicable, coordinate and correlate such recreational development as each may plan, construct, or permit to be constructed, on lands within their respective jurisdictions which, by mutual agreement, should be given special treatment for recreational purposes.

Approved, June 30, 1936.

Blue Ridge Parkway, Va., and N. C.
Projected parkway between the Shenandoah and Great Smoky Mountains National Parks, etc., to be known as.

Administration, etc., by National Park Service.

Vol. 39, p. 535.
U. S. C., p. 591.

Provisos.
Roads and trails.

Coordination of recreational development by Forest Service and National Park Service.

Appendix B: Inventory of Special Mandates and Administrative Commitments

General Type of Agreement	Approximate Number	Purpose	Stakeholders
General agreements, cooperative agreements, and memorandums of understanding—parkway management	8 (variable)	General agreements relating to broad categories of parkway management. Examples include trail maintenance, youth project assistance, assistance from the climbing community, etc.	Nonprofit entities, states of North Carolina and Virginia, and localities
General agreements, cooperative agreements, and memorandum of understanding—natural and cultural resources	8 (variable)	General agreements relating to broad categories of cultural and natural resource management. Examples include fisheries and wildlife management, prescribed burns, etc.	Nonprofit entities, states of North Carolina and Virginia, and localities
Memorandum of understanding for federal conservation of Peaks of Otter salamander	1	For conservation of the Peaks of Otter salamander.	U.S. Fish and Wildlife Service and U.S. Forest Service
Cooperative agreements with universities	3 (variable)	Agreements relating to research, projects, data collection, etc.	Virginia Tech, University of North Carolina at Asheville, Appalachian State University
Cooperative agreements with state natural heritage programs	2	Agreements for resource data maintenance and sharing.	States of North Carolina and Virginia
Memorandum of agreement with state historic preservation offices	2	Agreements with state preservation offices for National Historic Preservation Act compliance.	State historic preservation offices in North Carolina and Virginia
Memorandum of agreement for concurrent jurisdiction at NPS units in the state of North Carolina; memorandum of agreement and deed for concurrent jurisdiction at areas of the Blue Ridge Parkway in the state of Virginia (Note: North Carolina agreement dated July 27, 1984. Virginia agreement dated July 12, 1982.)	2	To cede state jurisdiction on parkway lands to the federal government to allow for law enforcement beyond the Code of Federal Regulations on those lands.	States of North Carolina and Virginia
Cooperating association agreement between the National Park Service and Eastern National (Note: Agreement held nationally.)	1	Eastern National is a nonprofit cooperating association chartered in 1948 to provide interpretive book sales at visitor centers and to promote educational and interpretive activities by returning profits to the National Park Service. The Blue Ridge Parkway serves as an agent of Eastern National under Public Law 79-633, authorizing cooperating associations.	Eastern National

General Type of Agreement	Approximate Number	Purpose	Stakeholders
Friends group agreements	2	Agreement that addresses the relationship of partners and outlines respective missions and reasons for working together, roles, protocols, and conditions. These agreements outline the rules for engagement and authorize limited fundraising.	Blue Ridge Parkway Foundation and Friends of the Blue Ridge Parkway
Formal partner agreements	2	Agreement that addresses the relationship of partners in broad terms, and incorporates clauses that are universally applicable to a variety of partnership activities. These agreements are designed to formalize the relationship between the National Park Service and its nonprofit support organizations.	Blue Ridge Parkway Association and Blue Ridge National Heritage Area
Volunteer agreements	2,116 volunteers in FY 2015 (variable)	Agreements with individuals who volunteer their time to help with parkway projects and operations.	Public and nonprofit entities
Road plowing agreement	1	Agreement stating that the National Park Service will plow the road to keep tower clear in winter.	Federal Aviation Administration
Construction permits	Approximately 5–10 per year (variable)	Permitting of construction activities within rights-of-way or deed-reserved rights.	Various private, federal, state, county, local, and nonprofit entities
Explore park maintenance and operations agreement	1	Agreement for shared maintenance and operations at site where the National Park Service and Roanoke County, Virginia, share land.	Roanoke County, Virginia
Maintenance agreements with U.S. Forest Service	2	Agreement for shared maintenance and operations at sites—Graveyard Fields (North Carolina) and Fallingwater Trail (Virginia) where National Park Service and U.S. Forest Service share land.	U.S. Forest Service in North Carolina and Virginia
Appalachian Trail memorandum of agreement	1	Six-way agreement for management of the Appalachian Trail where it crosses Blue Ridge Parkway lands in Virginia.	Appalachian Trail Conservancy, Appalachian National Scenic Trail, and three local Appalachian Trail clubs (Old Dominion, Tidewater, and Natural Bridge)

General Type of Agreement	Approximate Number	Purpose	Stakeholders
Memorandum of understanding—design of Interstate 26 Bridge, Buncombe County, North Carolina	1	Agreement to collaborate on design of replacement parkway bridge for Interstate 26 crossing.	Eastern Federal Lands Highway Division (Federal Highway Administration) and North Carolina Department of Transportation
Project agreements—Federal Highway Administration	Approximately 4 per year (variable)	Agreements for project work to be undertaken by the Federal Highway Administration on the parkway motor road.	Eastern Federal Lands Highway Division (Federal Highway Administration)
Scenic easements	159	Legal agreement between a landowner and the National Park Service that permanently limits a property's uses in order to protect its conservation values.	Private landowners
Private roads (deed reserved)	Approximately 618 (plus 37 joint use private roads)	Private roads on/crossing Blue Ridge Parkway property deed reserved.	Private landowners
Public roads (deed reserved)	Approximately 386	Public roads on/crossing Blue Ridge Parkway property deed reserved.	States of North Carolina and Virginia
Utility rights-of-way	Approximately 234	Deeded uses include utility corridors, sewer, water, and telephone lines.	Municipalities and utility companies
Other deed reserved accesses	Approximately 200	Deeded access for things such as cattle, foot paths, and other uses.	Private landowners and the public
Cooperative fire agreements	31	Agencies involved with fire suppression remain responsible for and will take charge of fire suppression actions in the areas under their protection. Each agency will assist the other as needed for fires as defined in agreements.	City and county law enforcement agencies in North Carolina and Virginia
Annual operating plan for interagency fire operations	2	Includes cooperation with law enforcement entities.	States of North Carolina and Virginia
Cooperative mutual aid agreements and cities and counties	Approximately 40	Includes cooperation with firefighting resources at state and federal level.	City and county fire departments
Agreements with sheriff's offices	29	Includes cooperation with law enforcement entities.	Sheriff's offices in North Carolina and Virginia
Mutual aid agreements with federal law enforcement	2	Includes cooperation with law enforcement entities.	U.S. Forest Service and U.S. Fish and Wildlife Service

General Type of Agreement	Approximate Number	Purpose	Stakeholders
Servicing agreement	1	Access and share critical law enforcement information and systems—Division of Criminal Information, National Crime Information Center.	NPS Blue Ridge Parkway, NPS Kings Mountain National Military Park, Department of Veterans Affairs, Mount Mitchell State Park, and U.S. Forest Service
Memorandum of understanding for dispatch	1	Blue Ridge Parkway provides backup dispatch for Shenandoah National Park.	Shenandoah National Park
Microwave system	2 special use permits/6 memorandum of understanding/2 General Services Administration ground leases	Includes hosting and maintenance of microwave system.	Blue Ridge National Heritage Area
Agricultural leases	Approximately 500	Leases granted through a special use permit to help maintain and preserve the pastoral agricultural landscape.	Members of the public who lease lands
Special park uses	Average about 90 permits per year, adding up to 475 days of use (variable)	Varies. Examples include weddings, car cruises, road races, etc.	Users of the parkway
Commercial use authorizations	Approximately 30	Varies. Examples include group bicycle tours, group hiking tours, filming, etc.	Users of the parkway
Commemorative markers	Approximately 5	Commemorate particular events or groups along the parkway.	Examples include Masonic Marker and Daughters of the American Revolution Marker
Private cemeteries	60	Cemeteries within parkway boundaries that are privately maintained.	The public, parkway neighbors, and families with ties to the cemeteries

Appendix C: Past and Ongoing Park Planning and Data Collection Efforts

Document Name	Year
National Register of Historic Places Inventory – Nomination Form: Brinegar Cabin	1972
Environmental Assessment Vista Management Plan	1982
Baker, H., et.al. *Trail Management Plan, Blue Ridge Parkway*	1985
Vegetation Management Plan	1987
Hammersten, S.L. *An Archeological Overview and Assessment of the Blue Ridge Parkway*	1987
Snedeker, R.J., B.A. Ruesch. *Hemphill Knob Archeological Report*	1987
Blue Ridge Music Interpretive Center Site Plan, Environmental Assessment	1991
Report on Archeological Investigations at Blue Ridge Parkway for an Interpretive Center at Fisher Creek	1991
Resource Management Plan Blue Ridge Parkway	1992
Final Environmental Impact Statement Roanoke River Parkway	1992
Speer, Dr. J.H., F.H. Russell, and G. Worsham. *Cultural Resource Inventory, Wintergreen Tract, Humpback Rocks*	1993
Cornelison, J.E., Jr. *Archeological Report on Testing at Humpback Rocks Site 1 (44AU242) at the Humpback Rocks Visitors Center and Chestnut Creek, Rockshelter #1 (44GY88) at Fisher Pick, Blue Ridge Parkway, Virginia*	1993
Firth, I.J.W. *Moses H. Cone Memorial Park – A Cultural Landscape Report*	1993
Bear Management Plan	1994
Blue Ridge Parkway Land Protection Plan – Update	1994
Nomination Form for the Blue Ridge Parkway as an All-American Road	1996
Visual Character of the Blue Ridge Parkway	1997
Strategic Plan for the Blue Ridge Parkway 1997–2002	1997
National Park Service Cultural Landscapes Inventory: Brinegar Cabin, Blue Ridge Parkway – Highlands District	1998
National Park Service Cultural Landscapes Inventory: Mount Pisgah, Blue Ridge Parkway – Pisgah District	1998
Speer, E.G., and Dr. J. Haskell. *The Blue Ridge Parkway: An Administrative History*	2000
National Park Service Cultural Landscapes Inventory: Bluffs Coffee Shop and Service Station, Blue Ridge Parkway – Highlands District	2001
National Park Service Cultural Landscapes Inventory: Bluffs Lodge, Blue Ridge Parkway – Highlands District	2001
National Park Service Cultural Landscapes Inventory: Bluffs Picnic Area, Blue Ridge Parkway – Highlands District	2001
National Park Service Cultural Landscapes Inventory: Doughton Park Campground, Blue Ridge Parkway – Highlands District	2001

Document Name	Year
National Park Service Cultural Landscapes Inventory: Doughton Park Maintenance Area, Blue Ridge Parkway – Highlands District	2001
National Park Service Cultural Landscapes Inventory: Buck Springs Overlook, Blue Ridge Parkway – Pisgah District	2002
National Park Service Cultural Landscapes Inventory: Mount Pisgah Campground, Blue Ridge Parkway – Pisgah District	2002
National Park Service Cultural Landscapes Inventory: Mount Pisgah Picnic Area, Blue Ridge Parkway – Pisgah District	2002
Long-Range Interpretive Plan Blue Ridge Parkway	2002
Blue Ridge Parkway: Resource Management Archives and Records Management Action Plan	2002
Blue Ridge Parkway Business Plan	2003
McKendry, J.E., A.J. Novak, and G.E. Machlis. *A Socioeconomic Atlas for Blue Ridge Parkway and its Region*	2003
Environmental Assessment for Gypsy Moth Treatment – Ridge District	2003
Otter Creek Bridge and Campground Services Replacement. Blue Ridge Parkway, Amherst County, Virginia	2003
Rehabilitation of Mt. Pisgah Utilities (MP 408). Environmental Assessment	2003
Blue Ridge Parkway - Cultural Landscape Report for Guardrails	2003
Right-of-Way Permit for the City of Asheville to Access Blue Ridge Parkway Bridge	2004
Kohut, R.J. Ozone risk assessment for Appalachian Highlands Network	2004
Emmott, et.al. *Appalachian Highlands Inventory and Monitoring Network Vital Signs Monitoring Plan*	2005
Multi-Use Path Feasibility Study	2005
Development Concept Plan/ Environmental Assessment: Blue Ridge Parkway, Regional Destination Visitor Center	2005
Hays, T.M. and M.J. Hays. *Inventory of the Herpetofauna of the Blue Ridge Parkway. Report to the Appalachian Highlands Inventory and Monitoring Program*	2006
Doughton Park and Sections 2A, B, and C Blue Ridge Parkway. Cultural Landscape Report	2006
The Road Inventory of Blue Ridge Parkway BLRI - 5140 Cycle 4	2006
Pearson, S.M., and A.B. Smith. *Bird Inventory of the Blue Ridge Parkway 2003–2004, Report to the Appalachian Highlands Inventory and Monitoring Program*	2006
Exotic Plant Management Plan: Blue Ridge Parkway National Park Service	2006
Environmental Assessment Blue Ridge Parkway Proposed Wastewater Treatment Plant, Mt. Pisgah, North Carolina	2006
Environmental Assessment Right-of-Way Permit for Watauga County Board of Education to Utilize a NCDOT Deed Reserved Roadside Park on National Park Service Land	2006
Repair of Unstable Roadbed at Milepost 270.3 Environmental Assessment	2007
Britzke, E.R. *Mammal Inventory of Blue Ridge Parkway, North Carolina and Virginia*	2007

Document Name	Year
Blue Ridge Parkway, Virginia – North Carolina. National Park Service 2006 Downstream Hazard Classification Report	2007
Hemlock Woolly Adelgid Control Strategies Along the Blue Ridge Parkway	2007
Lyons, R. *Data Analysis of Exotic Species Occurrences on the Blue Ridge Parkway. A Preliminary Report on Efforts Intended to Support the APHN Early Detection of Invasive Species Monitoring Protocol*	2007
Santucci, V.L., et.al. *Paleontological Resource Inventory and Monitoring Appalachian Highlands Network*	2008
Blue Ridge Parkway, Virginia: 2007 Joint Examination by National Park Service and Bureau of Reclamation: Mabry Mill Pond Dam	2008
Blue Ridge Parkway, Virginia: 2007 Joint Examination by National Park Service and Bureau of Reclamation: Otter Lake Dam	2008
Vista Management Within Carolina Northern Flying Squirrel Habitat Along the Blue Ridge Parkway Environmental Assessment	2008
Summary of Geohazards Data and Data Layers for the Blue Ridge Parkway in North Carolina, and the Carl Sandburg Home National Historic Site	2008
Holmes, N.C., et.al. *Blue Ridge Parkway Visitor Study: Fall 2007 and Summer 2008*	2009
Guardrail Replacement and Installation Programmatic Environmental Assessment	2009
Govus, T.E., and R.D. White, Jr. *Vascular Plant Inventory and Plant Community Classification for the Blue Ridge Parkway. Report to the Appalachian Highlands Inventory and Monitoring Program*	2009
Scott, E.M., Jr. *Fish Survey of Blue Ridge Parkway. Report to the Appalachian Highlands Inventory and Monitoring Program*	2010
Environmental Assessment for the New Asheville – Enka 115kV West Line Crossing of the Blue Ridge Parkway Corridor, Buncombe County, NC on the property of the National Park Service	2011
Roanoke Valley/Blue Ridge Parkway Trail Plan Environmental Assessment	2011
Sullivan, T.J., T.C. McDonnell, G.T. McPherson, S.D. Mackey, D. Moore. *Evaluation of the sensitivity of inventory and monitoring national parks to nutrient enrichment effects from atmospheric nitrogen deposition: Appalachian Highlands Network (APHN)*	2011
Sullivan, T.J., G.T. McPherson, T.C. McDonnell, S.D. Mackey, D. Moore. *Evaluation of the sensitivity of inventory and monitoring national parks to acidification effects from atmospheric sulfur and nitrogen deposition: Appalachian Highlands Network (APHN)*	2011
SRI – Soil Survey Geographic (SSURGO) for Blue Ridge Parkway, North Carolina and Virginia	2011–2012
Humpback Rocks, Blue Ridge Parkway, Virginia: Cultural Landscape Report	2012
Peaks of Otter, Blue Ridge Parkway, Virginia: Cultural Landscape Report	2012
Julian Price Memorial Park Cultural Landscape Report (2012)	2012
Blue Ridge Parkway: Virginia and North Carolina. Final General Management Plan/ Environmental Impact Statement	2013
Rochat, J.L. *Motorcycle Noise in a Park Environment*	2013

Document Name	Year
Sundin, G., et.al. *Natural Resource Condition Assessment for Blue Ridge Parkway*	2013
Blue Ridge Parkway: Moses H. Cone Memorial Park, Blowing Rock, North Carolina. Cultural Landscape Report Update	2013
Parker, C.R. *The Ephemeroptera, Odonata, Plecoptera, Megaloptera and Trichoptera of the Blue Ridge Parkway. Report to the Appalachian Highlands Inventory and Monitoring Program*	2014
National Park Service Cultural Landscapes Inventory: Moses H. Cone Memorial Park, Blue Ridge Parkway	2014
Rocky Knob Recreation Area, Blue Ridge Parkway – Cultural Landscape Report	2014
Federal Lands Highway Road Inventory Program: Road Inventory and Condition Assessment. Blue Ridge Parkway BLRI Cycle 5 Report	2014
Climate Change Resource Brief: Recent Climate Change Exposure of Blue Ridge Parkway	2014
Preliminary Transportation Needs Assessment for the Blue Ridge Parkway Final Report	2014
Murdock, et.al. *Long-term Monitoring Protocol for Exploited Plants – Galax (*Galax urceolata*): Blue Ridge Parkway (BLRI)*	2015
S. O'Meara. Unpublished Digital Bedrock Geologic Map of the northern portion of Blue Ridge Parkway, Virginia (NPS, GRD, GRI, BLRI, BLRN digital map) adapted from an unpublished U.S. Geological Survey Map by Carter Crider and Southworth	2015
O'Meara, S. Unpublished Digital Geologic Map of the southern portion of Blue Ridge Parkway, North Carolina (NPS, GRD, GRI, BLRI, BLRS digital map) adapted from North Carolina Geological Survey maps by Merschat, Carter, and Wooten (2008)	2015
O'Meara, S. Unpublished Digital Geohazards Map of the southern portion of Blue Ridge Parkway, North Carolina (NPS, GRD, GRI, BLRI, BRHZ digital map) adapted from a North Carolina Geological Survey map by Merschat, Carter, and Wooten.	2015
Moses H. Cone Memorial Park Developed Area Management Plan Environmental Assessment	2015
Fisichelli, N.A., et.al. *Park Visitation and Climate Change, Park-specific Brief. Blue Ridge Parkway: How Might Future Warming Alter Visitation?*	2015
Fisichelli, N.A., et.al. *Forest Vulnerability Project Brief: Climate, Trees, Pests, and Weeds: Change, Uncertainty, and Biotic Stressors at Blue Ridge Parkway*	2015
Superintendent's Compendium of Designations, Closures, Permit Requirements and Other Restrictions Imposed Under Discretionary Authority	2015
Authorized Concessioners Blue Ridge (BLRI)	2015
List of Classified Structures: Blue Ridge Parkway	2015
Blue Ridge Parkway (BLRI). Species Full List with Details	2015
Sullivan, T.J. *Air Quality Related Values (AQRVs) for Appalachian Highlands Network (APHN) Parks: Effects from Ozone; Visibility Reducing Particles; and Atmospheric Deposition of Acids, Nutrients and Toxics*	2016

Southeast Region Foundation Document Recommendation
Blue Ridge Parkway
September 2016

This Foundation Document has been prepared as a collaborative effort between park and regional staff and is recommended for approval by the Southeast Regional Director.

September 14, 2016

RECOMMENDED
Mark Woods, Superintendent, Blue Ridge Parkway **Date**

9/30/16

APPROVED
Stan Austin, Regional Director, Southeast Region **Date**

As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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Foundation Document • Blue Ridge Parkway

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