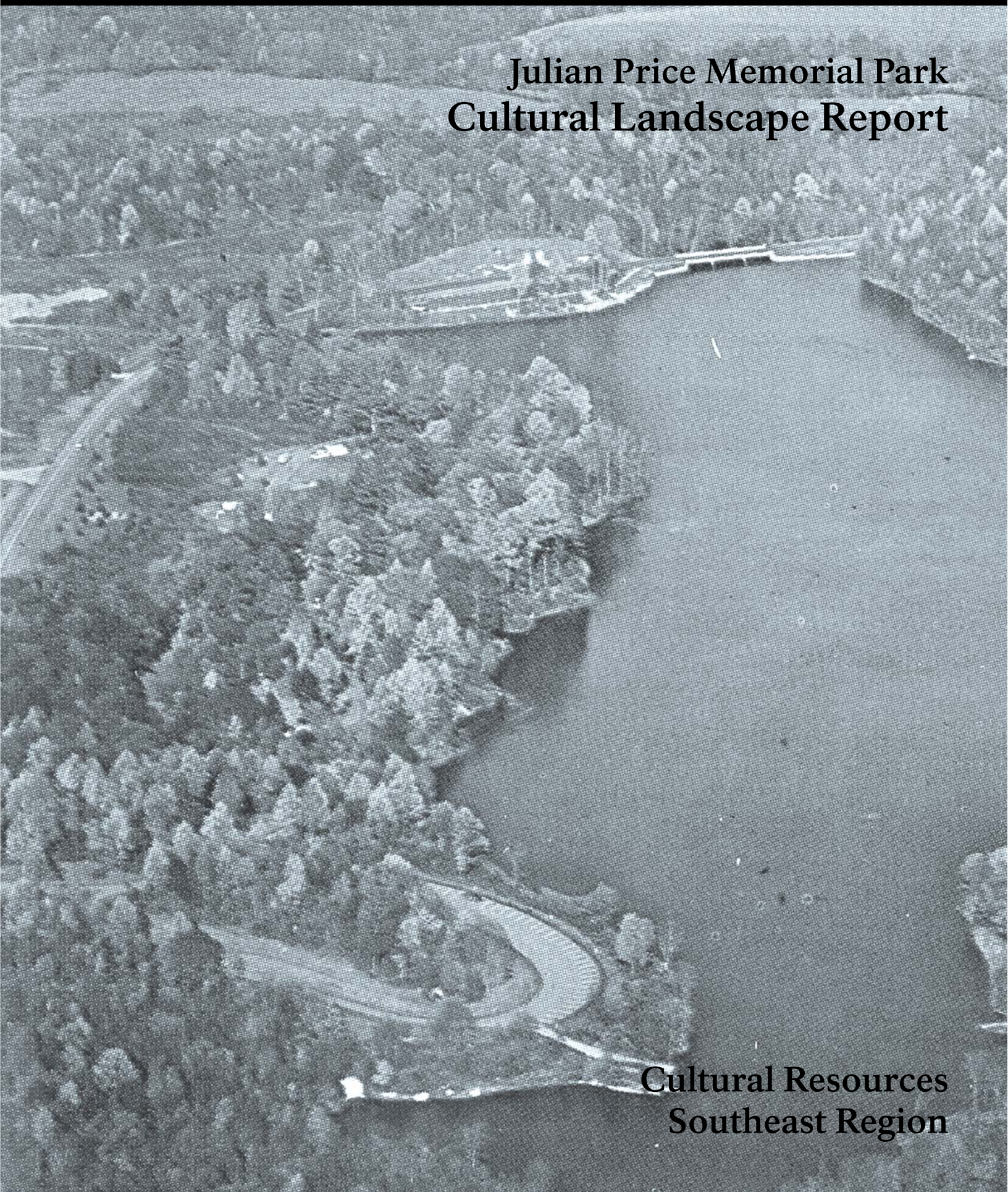
National Park Service
U.S. Department of the Interior

Julian Price Memorial Park
Blue Ridge Parkway

# Julian Price Memorial Park
# Cultural Landscape Report



## Cultural Resources
## Southeast Region

Julian Price Memorial Park
Blue Ridge Parkway

# Cultural Landscape Report

November 2012

Prepared by
The Jaeger Company

Under the direction of
National Park Service
Southeast Regional Office
Cultural Resources Division

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About the cover: Price Lake circa 1964. Photo provided by Author.

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Julian Price Memorial Park
Blue Ridge Parkway

# Cultural Landscape Report

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## Chapter 4: Analysis

## Chapter 5: Treatment

# Foreward

Julian Price Memorial Park is truly one of the "gems" of the Blue Ridge Parkway. From magnificent mountain views, over 13 miles of hiking trails; recreational opportunities, including boating and fishing on the 47-acre lake, this developed area offers campers, picnickers, and parkway motorists opportunities to enjoy the best the Blue Ridge Parkway has to offer. As one of the most popular visitor destinations, it is necessary to ensure that the wonderful experience enjoyed by millions of annual park visitors continues into the future. The guidance offered in this report will allow us to accomplish this goal.

We would like to thank the staff of The Jaeger Company, in particular project leader Emmeline Morris and assistant project manager Daniel Lawson, for their thorough research, rigorous existing conditions documentation, and carefully considered recommendations. The parkway would also like to thank Southeast Regional Office Cultural Landscapes Branch Chief Tracy Stakely for his tireless work as the primary NPS liaison on this and many other projects currently underway. SERO Landscape Architect Beth Byrd provided thorough reviews and invaluable input on the project at many stages. This study will be a useful tool for the continued management of this outstanding portion of the Blue Ridge Parkway.

Philip A. Francis Jr.

Superintendent,
Blue Ridge Parkway

# Introduction

## Management Summary

The purpose of this Cultural Landscape Report (CLR) for Julian Price Memorial Park is to provide the Blue Ridge Parkway with a planning document that supports informed decisions for preservation and/or rehabilitation of Julian Price Memorial Park's landscape to a more historically accurate representation of the period setting. Increased visitor use, age, environmental stresses, and other factors are serious threats to the continued preservation of the Parkway's significant cultural resources.

As stated in the National Park Service (NPS) Statement of Work, "the CLR will, (1) describe the historical development of the campground, picnic area, Price Lake, and hiking trails around the lake at Julian Price Memorial Park; (2) document the existing site conditions; (3) provide analysis of the landscape's potential National Register significance; (4) identify the site's character defining features; (5) determine an appropriate treatment strategy, and (6) develop treatment recommendations that facilitate preservation of these resources, address park management concerns, and inform the imminent development at Price Park."

Development of Price Park was completed 1964. As Price Park approaches fifty years of age since completion, the National Park Service's Southeast Regional Office has recognized the importance of the historic resources contained within Price Park and the need for their protection. It is typical to begin preservation efforts within a decade prior to the resource becoming eligible for the National Register, particularly if planned improvements are imminent. Such is the case with Price Park. As stated in the NPS Statement of Work, the Parkway is "currently undertaking a rehabilitation of the campground and picnic area loop roads in the Julian Price Memorial Park, a recreational area south of Blowing Rock in Watauga County, North Carolina, extending from MP 295.8 to 298.6. A larger rehabilitation project for the area is scheduled for implementation in subsequent years."

To date there has been no comprehensive survey and analysis of the Price Park cultural landscape as has been completed for other Parkway sites and associated resources. Uninformed development at Price Park may threaten the historic character of this cultural landscape. The CLR will ultimately provide documentation, analysis, and treatment recommendations to guide management decisions within Price Park.

## Historical Summary

Planning for Price Park began in 1948, after the 1946 death of Julian Price, a nationally recognized businessman and philanthropist. Over the course of eleven years (1935 – 1946), Price compiled 4,200 acres (1700 hectares) in Watauga County, North Carolina, within which he intended to develop a recreational estate. Upon his death, which occurred during the planning stages of development, the estate was managed by the executive committee of the business Price developed and presided over, the Jefferson Standard Life Insurance Company (JSLIC). Discussions were underway as to a possible donation of the property to the United States Government. Committee members were aware that the National Park Service planned to route the Blue Ridge Parkway through the parcel and there were hopes that the NPS would develop and manage the estate as a recreation area along the Parkway.

The land transfer was final in February of 1949. Park Planning and Parkway Design continued concurrently through 1954. Construction of the Parkway Section that contains Price Park, began in 1955. With the kick-off of the NPS Mission 66 program in 1956, there was initiative and funding to begin construction of facilities at Price Park. The NPS completed construction of the first phase of the campground in 1958, which preceded the paving of the Parkway in this section (completed in 1960). Price Park and the Parkway were both complete in 1964.

## Scope of Work and Methodology

The scope of work for this project includes the following phases: (1) Inventory and analysis, which includes field inventory of the existing resources, historic research and review of background data; (2) Draft report development at 75% and 95%; and (3) Final report submittal.

Both archival research and field inventory assessment were pivotal to the project. Team members collected documents from Blue Ridge Parkway Archives in Asheville, North Carolina, the NPS Denver Service Center, the University of North Carolina Library System, and the Library of Congress. This provided a historical overview of Park development, inventory and analysis of existing conditions and an assessment of the character-defining features of the Julian Price Memorial Park cultural landscape. The historic research allowed for an understanding of the significance of the cultural resources that informed the comparison of existing conditions to determine the current level of integrity for individual resources as well as Price Park as a whole.

The content of this CLR focuses on the development, evolution and future treatment of the primary development areas of Price Park. The document divides the known culturally significant resources into the following landscape components: 1) Parkway Section 2G (Mile post 295.8 to 298.6) and associated overlooks and features including Sims Pond, Price Lake and associated hiking trails; 2) Price Park Picnic Area; and 3) Price Park Campground. The document provides specific treatment recommendations based on the conditions assessment and level of integrity of the resources to ensure appropriate preservation of Price Park.

This document contains the following two sections. Part I includes a comprehensive site history, a description of existing conditions, and an analysis and evaluation section that assesses the existing features of significance and also identifies missing elements important in the history of the property. Part II provides treatment recommendations following the Secretary of the Interior's Standards for cultural landscapes.

## Description of Study Boundaries

Price Park is a recreational area on the Blue Ridge Parkway that extends from MP 295.8 to MP 298.6 south of Blowing Rock in Watauga County, North Carolina (Figure 1.1). Price Park's 4,200 acres are located immediately to the south of, and contiguous to, the Moses H. Cone Memorial Park. Julian Price Memorial Park is the second largest recreational area added to the Parkway system by donation. Moses H. Cone Memorial Park is the largest. Combined with the Moses Cone Estate, the two Parks comprise the largest area of contiguous landholdings on the Parkway. The northern border of Price Park runs along a series of knobs adjacent to private property. The southern border loosely follows the alignment of North Carolina Highway 221 with a one-quarter to half-mile distance between the two. The western end of Price Park borders Grandfather Mountain. The entirety of Price Park straddles Boone Fork Creek, which is the primary water source feeding Price Lake, a 47-acre lake that is the chief scenic feature of Price Park. In addition to Price Lake, Price Park consists of a picnic area, hiking trails and a 197-site campground with comfort stations, parking slips, an amphitheater, and associated maintenance buildings (Illustration 1.1).

## Summary of Findings

The early land purchases and planning efforts made by Julian Price to create a recreational retreat and the subsequent transfer of the land to the United States Government after his death, enabled conservation of the 4,200 acres of wooded and agricultural lands  later developed by the NPS for recreational enjoyment as originally intended. The Parkway and the Park developed most intensively within a six-year period that fell within the NPS Mission 66 program. Design of the Park is reflective of this period in NPS construction through the style of buildings and structures and materials used, along with design standards and materials that are consistent throughout the Parkway. Part of the visitor experience of the Parkway is the sense of arrival into different physiographical or natural areas as well as the varied developed areas that provide understanding and interpretation of the local surroundings. Parkway standard details provide a consistency

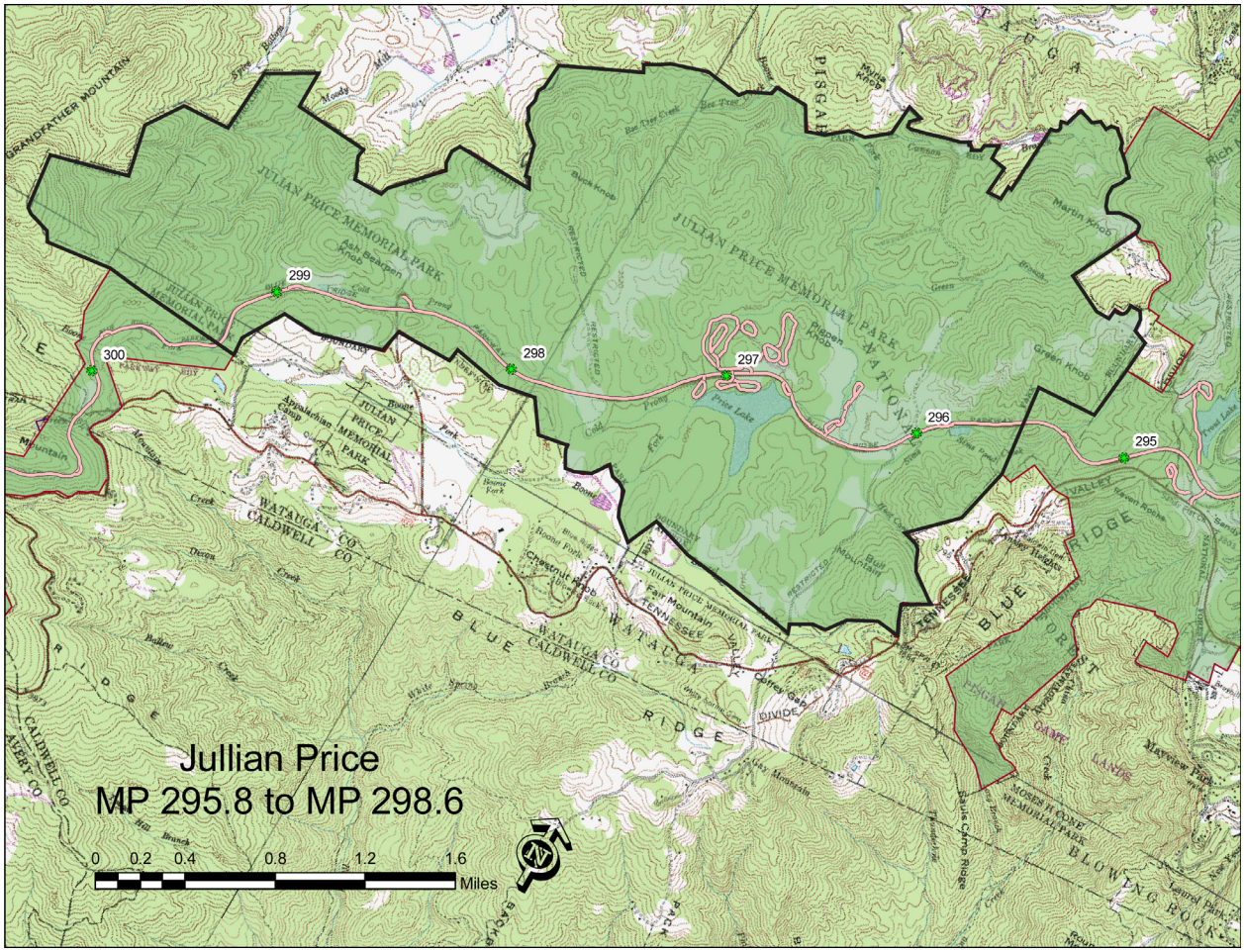
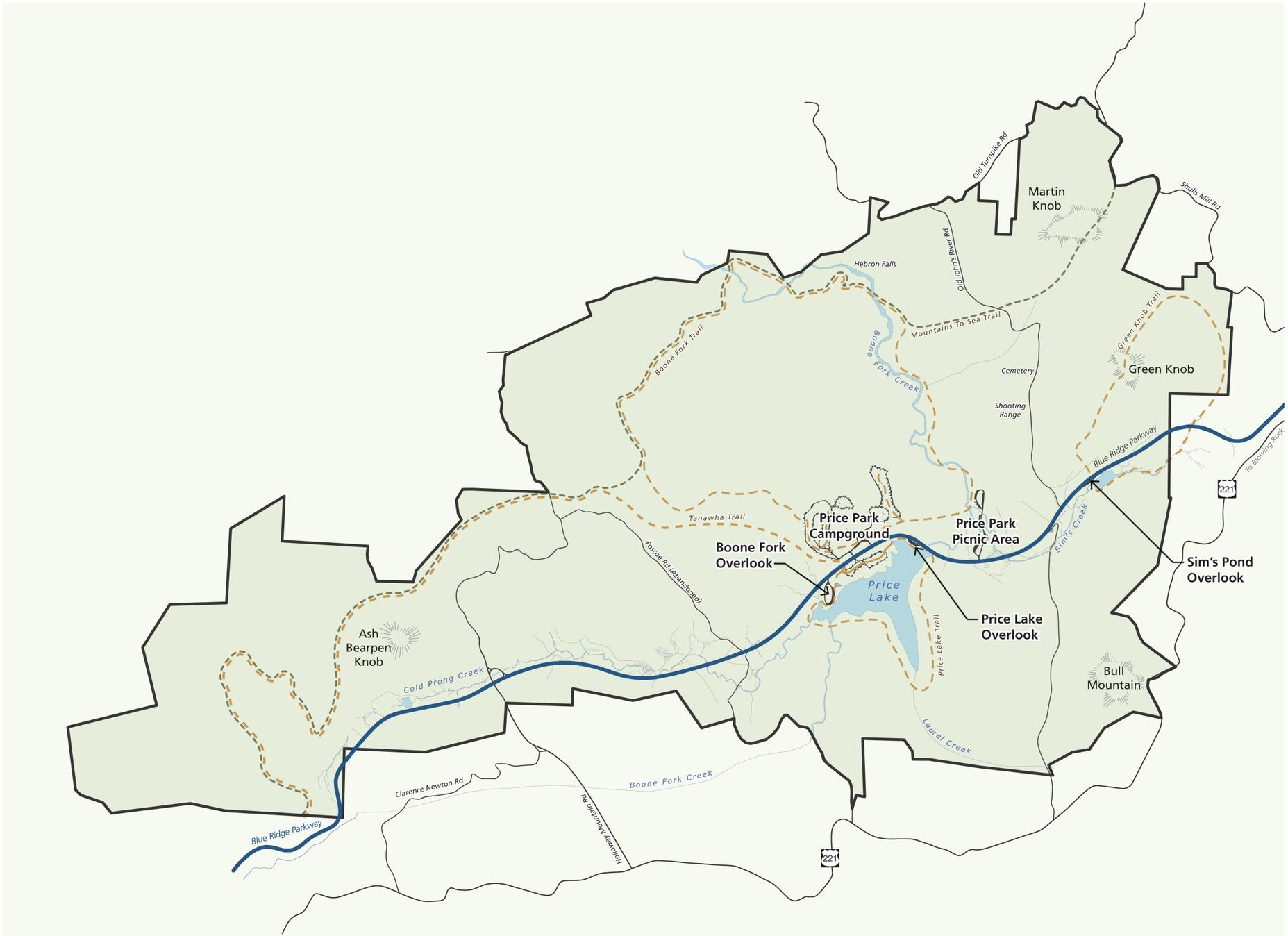


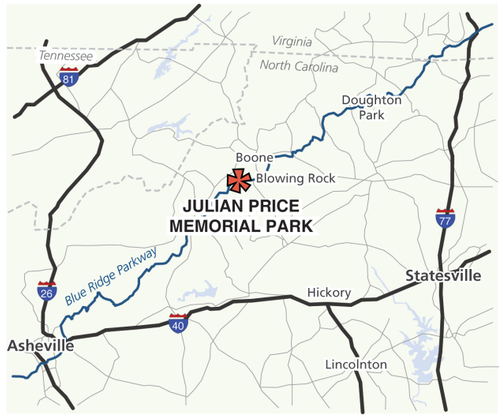

Figure 1.1: Julian Price Memorial Park Boundary, Parkway Milepost 295.8 to MP 298.6 (National Park Service, 2009).

in workmanship and aesthetic that is part of the visitor expectation, while concession areas provide varied destinations for the visitor. Julian Price Memorial Park has proven to be popular destination on the Parkway since its completion. Heavy visitor use is evident in the existing landscape; however Price Park retains a strong sense of Mission 66-era design, Parkway standard design, as well as an association with Julian Price.

An assessment was made of character-defining landscape features to inform future management decisions for the Park that may impact significant cultural landscape features that contribute to the integrity of the Park. Treatment recommendations should guide future management decisions related to these historic landscape resources. Overall, the recommended treatment for the Park is rehabilitation. This treatment focuses on preservation of existing historic landscape features, while allowing improvements to facilitate contemporary use so long as they do not diminish resource integrity.




Site Map




Regional Map

**Introduction**
Julian Price Memorial Park
*Cultural Landscape Report*

Illustration 1.1

# Site History

## Introduction

This section presents a cultural landscape history of Price Park from prehistory to the present. Included is an overview of the regional prehistoric period in the general vicinity of Price Park in western North Carolina, as well as a discussion of European settlement in the Blue Ridge region and Watauga County, where Price Park is located. This provides historical context for the development of the Parkway in this region.

During the mid-1930s Julian Price began to assemble parcels from several landowners. He was planning the development of a recreational retreat for employees of his life insurance company, Jefferson Standard Life Insurance Company. His death in 1947 halted the planning process. The United States Government acquired the future Price Park property in July 1949. Master Planning of the Price land by the NPS as a recreation area associated with the Blue Ridge Parkway began prior to the transfer of the property. It was known at the time of acquisition that the Parkway would pass through the property and discussion regarding the transfer had been in process for over a year.

The development at Price Park, which began during the mid-late 1950s, is presented within the context of the development of Parkway Section 2G, which occured simultaneously. Both interrelated projects are outlined from their planning stages in the late 1940s through the present. The history of Julian Price Memorial Park follows these developmental periods:

- Regional Historical Context: Pre-Julian Price and Parkway Era (Pre-History – 1935)
- Julian Price (1867-1946) and Park Land Acquisition: (1935 – 1946)
- Julian Price Memorial Park Planning and Parkway Design: (1947 – 1954)
- Julian Price Memorial Park and Parkway Construction Era: (1955 – 1964)
- Post-Mission 66 period: (1965 – present)

A primary source for understanding cultural resource significance relative to Parkway development is Ian Firth's 2005, *Blue Ridge Parkway Historic Resource Study*. The Blue Ridge Parkway Archives in Asheville, North Carolina also provided extensive documentation on the history, planning and design of Price Park and Section 2G (mile post 295.8 to 298.6) of the Parkway. Monthly reports filed by the Parkway Superintendent during the construction era provided many details and specific dates. Supplemental data and information was reviewed where appropriate.

## Regional Historical Context: Pre-Julian Price and Parkway Era (Pre-History-1934)

An archeological report prepared by Robert Hellmann in 2005 contains a thorough summary of the earliest history of this area of North Carolina. In his Cultural Overview of the region, the report outlines the following periods of cultural development:

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

Paleo-Indians are the earliest known inhabitants of the western part of North Carolina. Archeological investigations along the Blue Ridge Parkway have found concentrations of physical evidence in certain locations, which seems to indicate the tendency toward a less nomadic way of life and a transition into the period when regional cultural variants became evident (during the later phases of this period). Scholars have concluded that this change in lifestyle was due to environmental changes which led to the establishment of mesic oak hickory forests in this area.[1] Paleo-Indian culture declined around 8,000 B.C. due to a period of glaciation that led to the extinction of many large New World mammal species which provided much of the Paleo-Indian diet.

[1] Robert Hellmann. *Archeological Investigations Conducted at Blue Ridge Parkway*, Jacksonville, FL: Southeast Archeological Center, 2005.

## Archaic Period (c. 8000-1000 B.C.)

As glaciers retreated northward from what is now the northeastern United States, a new culture of people associated with the Archaic tradition became dominate in what is now the southeastern United States. As with the Paleo-Indian Period, scholars do not have a wealth of evidence indicating trends in human activities in the mountains of North Carolina during the Archaic Period. Populations in these areas likely remained somewhat mobile, with periods of moving seasonally in search of provisions where possible, and periods of more sedentary activity.

Scarry and Scarry provide much information regarding subsistence patterns in North Carolina during the Archaic Period in a 1997 report. This report indicates that hickory nuts (*Carya sp.*) and acorns *(Quercus sp.*) as well as some native fruit species were important subsistence foodstuffs. Domestication and cultivation of crops included plants such as sunflower (*Helianthus annuus*), maygrass (*Phalaris caroliniana*), and squash (*Cucurbita pepo*). Mountain region archeological sites reveal subsistence on wild game such as various freshwater fish species, turtles, and several types of snakes. Bird remains in the archeological record included wild turkey. Additional game included white-tailed deer, beaver, opossum, squirrels, and rabbits. People of the Archaic Period likely hunted elk and black bear as large game species.[2]

## Woodland Period (c. 1000 B.C.-A.D. 1100)

During the Woodland period, additional crops supplemented the subsistence regimen of the inhabitants of western North Carolina.They added corn (*Zea mays*) and the common bean (*Phaseolus vulgaris*) to their diet. Because cultures were less nomadic, this period is marked by the appearance of vessel-like storage containers. Ceramics dating from this time period become more commonly found in archeological sites in this area. Evidence from settlement sites indicate that more permanent structures were being constructed for housing and that hunting, fishing, and gathering continued to be an important contribution to the subsistence of these cultures.[3]

A small, southwest facing rock shelter located on the Boone Fork of the Watauga River provides physical evidence of both Archaic and Woodland Period settlement at Price Park. NPS carried out very limited archeology at this location in 1973 and prepared a short report on the findings. The report indicates that no more than a dozen persons at a time occupied the site from Middle Archaic though Middle Woodland times [4]. NPS recovered artifacts from the site, but the report does not indicate their location today.

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

Archeologists divide this period into two phases: the Pisgah phase (A.D. 1000-1450) and the Qualla phase (A.D. 1450-mid-nineteenth century). The Pisgah settlements, almost exclusively located in floodplain areas, included villages and farms with large mounds in their centers. Wooden stockades were also features of these settlements. Some settlements included fortifications made from ditches, canals, or log palisades. The importance of agriculture, including the cultivation of corn, beans, and squash, is "very noticeable in terms of their greater frequency in the archeological record."[5]

The Qualla phase "overlaps the late prehistoric and early historic periods. It is associated with the Lamar culture which existed in a large arc extending from Tennessee through Alabama, Georgia, South Carolina, and to the Piedmont of North Carolina."[6]

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

The earliest known European expedition into the Blue Ridge region was led by Hernando de Soto.

[2] John F. Scarry and Margaret C. Scarry. *Subsistence Remains from Prehistoric North Carolina Archeological Sites.* (Chapel Hill, NC: Research Laboratories of Archaeology, University of North Carolina at Chapel Hill, 1997), http://www.arch.dcr.state.nc.us/subsist/subsis.htm#Archaeobotanical accessed 5 Dec. 2005.

[3] Hellmann, 23

[4] Burton L. Purrington, A Preliminary Report on Archeological Excavations at Boone Fork Rockshelter No. 1, 31WT105, Watuga County, North Carolina, Appalachian State University, Boone, North Carolina, 1973.

[5] Hellmann, 23

[6] Hellmann, 23,24

DeSoto's expedition to the New World, known as LaFlorida, included a trek to what are now known as the Appalachian Mountains between 1539-1540. De Soto's expedition landed at the Florida peninsula and travelled north in search of gold. Along the way they encountered American Indian tribes such as the Cofitachequi and Coosa. The Spaniards pillaged several villages in present day South Carolina and "pushed northward…into present North Carolina before turning westward into the Appalachians…De Soto's men became the first Europeans to cross the Appalachians; they crossed the Blue Ridge Mountains through Swannanoa Gap to the French Broad River, which they followed into the Tennessee Valley."[7]

There was an extended period between the Desoto expedition and subsequent recorded visits by Europeans to the Blue Ridge Mountain area. In 1670, Joseph Lederer explored the region of the upper Yadkin River. In 1673, James Needham and Gabriel Arthur entered the mountain range in Virginia where they encountered Cherokee tribes.

By the early 1700s, this area was home to a number of American Indian tribes including the Catawba, Tutelo, Monoacan, Saponi, and Cherokee. During the eighteenth century, the Iroquois defeated most of the smaller tribes in the northern part of the Blue Ridge Mountain range. Cherokee tribes ruled the southern portions of this mountain range.

By the late 17th century and into the early 18th, New World colonists were venturing further into the mountainous regions of the western Carolinas to trade with the tribes. New immigrants to North America, "particularly Scotch-Irish, Scottish Highlanders, and Germans, increased the population of North Carolina to somewhere between 65,000 and 75,000."[8] The influx of settlers in areas once dominated by American Indians eventually led to the Yamasee War (1715-1717) in which Cherokee and Creek tribes revolted against European traders. "By 1750, European settlers were migrating into the southern part of the Blue Ridge Region, a territory previously established by formal treaty as the property of the Cherokee[9]. The first settlers in Watauga County reportedly arrived about 1730.[10]

During the French and Indian War (1756-1763), further encroachment by European settlers into Cherokee lands in the Carolinas occurred. The predominate group to settle the Blue Ridge region during the mid-eighteenth century were the Scotch-Irish. These settlers were often newly arrived to the colonies and later the United States, many fleeing religious persecution abroad. "From 1790 to 1830, the population of western North Carolina swelled by 156 percent. Between 1777 and 1823, 18 new counties were established in the west as the population increased."[11]

A visitor to Valle Crucis, just north of Price Park, describes the area at that time. "In 1840 the valley of the Watauga, in North Carolina, was a secluded region, isolated and forgotten, a mountain wilderness, showing only here and there the first rude touches of civilization. The narrow, winding trail or foot-path, the rough sled-road, often dangerous for wheels, here and there a log cabin, with a narrow, rough clearing about it, or at long intervals a rude saw-mill or grist mill, with perchance a small, unpainted frame dwelling, or a blacksmith shop and a humble backwoods store, marking the beginning of a hamlet, such were the only traces of human habitation to be found on the banks of the stream. But the highland valley was magnificent in natural beauty. It lay in the elevated country between the Blue Ridge and the Alleghanies, nearly three thousand feet above the sea, while grand old mountains of successive ranges, broken into a hundred peaks, rose to nearly double the height on either hand, many so near that their distinctive features could be clearly seen, while others were only dimly outlined in the distance. These mountain ranges were peculiarly interesting, differing in some particulars from those of any other parts of the country."[12]

[7] David J. Weber. *The Spanish Frontier in North America*. (New Haven, CT: Yale University Press, 1992), 52

[8] Hellman, 24.

[9] Ted Olson. *Blue Ridge Folklife*. (Jackson, MS: University Press of Mississippi, 1998), 4.

[10] John Preston Arthur, *A History of Watauga County, North Carolina.* (Richmond, VA: Everett Waddey Company, 1915), 18-19.

[11] Hellmann, 26.

[12] William West Skiles, *A Sketch of Missionary Life at Valle Crucis in Western North Carolina, 1842-1862*, ed. Susan Fenimore Cooper, 1890, pp. 5- 6.

On May 20, 1861, the government of North Carolina voted to undo the act that had brought them into the United States, thereby aligning the state with the Confederacy. Although approximately 40,000 North Carolinians lost their lives during the tumultuous years of the Civil War, the mountainous region of western North Carolina did not see much wartime battle activity.

The Whiting Lumber Company heavily logged what was to become the Julian Price tract from 1912 –1930. It was reportedly virgin forest at that time.[13] An extensive network of logging railroads crisscrossed the property, built to ease the extraction of timber for sale. The raw lumber was processed at Shulls Mill, a local sawmill. Early parkway planning documents map these routes and many of the park trails follow these courses today (Illustrations 2.1-2.3).

## Julian Price (1867-1946) and Park Land Acquisition (1935-1946)

Claris Adams, president of Ohio State Life provided this sketch of Mr. Price, "It was hard to put Julian on paper. He was distinctly a self-made man, yet no one who knew him doubted that he was born an aristocrat."[14] Always the salesman, he "plunged himself into financial matters," but never did so blindly (Figure 2.1).[15] He had strong opinions and often took a minority view. Whenever he spoke, his audience listened, as they knew he had something worthy to say. He had a magnetic personality and a big heart. Apparently, he was a favorite of news reporters as "You could always get into his office…he was always affable, friendly… for a man of his years and his responsibilities and his variety of interests he was amazingly patient."[16] Stories of Julian Price and his life have been captured in newspaper articles, company memos and articles featured in a publication titled *The Jeffersonian*, which was "Published for

**Figure 2.1**: Portrait study of Price made at home, October 1943, (*The Jeffersonian*, November 1946).

and Dedicated to the Field Force of the Jefferson Standard."[17] In essence, it was a publication for Price's employees that contained news from current periodicals, internal news from the company, as well as stories and humor from Julian Price himself. The following information comes from news articles included in the November 1946 issue of *The Jeffersonian*, published shortly after Price's death.

Julian Price was born November 25, 1867, in Lunenburg County, Virginia (town of Meherrin), to parents Joseph J. and Margaret Hill Price. He was educated in the public school system through his elementary years. When asked where he went to high school Price replied that "he did not remember."[18] He described it as a "little red school house" which may have been a one-room school house with combined grade levels in rural Meherrin.[19] He did not attend college—beginning his business life instead—with the Southern Railway at the age of 18. This was during the Reconstruction days in the South. He worked

[13] Quin and Marston. *Blue Ridge Parkway, Historic American Engineering Record.* HAER No. NC-42, (Washington, DC: US Department of the Interior, NPS, HAER, 1997).

[14] Claris Adams, "Glimpses of Price," *The Jeffersonian*, November 1946, 22.

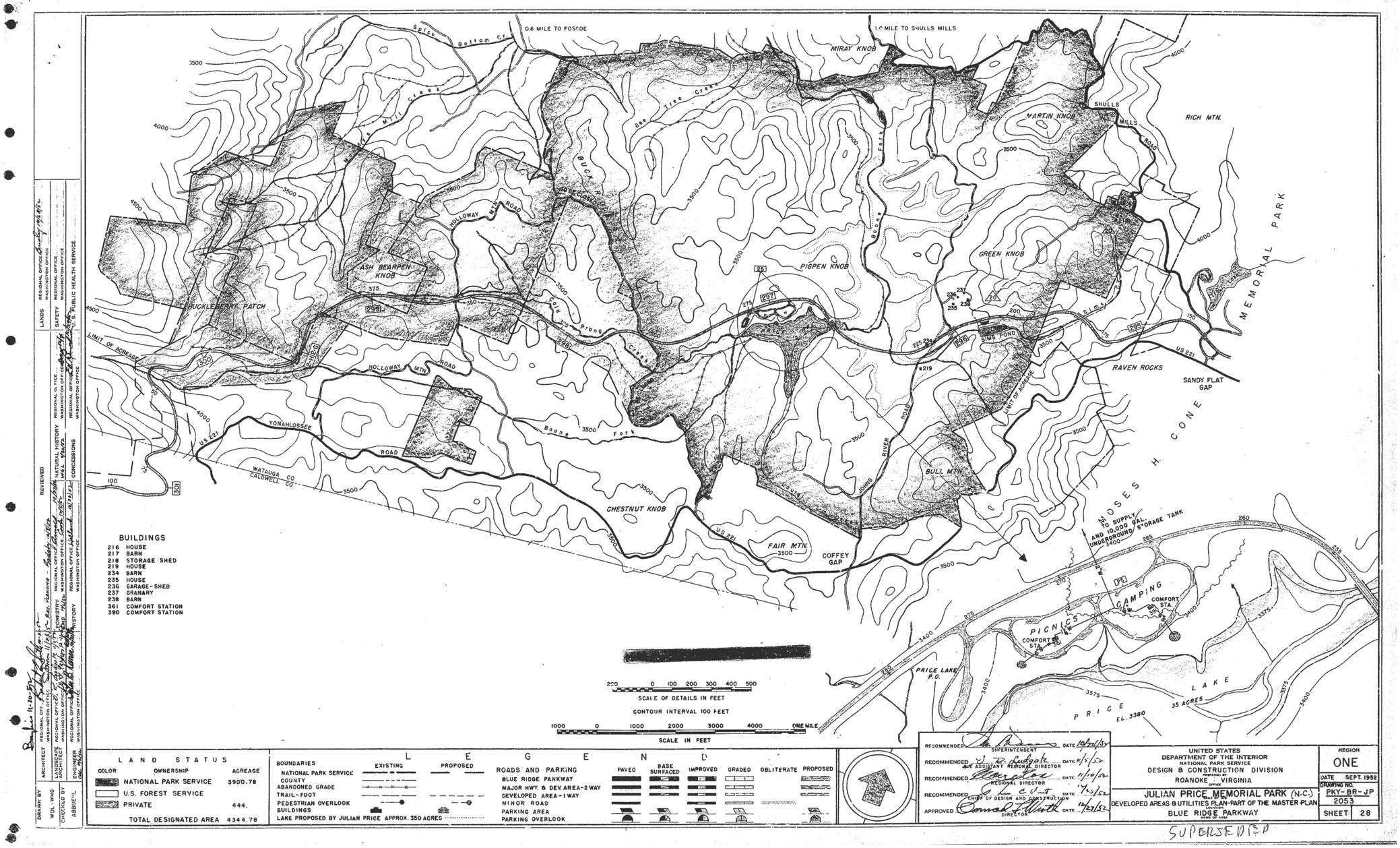
[15] *The Jeffersonian,* 22.

[16] *The Beacon*, Greensboro, N.C., 31 Oct., 1946, reprinted in *The Jeffersonian*,.22.

[17] *The Jeffersonian*, ed. Mary R. Taylor, November 1946, 4.

[18] *The Jeffersonian*, 22.

[19] *The Jeffersonian*, 22.



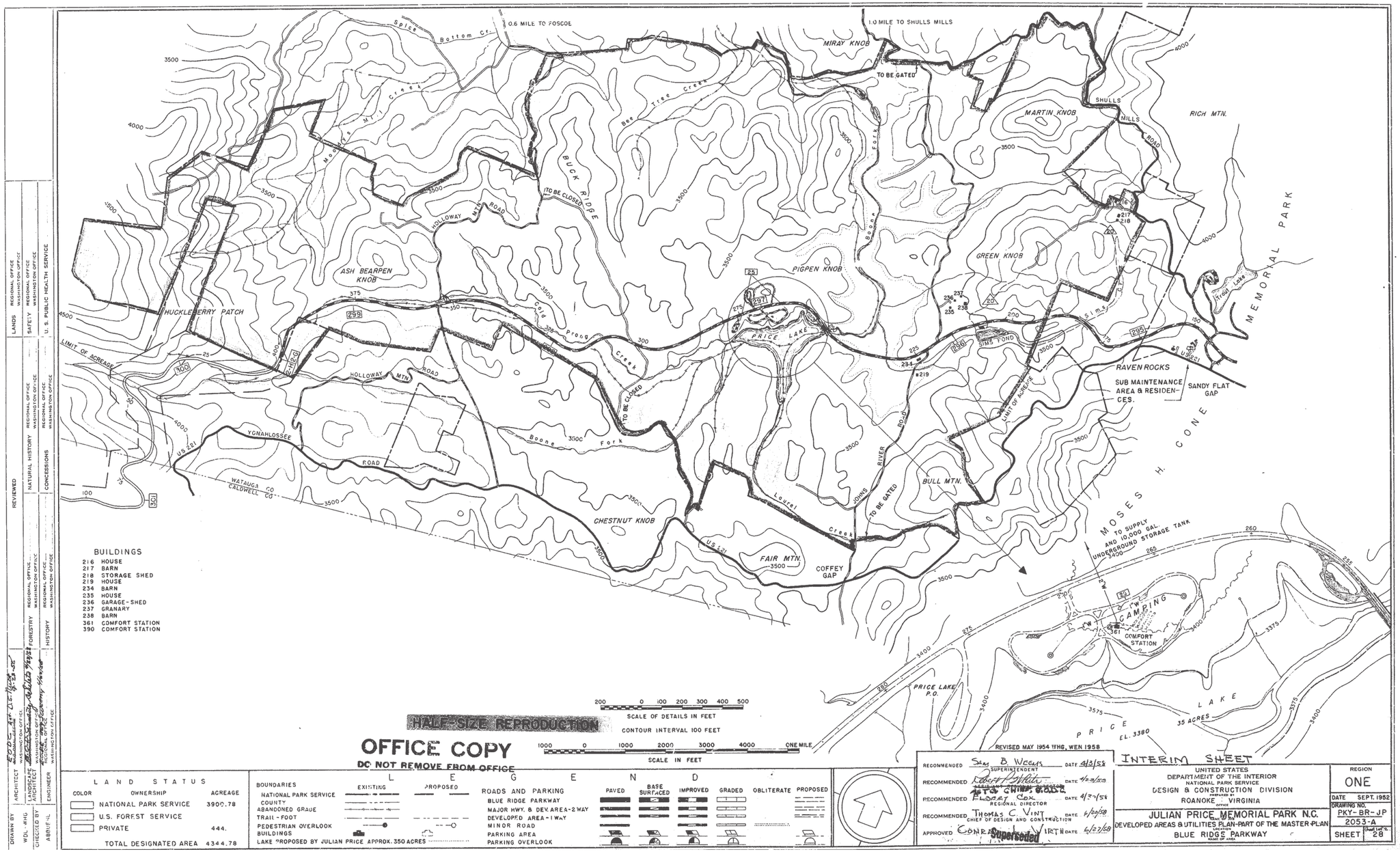

# Site History

**Julian Price Memorial Park**

***Cultural Landscape Report***

**1952 - Developed Areas and Utilities Plan - Part of the Master Plan**

**Illustration 2.1**



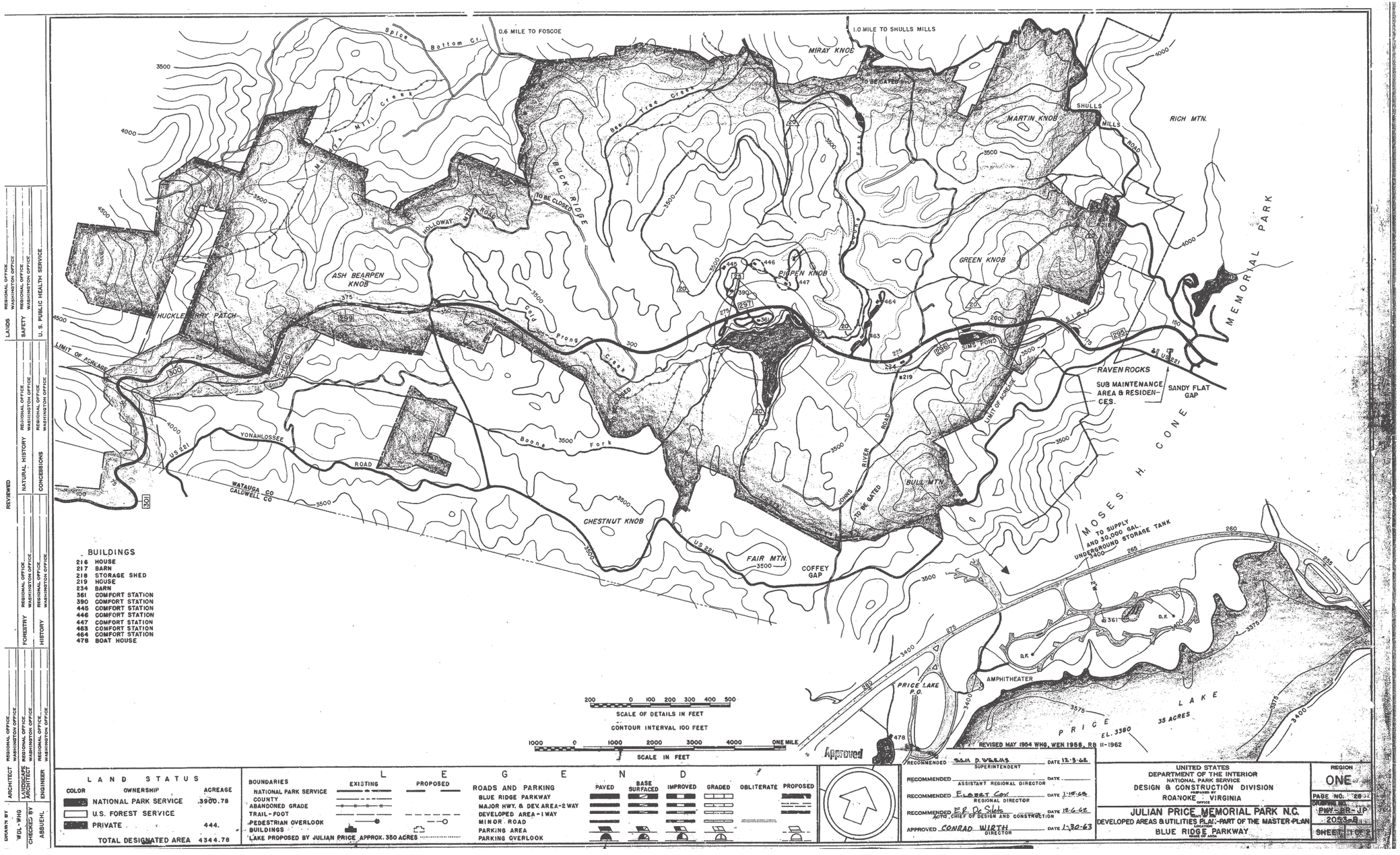

## Site History

Julian Price Memorial Park

*Cultural Landscape Report*

**1958 - Developed Areas and Utilities Plan - Part of the Master Plan**

**Illustration 2.2**




BUILDINGS

216 HOUSE
217 BARN
218 STORAGE SHED
219 HOUSE
234 BARN
361 COMFORT STATION
390 COMFORT STATION
445 COMFORT STATION
446 COMFORT STATION
447 COMFORT STATION
463 COMFORT STATION
464 COMFORT STATION
478 BOAT HOUSE

200 0 100 200 300 400 500
SCALE OF DETAILS IN FEET
CONTOUR INTERVAL 100 FEET
1000 0 1000 2000 3000 4000 ONE MILE
SCALE IN FEET

LAND STATUS

| COLOR | OWNERSHIP | ACREAGE |
|---|---|---|
| | NATIONAL PARK SERVICE | 3900.78 |
| | U.S. FOREST SERVICE | |
| | PRIVATE | 444. |
| | TOTAL DESIGNATED AREA | 4344.78 |

LEGEND

| BOUNDARIES | EXISTING | PROPOSED |
|---|---|---|
| NATIONAL PARK SERVICE | | |
| COUNTY | | |
| ABANDONED GRADE | | |
| TRAIL - FOOT | | |
| PEDESTRIAN OVERLOOK | | |
| BUILDINGS | | |
| LAKE PROPOSED BY JULIAN PRICE APPROX. 350 ACRES | | |

| ROADS AND PARKING | PAVED | BASE SURFACED | IMPROVED | GRADED | OBLITERATE | PROPOSED |
|---|---|---|---|---|---|---|
| BLUE RIDGE PARKWAY | | | | | | |
| MAJOR HWY. & DEV. AREA - 2 WAY | | | | | | |
| DEVELOPED AREA - 1 WAY | | | | | | |
| MINOR ROAD | | | | | | |
| PARKING AREA | | | | | | |
| PARKING OVERLOOK | | | | | | |

REVISED MAY 1954 WHG, WEN 1958, RB 11-1962

RECOMMENDED SAM D. WEEMS, SUPERINTENDENT, DATE 12-3-62
RECOMMENDED ASSISTANT REGIONAL DIRECTOR, DATE
RECOMMENDED Elbert Cox, REGIONAL DIRECTOR, DATE 1-15-63
RECOMMENDED E P Dolan, ACTG. CHIEF OF DESIGN AND CONSTRUCTION, DATE 12-6-62
APPROVED CONRAD WIRTH, DIRECTOR, DATE 1-30-63

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
DESIGN & CONSTRUCTION DIVISION
PREPARED BY ROANOKE OFFICE VIRGINIA

JULIAN PRICE MEMORIAL PARK N.C.
NAME OF PARK
DEVELOPED AREAS & UTILITIES PLAN - PART OF THE MASTER PLAN
LOCATION
BLUE RIDGE PARKWAY
NAME OF AREA

REGION ONE
PAGE NO. 28-32
DRAWING NO. PW-BR-JP 2053-B
SHEET 1 OF 2

REVIEWED

| | | |
|---|---|---|
| LANDS | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| NATURAL HISTORY | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| CONCESSIONS | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| SAFETY | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| U. S. PUBLIC HEALTH SERVICE | | |
| FORESTRY | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| HISTORY | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| ARCHITECT | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| LANDSCAPE ARCHITECT | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |
| ENGINEER | REGIONAL OFFICE | |
| | WASHINGTON OFFICE | |

DRAWN BY WDL - WHG
CHECKED BY
ABBUEHL

**Site History**
Julian Price Memorial Park
*Cultural Landscape Report*

**1963 - Developed Areas and Utilities Plan - Part of the Master Plan**

Illustration 2.3

**Figure 2.2:** Mr. and Mrs. Price during a visit to Blowing Rock, North Carolina, (*The Jeffersonian*, November 1946).

**Figure 2.3**: Julian Price home in Greensboro, North Carolina (*The Jeffersonian*, Date Unknown).

for the railway at Meherrin, Virginia, from 1887-1903 working as a billing clerk, ticket agent and telegraph operator—he learned Morse code from hanging around the railroad station as a teen. He ended up as chief dispatcher before moving on from the railroad in 1903. During this time, he met and married his wife, Ethel Clay the daughter of Henry De Bois Feuillet Clay, in Meehum River, Virginia, on August 21, 1897 (Figure 2.2). He continued with the railroad for sixteen years, moving to Richmond and then to Durham, North Carolina. In 1903, he fulfilled the role of salesman for the American Tobacco Company for two years.

**Figure 2.4:** Julian Price at home, (*The Jeffersonian*, November 1946).

Price then became an Insurance Solicitor and General Agent for Greensboro Life in Norfolk, Virginia, thus beginning his career in the life insurance business. He remained with Greensboro Life for four years before becoming Secretary and Agency Manager in 1909, at age 42. He stayed on for three more years before merging with JSLIC, in Raleigh, North Carolina, and eventually in Greensboro, North Carolina, where he served as Vice President and Agency Manager for seven years. In 1912, the company absorbed the Security Life and Annuity Company and Greensboro Life Insurance Company. Julian Price served as President of JSLIC from 1919 to 1946.

Price made Greensboro, North Carolina, his home and lived out his later years at 301 Fisher Park Circle, a 7,266 square foot Tudor revival on the north end of Fisher Park (Figure 2.3, Figure 2.4). He and his wife Ethel had two children, a daughter named Kathleen Marshall Price, who married Mr. Joseph McKinley Bryan, and a son named Ralph Clay Price. Julian Price became Chairman of the Board for JSLIC (10 months prior to his death) in January of 1946, after turning over the Presidency to his son, Ralph, and the Vice Presidency to his

son-in-law, Joseph. The previous year, Julian Price served as Chairman of the Board for the Pilot Life Insurance Company.

During his career, Price served many roles of leadership in the Greensboro community and the State of North Carolina and became "nationally known as an insurance executive, business and civic leader, and a philanthropist."[20] He served on the Greensboro City Council for six years (1920-1926). During the administration of North Carolina Governor McLean (1924-1928), Price served as head of the State Salary and Wage Commission and was one of the governors most trusted financial advisors. Price bought a majority interest in *The Greensboro Record* and later sold it for a large profit and assisted with the merger of *The Record* and the *Greensboro Daily News*. It has been stated in several articles written on Mr. Price that he could have had any political office he desired, but he "declined to seek preferment in the political realm."[21] On April 13, 1946, he was given an honorary degree of Doctor of Laws from the University of North Carolina and later that May was given an honorary Doctor of Business Science by Elon College, both during the year of his death.

The following is a list taken from *Who's Who in America*, which outlines the many roles Price took on in his community:

- President of the Atlantic and Yadkin Railway Company, 1930 - death in 1946
- Member Life Insurance Association of America.
- Director of the Mooresville Mills of North Carolina.
- Member of the International Acquaintance League.
- Member of Benevolent and Protective Order of Elks.
- Member of the Institute of Life Insurance Association.
- Member of the Masonic Order (Knight Templar, Shriner).
- Member of the Association of Life Insurance Presidents.
- Member of the Rotary Club of Greensboro, North Carolina.
- Member of the National Council of the National Economic League.
- Member of the Congressional Country Club of Washington, D.C.
- Member of Country and Sedgefield Country Clubs of Greensboro.
- President of Atlantic and Yadkin Railway from 1919 until his death.
- Headed North Carolina State Salary and Wage Commission, 1924-28.
- Solicitor for American Tobacco Company from 1903 to about 1905.
- Southern Railway 1887-1903 as telegraph operator and ticket agent.
- Solicitor for JSLIC 1905 - 1909.
- President of the JSLIC from 1919 - 1946.
- Chairman of the Board Pilot Life Insurance Company 1945 -1946.
- Trustee of the North Carolina Agricultural and Technical State University.
- Member / Director Greensboro Chamber of Commerce and City Council.
- Trustee for Richardson Memorial Hospital of Greensboro, North Carolina.
- Member of the National Advisory Committee of 1939 New York World's Fair.
- President Federal Home Loan Bank of Winston-Salem, North Carolina 1932-33

In 1923, JSLIC built a 17-story skyscraper, the tallest building in North Carolina for several years (Figure 2.5). After the company moved into its new headquarters, under the direction of Julian Price and his "top-notch skills" in salesmanship, it increased its sales to $300 million before the Great Depression. Price became one of the most respected Chief Executive Officers in the United States during the 1930s and '40s. His company was a national leader in the insurance industry.

In 1931, Mr. Price gave the town of Elizabethton and Carter County, Tennessee, $200,000 to relieve them of financial collapse. "He was instrumental in the city's purchase of a water system. . .and used his influence to arrange for two big plants to come to this section. With the coming of TVA, Mr. Price began to see some of the big things that he had visioned beginning to come true."[22] There are

[20] *The Greensboro Daily Record*, October 26, 1946

[21] *The National Underwriter*, October 26, 1946

[22] *Insurance Index*, November, 1946.

many stories like this one of Julian Price as he was a visionary, always seeing the possibilities, and always willing to give the shoes off his feet—as one story goes in a 1941 edition of *The Jeffersonian*. These stories were well documented by contemporaries and employees.

Mr. Price fancied "the beauties of the Blowing Rock resort area, where he built a handsome summer home."[23] Price began purchasing land near Blowing Rock to develop a scenic fishing lake and retreat (Figure 2.6). The assemblage of land began on January 19, 1935, with the purchase of 1,600 (disputed to actually be 1,877.5) acres of land. This was the largest single purchase in what ultimately became the purchase of 34 tracts of land totaling 4,200 acres, according to deeds of gift (Appendix A). Price was planning a hotel retreat to be used primarily by agents of his company during their vacation periods. He also had plans to dam a stream on the property to create a "300-acre lake to be stocked with rainbow trout. The lake and hotel, Mr. Price felt, would give a vacation spot to the agents and still make it possible to keep contact with the home office."[24]

Little is known of the condition of the property prior to Julian Price's purchase of it. The Whiting Lumber Company logged the property heavily in the early 1900s, and many of the logging railroad routes remained in place. A house barn and storage shed located along Shulls Mill Road were present on the tract at the time. Known as the Henley House, this vernacular building complex was probably constructed in the 1920s or 1930s based on examination of photographs dating from the early 1970s (Figure 2.7). The house featured a central stone chimney, a wrap-around porch, intricate railing details and shake single siding. The barn featured board and batten siding, a second story hayloft, and a tin roof with exposed rafters (Figure 2.8). The NPS demolished all three of these buildings in 2009, according to park staff. The buildings appear on master plans for the parkway as buildings #216, #217, and #218 (Illustrations 2.1-2.3). The Sims family also operated a farm located along John's River Road, prior to Mr. Price's purchase of the land. This complex included two houses, two barns, a garage, and a granary. The only intact building remaining today

**Figure 2.5:** Jefferson Standard Building, Greensboro, North Carolina (*The Jeffersonian*, Date Unknown).

is a large red barn, known as Sims Barn (Figure 2.9). The remains of a log smokehouse and a stone barn foundation also exist along John's River Road. Retired park staff described Sims' main house as, "...a big old two story frame house[25]". The NPS used the smaller of the two homes as staff housing until a fire destroyed it in the early 1990s (Figure 2.10). Apparently, Mr. Sims was quite a character. He lived in the old house and kept a hand built chestnut coffin in his living room. He would get in the coffin whenever he had visitors to, "let people see how he looked in it". Chestnut pops and crackles when burned, and apparently, Mr. Sims chose to use this material, "Because I want to go through hell a poppin'!" The Sims buildings appear on early master plans for the Parkway as, #219, #234, #235, #236, #237 and #238 (Illustrations 2.1-2.3).

[23] *Hickory Record*, October 26, 1946

[24] *Insurance Index*, November, 1946

[25] Interview with Ted Pease, conducted by Robert G. Bruce and Harley E. Jolley of the National Park Service on August 5, 1980, p.30 (Parkway Archives).

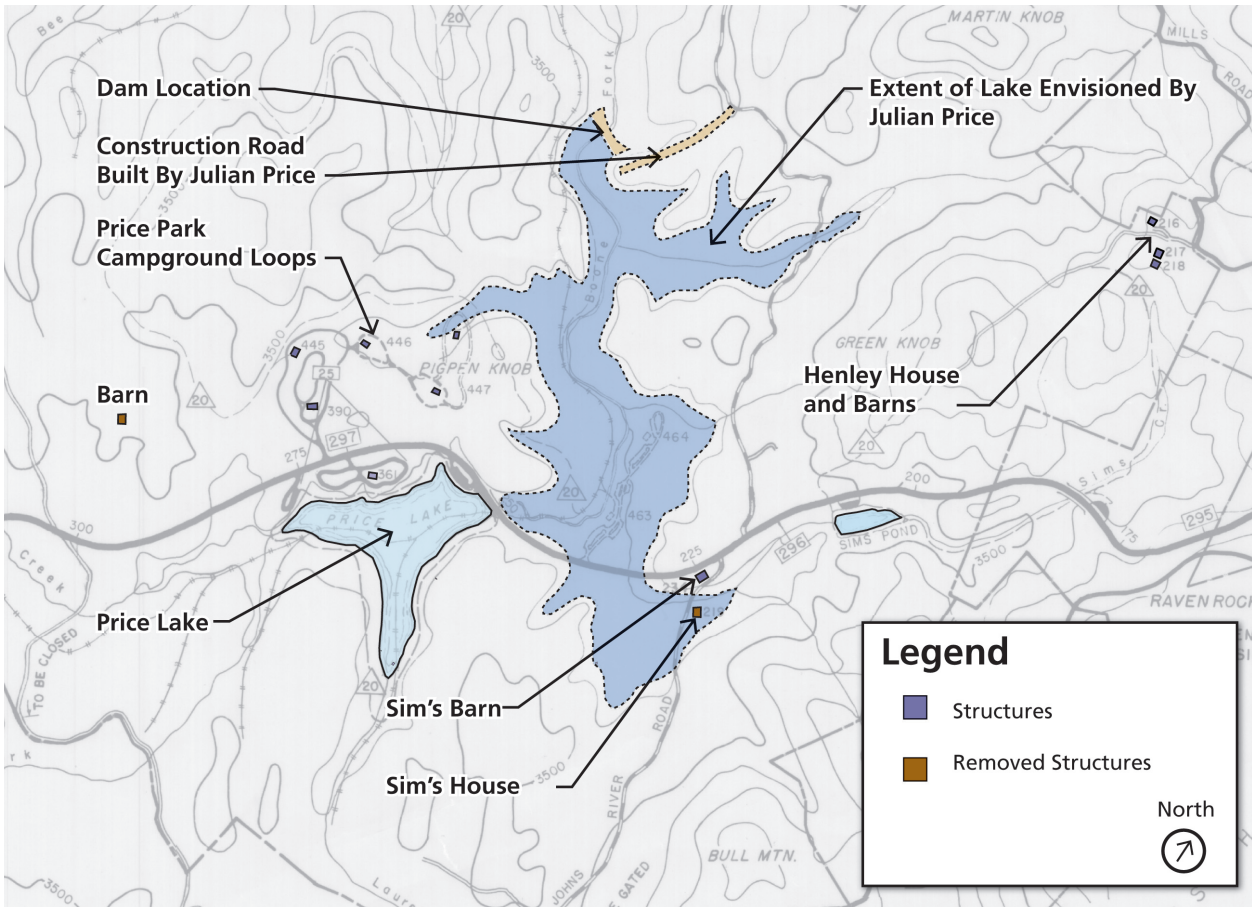



**Figure 2.6:** Graphic adapted from 1962 Developed Area Plan (The Jaeger Company, 2010).

**Figure 2.7:** Henley House, (Parkway Archives, 1973).

**Figure 2.8:** Henley Barn, (Parkway Archives, 1973).

**Figure 2.9:** Sims Barn, (Parkway Archives, 1973).

**Figure 2.10:** Sims House, (Parkway Archives, 1973).

Even less is known about the improvements Julian Price made to the land during his tenure on the property. An interview conducted by park staff in 1980 with Parkway landscape architect, Ted Pease, who worked for the Parkway from the 1930s until retirement, provides some insight into the condition of the property.[26]

> *Interviewer*: What was the stage of Mr. Price's Lake at that time (1950)?
>
> *Ted Pease*: They were nearing the point of getting the contract to build the dam, but had not. They had finished I think, their preliminary work and there a number of buildings out there on the Johns River Road. If you drive down the Johns River Road into the dam site, upon the top there is a graded out area and there were several buildings there. An office building or an office for the engineers, kind of built right on the edge where they could oversee the whole operation, and a storage building for cement. The gravel would be just piled onto that graded out area. And there were a couple of other buildings there. They had core drilled the entire valley - a real valuable procedure from the engineers standpoint. There may be some scraps still around out there. But there it stopped. And since then it has just grown over.

A 1952 aerial confirms the remembrance of Mr. Pease (Illustration 2.4). A small timber dam exists in the landscape today at the approximate site of Julian Price's Dam. The age of the structure could not be determined in the field. The road to the dam is part of the park's trail system today and the graded area is near the location of the park's primitive campsite.

In the same interview with Ted Pease, Mr. Pease describes a system of fish rearing ponds associated with and located near Sims Pond. He admitted to not knowing for sure whether Julian Price or Mr. Sims started this operation, while at the same time stating he believed it was Price, as he did not think Mr. Sims had, "that kind of money."[27] It is logical to speculate that Julian Price would have begun the process of raising the fish to stock the nearly 300-acre lake, which was already under construction. One of the earliest brochures prepared by NPS for the park, mentions that while Mr. Price owned the property he kept the several miles of streams on his mountain estate, well stocked with trout. Remnants of the fish rearing operation remain in the landscape to this day.

Sims Pond itself existed in more or less the same configuration during Price's ownership of the property. An elaborate stone-faced spillway was built in one corner of the dam, along with a stone retaining wall and steps leading to the water's edge. There is not definitive evidence that Julian Price constructed these elements, but the sophistication of their construction suggests someone of considerable means had them built, someone like Julian Price. When asked directly what Sims Pond was designed for, Mr. Pease replied, "That (pond) was, I guess, Mr. Price's."[28] In addition, an undated

[26] Pease Interview, 30.

[27] Pease Interview, 31.

[28] Pease Interview, 30.

plan for the development of Price Park prepared by NPS shows Sims Pond labeled simply as "Fish Rearing Pond" (Illustration 2.5).

On October 25, 1946, at 78 years of age, Julian Price died instantly in an automobile accident. He was traveling from Greensboro toward Blowing Rock when his sedan "ran off the highway at a slight curve 13 miles east of North Wilkesboro. His death occurred on the eve of the third anniversary of his wife's death," on October 26, 1943.[29] There were four other passengers including Price's chauffer, his secretary, a Greensboro attorney, and an insurance agent from JSLIC, who all sustained injuries, but survived. It was reported later that the trip was intended "to inspect a lake and hotel that Mr. Price had been privately directing."[30] A passing motorist took Price to Wilkes Hospital by a passing motorist where he was declared dead on arrival having sustained an injury to the forehead. A vehicle defect reportedly caused the accident. At his funeral on October 27th, "More than 2,000 people from all walks of life crowded into the First Presbyterian Church" to honor him.[31]

The "news of Price's death brought sorrow to the region… from Raleigh, Governor Cherry and two of his predecessors…issued statements…North Carolina has lost one of its finest and most useful citizens in the death of Julian Price[32]." A radio broadcast on WBIG, Greensboro, North Carolina, on the day after his death described him as "a great builder… a great leader… a wonderful boss, best of all as a true friend, for he loved humanity… old or young, rich or poor, white and black…all counted on him as a friend and that is true democracy and Mr. Price was a great example of this way of life. He asked no favors due to his position, to his age or wealth. He lived a full life and the world is better for his having lived. It will take years to fully evaluate the life of this man, for the good men do lives after them."

In 1987, Pilot Life Insurance Company no longer existed when JSLIC, who had the controlling interest in it under the directorship of Price since 1930, merged that company into itself. The newly formed Fortune 500 Jefferson-Pilot Life Insurance Company was then one of the nation's largest shareholder-owned life insurance companies. When Price took over leadership of the company, it had assets of only $9,703,325 and insurance in force of $81,644,944. When Price died in 1946, the company had assets of $174,600,000 and insurance in force of $655,000,000 and ranked 30th among such companies in the nation. In 2006, Lincoln National Corporation bought out Jefferson-Pilot Life Insurance Company.

## Julian Price Memorial Park Planning and Parkway Design: (1947-1954)

### Parkway Planning Overview

The Blue Ridge Parkway is a linear park, connecting the Shenandoah National Park to the Great Smoky Mountains National Park, for a distance of 469 miles. Construction began in 1935, paused during World War II, and was complete by 1987. The Parkway is more than just a roadway linking the two parks; it is also a destination in itself. Due to the length of the Parkway, designers recognized the importance of scenic variety. They appreciated the value of spectacular views and developed a comprehensive approach to the conservation of rural landscapes. Designers added recreational areas to offer travelers opportunities for rest, refreshments, and outdoor activities. In addition, interpretive exhibits were developed to commemorate southern Appalachian culture.

The claim to the origination of the idea for the Blue Ridge Parkway has been debated for years. Those claiming the idea include Senator Harry Flood Byrd and Governor Jonathan Pollard of Virginia, Bureau of Public Roads Chief Thomas MacDonald, Senator George L. Radcliffe of Maryland, and several others. Quin states that Byrd was likely the originator of the idea[33], and he was certainly one of the staunchest political supporters of the Parkway. In August of 1933, President Franklin D. Roosevelt visited Shenandoah National Park and inspected a Civilian Conservation Corps (CCC) camp at the site. Byrd introduced the idea of extending Skyline Drive to the Great Smoky Mountains National

[29] *The Greensboro Daily Record*, October 26, 1946

[30] *Insurance Index*, November 1946.

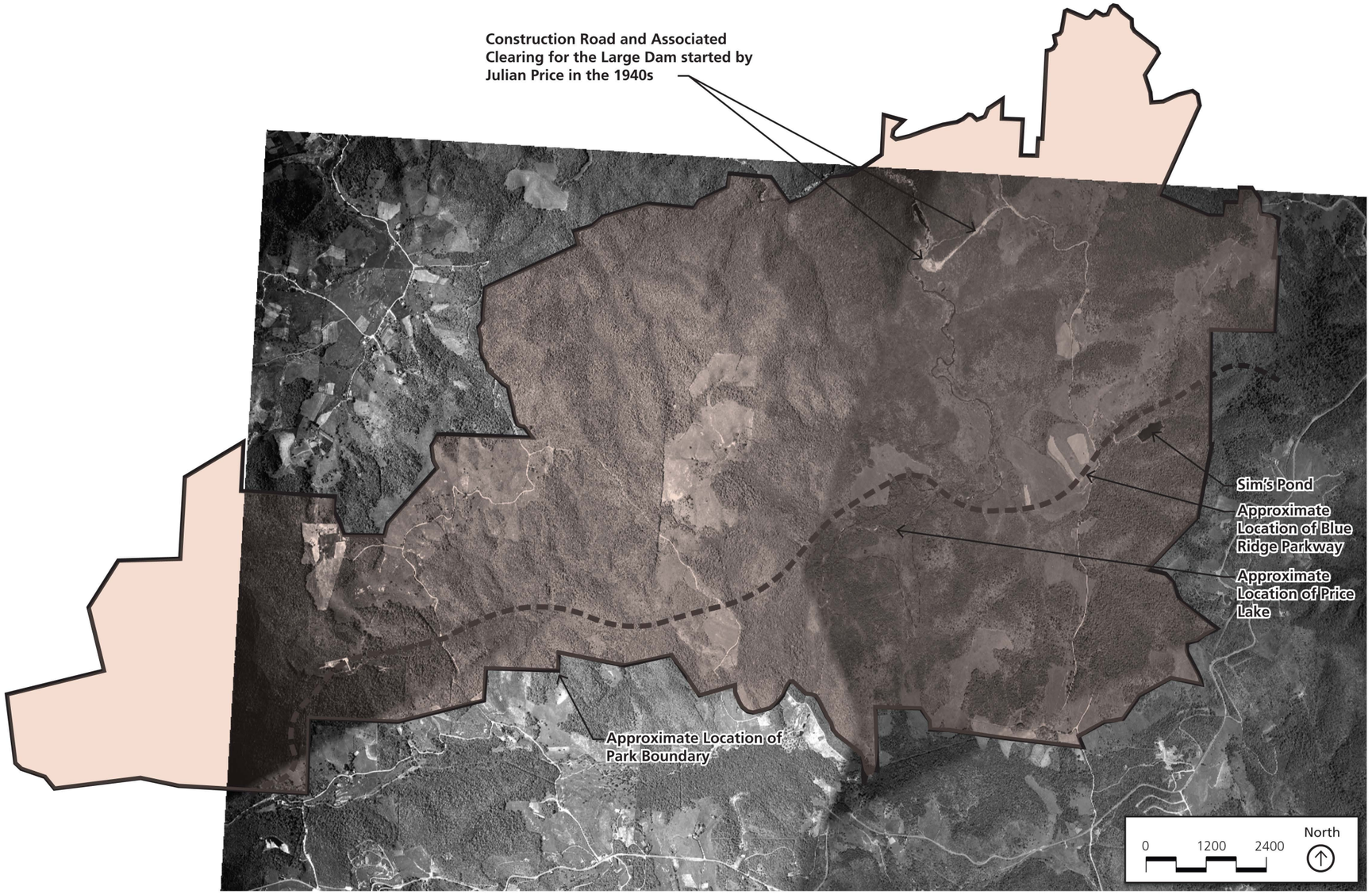
[31] *The Greensboro Daily Record*, October 26, 1946.

[32] Ibid.

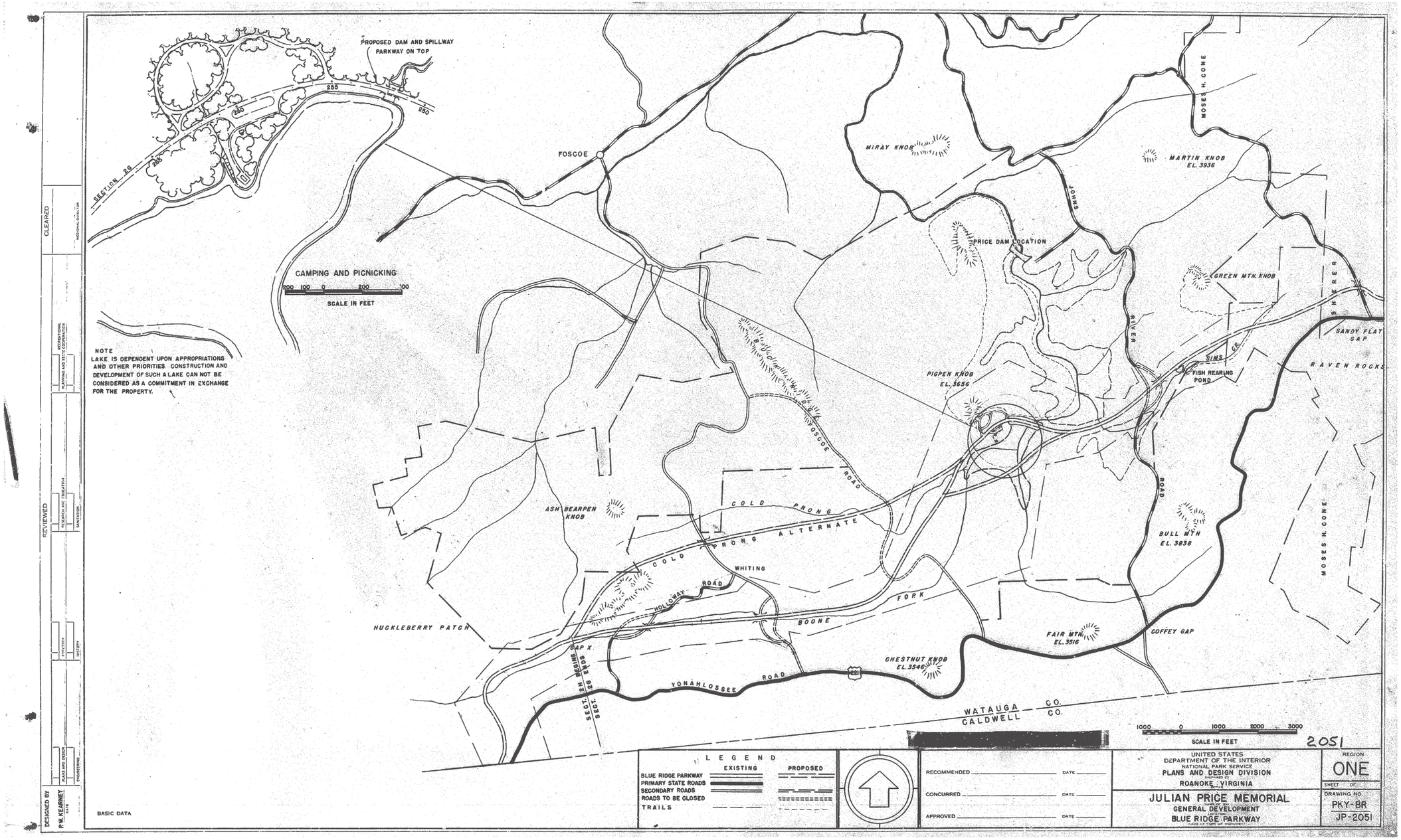
[33] Quin and Marston, 36.

**NOTES:**

- Aerial photography information for Watauga County taken from the Library of Congress.
- Scale is approximate.




**1954 Aerial Photograph**




## Site History

Julian Price Memorial Park

*Cultural Landscape Report*

**Undated - General Development Plan**

Illustration 2.5

Park at this meeting, and "Roosevelt showed strong interest in the idea."[34] Interior Secretary Harold L. Ickes announced approval of the project in 1933.

One of the first steps in planning the Parkway was the establishment of a route. The concept of the Parkway was that it would serve as a scenic connection between Shenandoah National Park (established in December 1935) and the Great Smoky Mountains National Park (established in June 1934). The project was approved by the federal government in 1933 as part of the National Industrial Recovery Act which set up the Public Works Administration (PWA).[35] The three states involved in the routing of the project were Virginia, North Carolina, and Tennessee. Exhaustive and often bitter negotiations occurred between officials from Tennessee and North Carolina before the federal government set the route through the latter state.

Of the personalities recruited to work on the project were Thomas Chalmers Vint, Chief, Branch of Plans and Design for NPS, Gilmore D. Clarke, Landscape Architect, for the Westchester County Park Commission (WCPC), and Jay Downer, Consulting Engineer for the WCPC. Downer and Clarke recruited Stanley W. Abbott, Resident Landscape Architect for the project, from WCPC, which had overseen the construction of the Bronx River Parkway. The design team for the Parkway was multi-disciplinary and included William M. Austin from the Bureau of Public Roads.

Once the general route through Virginia and North Carolina was established, more specific roadway routing had to be determined. "As the chief beneficiaries of the project, the states of Virginia and North Carolina agreed to acquire the land for the Parkway and transfer it to the federal government."[36] As the general route was being determined by government entities, much of the fine-tuning of the routing was largely explored by Abbott. Abbott and Austin realized the importance of establishing some design parameters to define themes and provide a context for the Parkway's design. These principles have been honored by those who followed them and include: (1) maintaining a broad right-of-way to allow for restoration and preservation of the roadside landscape; (2) scenic control of certain areas; (3) rustic simplicity of all structures to harmonize with natural and cultural environments; (4) all design elements relating to each other and complementing the Parkway as a whole; and (5) recreational parks and areas for scenic protection at intervals along the Parkway right-of-way. These concepts were captured in the "as-built" maps produced at the time of construction referred to as Parkway Land Use Maps or PLUMs.

Abbott saw the Parkway as an opportunity to showcase different types of scenery throughout the region. Instead of running solely along the crest of the mountains, he suggested adding variety by highlighting valleys and lowlands along the route.[37] Jolley writes, "Abbott also emphasized that the Parkway would have to include not only a high standard of design but a variety of scenic, historical and native interest features. To achieve this, he stated, "The location of the road, therefore, in combined woodlands, over rolling hill, along small creeks, in the broader river valley, as well as in varied relationship to the mountains is desirable… Similarly, it will be helpful to introduce historical features and occasional pictures of the native country life."[38] Abbott also proposed an alternate route primarily through the valley of the mountains which he argued would be less expensive to build and easier to access via existing roadways.

Abbott's and Austin's argument for variety won out in the end. Large expanses of undeveloped land were juxtaposed with developed valley settlement areas. Firth states, "As a result, the cultural landscape of the region become one of the main attractions of the journey."[39]Abbott's overall goal for the Parkway was to create "a museum of managed American countryside."[40]

The Parkway had an initial funding of $4,000,000 for construction of the roadway[41]. Since the PWA funded the road, preparation of comprehensive

[34] Ibid, 37.

[35] Jolley, Harley, *Painting with a Comet's Tail: The Touch of the Landscape Architect on the Blue Ridge Parkway*. Boone, NC: Appalachian Consortium Press, 1987, 20

[36] Firth, Ian. *Blue Ridge Parkway Historic Resource Study*. Athens: U.S. Department of the Interior, National Park Service, Southeast Regional Office, 2005, 58.

[37] Jolley, 1969, 12.

[38] Ibid, 37.

[39] Firth, 2005, 73.

[40] Jolley, *Comet's Tail*, 12.

[41] Firth, 2005, 65.

master plans was required. The first preliminary master plan for the road was prepared in 1934.

The route survey was the first step in building the Parkway even before the final location of the southern end of the route had been established. Survey teams often involved both location engineers and landscape architects. Once surveyors flagged an initial line for the road, they conducted a topographic survey a few hundred feet on either side of the flagged centerline.[42] Surveyors completed flagging operations from the Virginia/ North Carolina state line south to Blowing Rock, North Carolina, before the routing to the Great Smoky Mountains National Park had even been determined.

Acquiring right-of-way was one of the most difficult tasks in planning the Parkway and one of the most essential pieces in its success. Suggestions for right-of-way widths for the Parkway ranged from 200 feet to 1,000 feet.[43] In 1935, NPS proposed that the right-of-way should be more flexible and include 100 acres per mile of actual fee-simple ownership and an additional 50 acres per mile under scenic easement.[44] According to NPS Staff, the state of North Carolina condemned right-of-way for the Parkway and the state filed maps in the county courthouses. After recording the parcels of land needed, the state sent out right-of-way agents to make value assessments on properties. Scenic easement agreements served as the "landscape architect's device for controlling the visual boundaries of the Parkway without owning them. . . .the scenic easement program was created, whereby, in the land acquisition process, the State made arrangements with the land owner. In return for a one-time financial consideration, said landowners agreed to perpetual restrictions upon the use of their land."[45] The scenic easement agreements provided restrictions on buildings, roads and private drives, plantings and removal thereof, unsightly material, and signs/billboards.[46]

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

The road and its amenities, including recreational areas, overlooks, and waysides were designed and constructed in 45 sections. Sections in Virginia were labeled with a "1" and followed by letters of the alphabet running from north to south. Likewise, sections in North Carolina were labeled with a "2" and followed by letters of the alphabet. Letters I and O were not used for reasons of clarity. The sections varied in length, but most were around 10 miles. All sections of the road were built by private contractors with supervision from regional offices.

## Julian Price Memorial Park Planning Overview

The government acquired the Julian Price Estate in July 1949. The superintendent's report for that month states that the total size was 4,123 acres, though slight variations in the total acreage appear in different accounts. The 1950 annual report from the Superintendent to the Director describes the transfer of the land for the new Price Park as follows: "The Secretary accepted the deed to the Julian Price Estate, a 4,000 acre tract adjoining the Moses H. Cone Memorial Park. This area, to be known as the Julian Price Memorial Park, was donated to the Government by the Jefferson Standard Life Insurance Company."

Efforts to transfer the Julian Price Estate to the NPS were underway little more than a year after the death of Price in October 1946. At this point the Executive Committee of JSLIC, led by Ralph C. Price, Julian's son, managed the estate. (The other members were C. E. Leak, Executive Vice President, Julius C. Smith, Vice President and General Counsel, M. A. White, Vice President, and J. H. Barrier, Vice President). In February 1948, Superintendent Weems sent a memorandum to the Regional Director outlining a potential offer from JSLIC to donate the property subject to three conditions: 1) that the tract be known as Julian Price Memorial Park, identified with entrance markers and a bronze plaque; 2) that

[42] Ibid.

[43] Ibid., 128

[44] Ibid.

[45] Jolley, *Comet's Tail*, 28

[46] Firth, 2005, 130.

the government complete construction of a large dam with the resulting lake to be known as Julian Price Lake; and 3) that the NPS develop the site for recreational purposes for public use. Though some details of the arrangement changed before it was enacted, these conditions define the intent and purpose for Price Park, which are still in effect today.

Weems later met with a committee from the insurance company to discuss the offer and told the committee that the creation of the large lake desired by Price was more costly than the government was willing to manage. He suggested the possibility of a smaller lake, which seemed well received by the committee, and felt that a mutually acceptable arrangement could be reached.[47] A response from the Regional Director's office was not favorable toward any conditions being part of the offer and stated "(i)t is regrettable that the Price Estate is not located more distant from the Town of Blowing Rock" in view of the recreation area that was already intended for the Cone Estate.[48] A month later, Stanley Abbott submitted a memorandum to the Superintendent describing opportunities at both estates as well as plans to submit a master plan for the properties within the week. The memorandum ended with a recommendation to accept the Price Estate offer as it tentatively stood.

Whether or not the government accepted the offer of the full estate, the Parkway acquired a significant portion of the property for Parkway right-of-way. Discussions and correspondence regarding the transfer continued between the NPS, Ralph Price and JSLIC. Ralph Price seemed agreeable to the idea of a smaller lake, though there was hope that the NPS would remain open to the idea of the larger lake at some point in the future. A NPS evaluation of the lake options presented in a May 1948 memo outlined the possible construction of a bridge and dam combination across Boone Fork (in the location where it was ultimately built) to create an approximate 35-acre lake. As a bridge would have to be built across Boone Fork anyway, the additional expense was not a huge cost.

A 1948, *Report to Accompany the Master Plan for Moses H. Cone Memorial Park and Julian Price Estate* preceded the deed transfer. The report describes the Price site as "…forests and abandoned farms, partly wooded and partly open pastures. The beautiful fast-running Boone Fork is a feature. To date the only development which mars the site is the construction road and clearing which were made for the large dam that Mr. Price had proposed to build."[49] By May 1949, JSLIC was ready to transfer the property with only a verbal agreement that the NPS would complete the smaller lake. The executed deed to transfer the property was dated July 1, 1949.

A 1951 Soil and Moisture Report documents conditions of the property in the early years of NPS ownership. The report consists only of pictures and associated captions. Several pictures document erosion and sparse vegetative cover from years of overgrazing, cropping, logging, and/or poor land management strategies. Follow-up pictures show improved establishment of grasses and other vegetation from fertilizing, liming and contour plowing (Figure 2.11, Figure 2.12).

In planning for the future, the importance of the Price Estate, the Moses Cone Property and Grandfather Mountain was highly valued by Parkway designers as part of the overall Parkway experience. The hope was that Grandfather Mountain would remain undeveloped other than parking and trails, and with a planned development at Linville River (south of Grandfather Mountain), "(t)he possibility of acquiring the Cone and Price Estates provides an ideal location for development on the northeastern approach to Grandfather Mountain. Thus the master plan for the development of the Cone or Price Estate is necessarily integrated with Grandfather Mountain. The general location of Grandfather Mountain was considered ideal as it is about midway between Asheville and Roanoke and will therefore attract Parkway visitors with a minimum of need for the Service to develop[50]." Combined together, the adjacent Cone and Price Parks form the largest developed recreation area on the Parkway.

[47] Firth, 2005, 130.

[48] E. M. Lisle, Letter dated March 9, 1948. Parkway Archives.

[49] *Report to Accompany the Master Plan for Moses H. Cone Memorial Park and Julian Price Estate*, Parkway Archives, 1948.

[50] Ibid.

**Figure 2.11**: Photo from Soil & Moisture Conservation Report, Grandfather Mountain in background, (Parkway Archives, 1951).

Independent of the transfer of the Price tract, the Parkway route was intended to go through the parcel and would have required right-of-way acquisition. The possibility of obtaining the larger tract, however, provided Parkway planners with more options for, and an opportunity to evaluate, the exact alignment in the vicinity of Boone Fork and Cold Prong. The 1948 master plan report notes that "[r]ecent development with the Price Estate have suggested the desirability of studying a parkway location through the Cold Prong Valley (Station 250 to the end of Section 2-G). Such a location would have three advantages. First, it would permit acquisition of all lands between the Parkway and the Price Estate. Secondly, this location would avoid some of the farms and houses along the Holloway Road in upper Boone Fork. Thirdly, one grade separation structure would be eliminated."

In August 1949, "[p]reliminary investigation of the Cold Prong line alternate on Section 2-G was made. This alternate places the Parkway in a better relation to the Price Estate." An undated drawing, possibly this "investigation", shows two alignments for this section of Parkway. The first, labeled "Cold Prong Alternate", is reasonably close to the constructed Parkway layout. The second alignment, beginning "Parkway North" of the Boone Fork crossing, swings about 1,000 feet south of the current alignment, through what was to become Julian Price Lake, and then veers up to one-half mile away from the Cold Prong alignment, almost to the edge of the Price Estate boundary. This route shows an additional road intersection.

The drawing also has an inset with a layout of "camping and picnicking" in the current campground location on the edge of the lake, though in a different configuration. A note states

**Figure 2.12:** Photo from Soil & Moisture Conservation Report, (Parkway Archives, 1950).

"the lake is dependent upon appropriations and other priorities. Construction and development of such a lake cannot be considered as a commitment in exchange for the property." The NPS completed plans for the realignment of the Cold Prong segment in October 1950.[51]

In 1950, Sections 2-G and 2-H were the least complete sections of the Parkway north of Asheville. Though there were other sections where construction had not yet begun, most of the sections had been designed, whereas 2-G and 2-H did not yet have "contract" drawings. A reality of post World War II funding was that the government was awarding few contracts for new construction. Many of the contracts immediately after the war were for repairs and paving on

[51] *Superintendent's Report*, Parkway Archives, November, 1950.

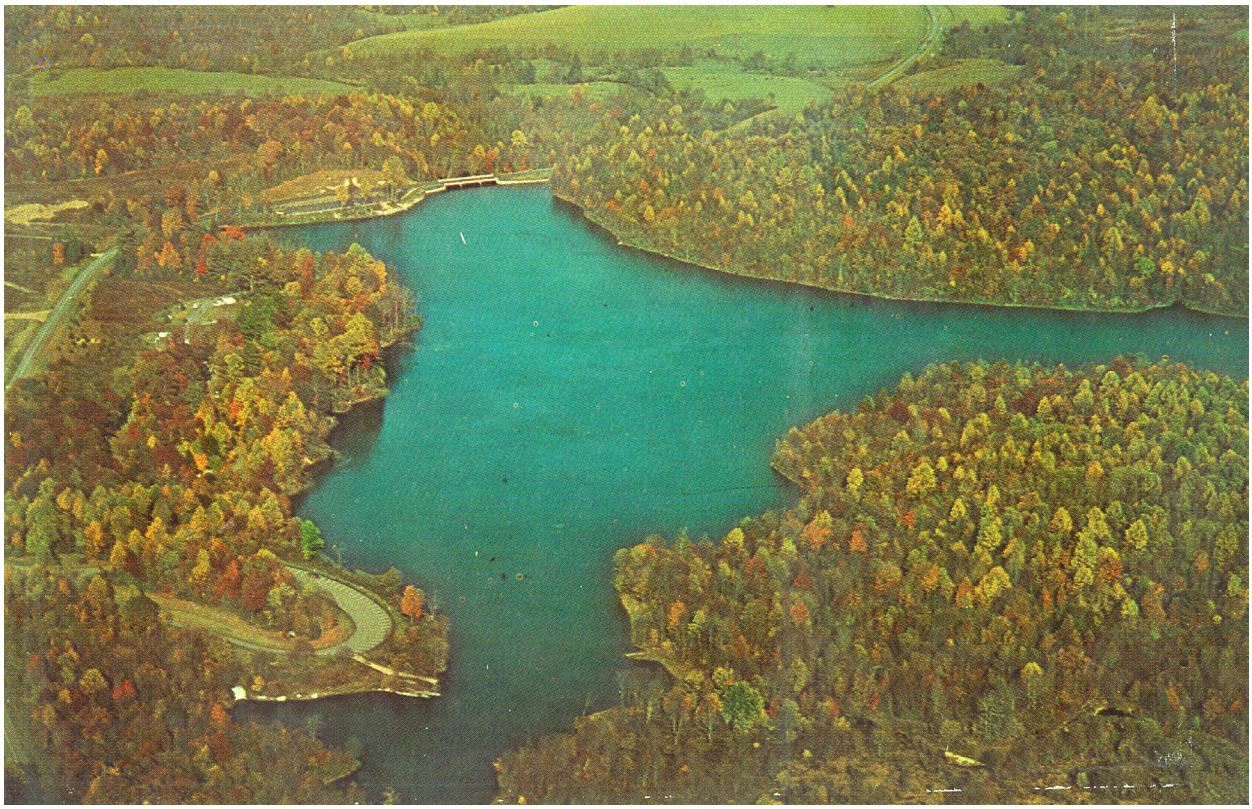


**Figure 2.13:** Postcard of Price Lake with Boone Fork Overlook in foreground and Price Dam in background c. 1964 (The Jaeger Company, 2010).

existing stretches of Parkway. It was not until 1954 that the rate of construction started to increase again.[52]

## Julian Price Memorial Park Construction Era: (1955-1964)

Almost the entirety of the construction and development of Price Park, including the Blue Ridge Parkway and associated facilities within the park boundaries, took place from 1955 to 1964. By the end of 1964 all of the campground loops, the amphitheater, the picnic area, and their associated amenities were finished and operating (Figure 2.13). Price Park development was closely associated with the Mission 66 program, a federally-sponsored program intended to improve visitor services within the National Park system. Proposed by Conrad Wirth, director of NPS at the time, Mission 66 was a "ten-year program that would not only rehabilitate the aging system but vastly expand it."[53] The initiative received the support of the Eisenhower Administration and Congress. Beginning in 1956, Mission 66 projects were intended to be completed by the 50th anniversary of the park system in 1966.

Throughout World War II and continuing through the Cold War and Korean War, NPS budgets were particularly low despite visitation levels that were on a steady rise since the end of World War II. In the developed areas of national parks, visitors were experiencing traffic jams, long lines for rest rooms, inadequate parking, and no overnight accommodations or camping spaces.[54]

According to Firth, "[o]ne of the major projects undertaken by Mission 66 was the 469-mile Blue Ridge Parkway. As World War II approached, funds were diverted to needs related to war. By the time Mission 66 was started only about one-third of the distance of the Parkway had been completed and made usable. Most of the work had been in places where construction was less difficult. Under Mission 66, funds were included to complete the Parkway."[55]

[52] Firth, 237, 239.

[53] Carr, Ethan, *Mission 66: Modernism and the National Park Dilemma* (University of Massachusetts Press, 2007), ix.

[54] Carr, 4.

[55] Firth, 273-274.

For the Blue Ridge Parkway, Mission 66 meant increased budgets not only for Parkway construction, but to improve visitor services, such as those provided at Price Park, in the postwar era. The mission statement of the Mission 66 program noted that, "[c]onstruction is, of course, an important element in the program. Modern roads, well-planned trails, utilities, camp and picnic grounds, and many kinds of structures used for public use or administration, to meet the requirements of an expected 80,000,000 visitors in 1966, are necessary; but they are simply one of the means by which 'enjoyment-without-impairment' is to be provided."[56]

## Price Park-Overall Site

Most of the work during this era was associated with the construction of the Parkway and visitor facilities and amenities at Price Park. A 1962 Design Analysis for Price Park, part of the *Master Plan for the Preservation and Use of the Blue Ridge Parkway*, describes the status of facilities for visitor use including campgrounds, picnic grounds, and water recreation. It states the "105-unit campground has become so popular that it is now necessary to provide additional camping, there will be approximately 200 camping units." The location for the proposed 100-unit picnic ground is noted. All of the water bodies in the park are open to fishermen and non-motorized boating is permitted on Price Lake. Although much smaller than Price originally envisioned, the lake had become, and remains, the largest water body on the Parkway. The lake is larger than planners originally thought, measuring 47 acres when completed.

Of particular significance to the construction of the Parkway and management of the adjacent landscape was the completed set of Parkway Land Use Maps (PLUMs) from 1961 for the Price Park section of the Parkway. The maps provide the landscape "vision" for the Parkway as well as direction for future management of the road corridor. The PLUMs show road alignment, overlooks, bridge and culvert locations, and the location of developed areas adjacent to the road. The drawings also highlighted the planned landscape development of the roadside, with recommendations for a number of bays and vistas with a variety of vegetative conditions. Specific landscape treatments included shrub bay, canopied shrub bay, pastured woods, and pasture. Copies of the original PLUMs for this section of the parkway are included in this document as Illustrations 2.6-2.13. Illustrations 2.14-2.20 show the evolution of park development over time, using digitized, color-coded PLUM maps to distinguish periods of development within the park.

Research has revealed little specific information about construction of the trail system at Price Park. The Green Knob Trail was completed prior to 1962, and sections of it follow old farm roads that predate the Parkway. Much of the Boone Fork Trail follows logging railroad routes that date from the early 1900s. A section of the trail system follows the road to the dam construction site built by Julian Price. The 1962 Master Plan Design Analysis notes, "[a] system of hiking and nature trails will be built in the area for Parkway visitors and campers. Investigation of the various possibilities is now under way."

The 1962 Design Analysis also notes that a park ranger used a tenant house as temporary quarters, along with two trailers close by for seasonal rangers and naturalists. The specific tenant house is not identified, but it was like either the Sims or Henley House.

## Parkway Section 2G, Price Lake, Overlooks, Sims Pond

Construction of the Parkway through Price Park was underway prior to Mission 66. "In 1956, . . . In North Carolina, there was a 29-mile-long break near Blowing Rock. The break started at Deep Gap on Section 2F and extended to the start of Section 2J, south of Grandfather Mountain; however, part of Section 2F had been constructed before the war, and grading had started on Section 2G in 1954."[57] This 1954 grading was north of Price Park; grading of 2G that included Price Park began in September 1955, continuing for exactly two years. In 1957, construction became particularly active within Price Park, though construction typically shut down for the winter months.

Construction of the Sims Creek Viaduct began in September 1957 and was complete two years later in September 1959 for a cost of $287,766. The viaduct reaches 85 feet in height, with a span of 385 feet. It is a steel girder structure, like most

[56] Quin and Marston, 136.

[57] Firth, 282.

TRIM LINE

CLEARED

REGIONAL DIRECTOR

RECREATIONAL
PLANNING AND STATE COORDINATING

REVIEWED

RESEARCH AND INTERPRETATION
PLANNING AND DESIGN
FORESTRY
HISTORY
ENGINEERING

DESIGNED BY E.O.D.C. DATE 12-27-61

LANDSCAPE SYMBOLS

GRADED AREAS
- TOP OF SLOPE (in cut)
- TOE OF SLOPE (in fill)
- LIMIT OF DAYLIGHTED CUT
- PROPOSED SLOPE

WOODS (final area stippled)
- EXISTING LIMITS 24"ED. 12" W.R.
- WELL DEVELOPED
- CUTOVER OR DEGENERATION
- PROPOSED LIMITS

INDIVIDUAL TREES
- TO REMAIN
- TO BE REMOVED

SHRUBS
- EXISTING
- TO REMAIN
- PROPOSED

ROCK OUTCROPS
- UNSTABLE
- SOLID

VIEW LINES
- AT EDGE OF FOLIAGE
- OVER FOLIAGE
- UNDER FOLIAGE




OTHER FEATURES AND ELEMENTS LABELED

## SECTION STATISTICS

LENGTH IN MILES 7.502

| | AREA IN ACRES existing | proposed |
|---|---|---|
| FEE SIMPLE | | |
| COVE MEMORIAL PARK | 3,579.56 | |
| PRICE MEMORIAL PARK | 4,216.88 | |
| STATE | 65.75 | |
| TOTAL | 7,862.19 | |

VISTAS

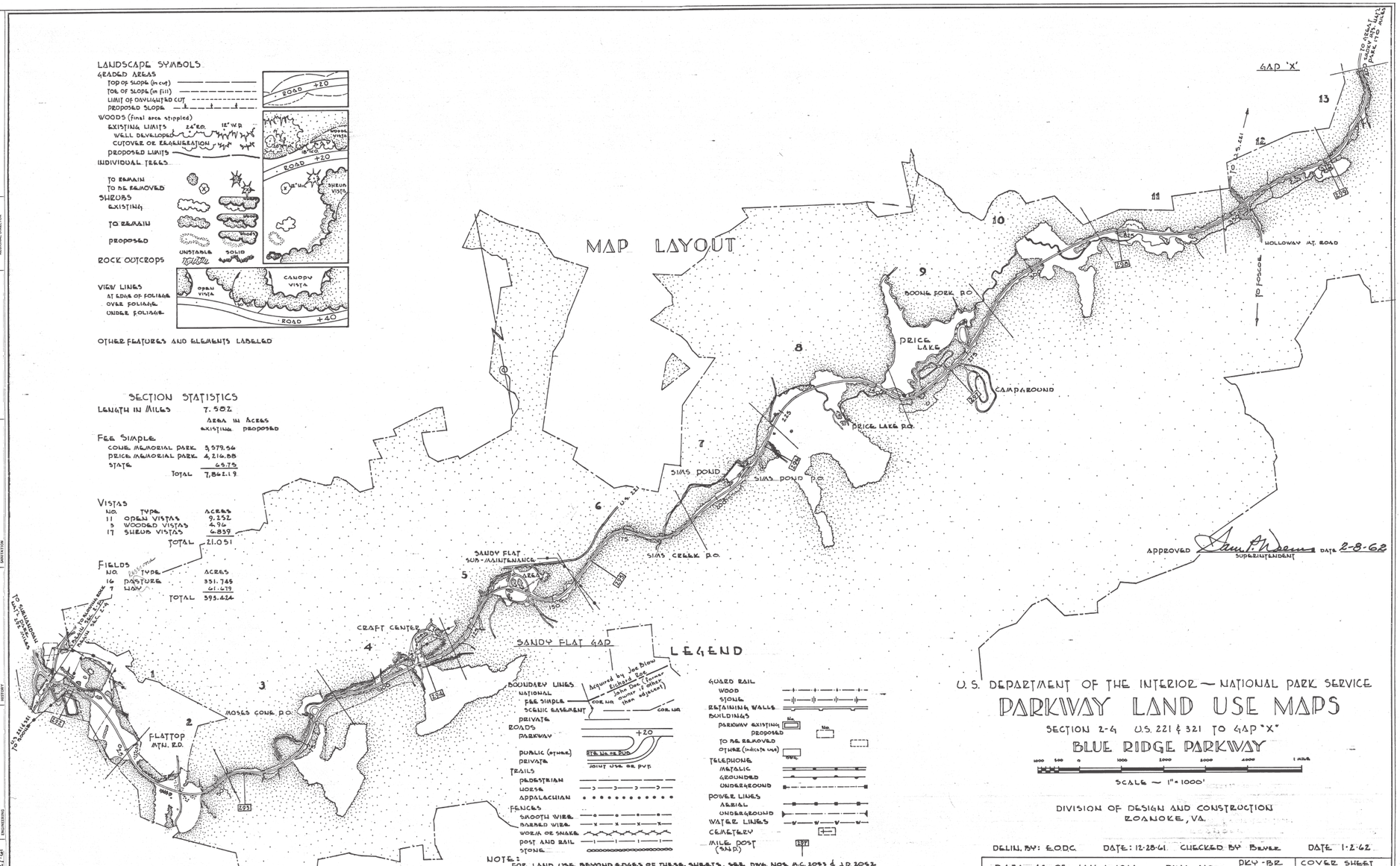
| NO. | TYPE | ACRES |
|---|---|---|
| 11 | OPEN VISTAS | 9.252 |
| 3 | WOODED VISTAS | 4.96 |
| 17 | SHRUB VISTAS | 6.839 |
| | TOTAL | 21.051 |

FIELDS

| NO. | TYPE | ACRES |
|---|---|---|
| 16 | PASTURE | 351.745 |
| 7 | HAY | 41.679 |
| | TOTAL | 393.424 |

BASIC DATA
STATE RIGHT OF WAY MAPS, PUBLIC ROADS ADMIN. CONTRACT DWGS., FIELD CHECK, DEEDS, SPECIAL USE PERMITS.

# MAP LAYOUT




## LEGEND

BOUNDARY LINES
- NATIONAL
- FEE SIMPLE — COR. MK.
- SCENIC EASEMENT — Acquired by Joe Blow Enlisted Tract John Doe, (owner other than adjacent) COR. MK.
- PRIVATE

ROADS
- PARKWAY — +20
- PUBLIC (other) — STR. MK. or PVT.
- PRIVATE — JOINT USE AS PVT.

TRAILS
- PEDESTRIAN
- HORSE
- APPALACHIAN

FENCES
- SMOOTH WIRE
- BARBED WIRE
- WORM OR SNAKE
- POST AND RAIL
- STONE

GUARD RAIL
- WOOD
- STONE

RETAINING WALLS

BUILDINGS
- PARKWAY EXISTING — Mo.
- PROPOSED — Mo.
- TO BE REMOVED
- OTHER (indicate use) — BWL

TELEPHONE
- METALLIC
- GROUNDED
- UNDERGROUND

POWER LINES
- AERIAL
- UNDERGROUND

WATER LINES — W W W W

CEMETERY

MILE POST (SIGN) — 127

NOTE: FOR LAND USE BEYOND EDGES OF THESE SHEETS, SEE DWG. NOS. A.C. 2093 & J.P. 2092

APPROVED Sam P. Adams SUPERINTENDENT DATE 2-8-62

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

# PARKWAY LAND USE MAPS

SECTION 2-G U.S. 221 & 321 TO GAP "X"

## BLUE RIDGE PARKWAY

1000 500 0 1000 2000 3000 4000 1 mile

SCALE — 1" = 1000'

DIVISION OF DESIGN AND CONSTRUCTION
ROANOKE, VA.

DELIN. BY: E.O.D.C. DATE: 12-28-61 CHECKED BY Bevee DATE 1-2-62

| DATA AS OF JAN. 1, 1961 | DWG. NO. | DKV-BR 24-2067 | COVER SHEET OF 13 SHEETS |
|---|---|---|---|

TRIM LINE

TRIM LINE

TRIM LINE

2G-6

2G-6

US 221

LINVILLE

BLOWING ROCK

MAINTAIN AS PRESENTLY IS

LET SHRUBS (RHO., MT. LAUREL) COME IN

CANOPY SHRUB VISTA .45 Ac.

SIMS CREEK P.A.-5 CARS

Sims Creek

GREEN CAVE TRAIL

CLEM

MATCH LINE

MATCH LINE

OVERHEAD POWER LINE

BASIC DATA

SCALE 1" = 100'

RECOMMENDED _____ DATE _____

CONCURRED _____ DATE _____

APPROVED _____ DATE _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PREPARED BY

OFFICE

NAME OF JOB
SECTION 2G STA. 158 TO STA. 192
LOCATION
BLUE RIDGE PARKWAY
NAME OF PARK OR MONUMENT

REGION ONE

SHEET 6 OF 13

DRAWING NO. PKY-BR 2G-2067

DESIGNED BY

DRAWN BY

TRACED BY

CHECKED BY

QUANTITIES BY

DATE

PLANS AND ESTIMATE

ENGINEERING

REVIEWED

DIVISION AND CONSTRUCTION

SANITATION

RECREATIONAL PLANNING AND DEVELOPMENT

CLEARED

REGIONAL DIRECTOR

HISTORY

HISTORY

2G-6

TRIM LINE

# Site History

Julian Price Memorial Park

*Cultural Landscape Report*

**1961- Parkway Land Use Maps (PLUMS) - Section 2G - 6**

**Illustration 2.7**

TRIM LINE

2G-7

SIMS POND PARKING OVERLOOK
10 CARS
KEEP VIEW OF POND OPEN FROM STA. 205-210.

Sims Creek
GREEN KNOB TRAIL
SIMS POND
ELEV. 3432
2.4 Ac.
CANOPIED SHRUB BAY
.64 Ac.
PASTURE
44.7 Ac. STA. 218-232+80
JOLLY'S RIVER ROAD
(FOR GOVT. USE ONLY)
29" W.O.
33" W.O.
MATCH LINE
MATCH LINE
BASIC DATA

SCALE 1" = 100'

RECOMMENDED _____ DATE _____
CONCURRED _____ DATE _____
APPROVED _____ DATE _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PREPARED BY
OFFICE

NAME OF JOB
LOCATION
SECTION 2G STA. 192 TO STA. 221
BLUE RIDGE PARKWAY
NAME OF PARK OR MONUMENT

REGION ONE
SHEET 7 OF 13
DRAWING NO. PKY-BR 2G-2067

CLEARED
REGIONAL DIRECTOR
REVIEWED
RECREATIONAL PLANNING AND DEVELOPMENT
RESEARCH AND EDUCATION
SANITATION
FORESTRY
HISTORY
DESIGNED BY
DATE
LAND USE AND DESIGN
ENGINEERING

TRIM LINE

# Site History

Julian Price Memorial Park
*Cultural Landscape Report*

**1961- Parkway Land Use Maps (PLUMS) - Section 2G - 7**

Illustration 2.8

TRIM LINE

2G-8

2G-8

RETURN TO PASTURE LEAVING GOOD TREES
TOTAL PASTURE AC-41.

Sims Creek

PASTURE

PASTURE
44.7 AC. STA. 218 TO 232+80

PASTURE
50 AC.
STA. 232+80 TO 242+60

BOLLING'S (CIVILIAN USE) ROAD
(HBS. USE)

Cl. Apple

Cl. Sa.

Cl. YB.

Cl. Sa.
BLCK & B.M.

Cl. YB

Cl. He.

Cl. YB & SS

PRICE LAKE

Pond

Pond

4-17" Y.P.

10" S.G.

12" S.G.

6" Sa.

6" B.M.

10" YB

2-8" BLCK

2-8" Y.P.

10" S.G.

20" EO

36" W.O.

30" W.O.

18" S.G.

3400

3375

3425

3450

3475

+220

+225

+230

+235

+240

+245

+250

LOW

MATCH LINE

MATCH LINE

TRIM LINE

TRIM LINE

100 50 0 100 200 300 400
SCALE 1"=100'

BASIC DATA

DESIGNED BY

REVIEWED
RESEARCH AND EDUCATION
INTERPRETATION
FORESTRY
HISTORY
PLANS AND DESIGN
ENGINEERING
DATE

CLEARED
REGIONAL DIRECTOR
RECREATIONAL
PLANNING AND STATE COORDINATING

RECOMMENDED _____ DATE _____
CONCURRED _____ DATE _____
APPROVED _____ DATE _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PREPARED BY
OFFICE

NAME OF JOB
SECTION 2G STA. 221 TO STA. 255
BLUE RIDGE PARKWAY
NAME OF PARK OR MONUMENT

REGION
ONE
SHEET 8 OF 13
DRAWING NO.
PKY-BR
2G-2067

2G-8

TRIM LINE

TRIM LINE

2G-9

2G-9

BOONE FORK
PARKING OVERLOOK

Boone Fork

PRICE LAKE
47 Acres

Cold Prong Creek

BOAT RAMP.

CAMPGROUND

PRICE LAKE P.O.
39 CARS

COMFORT STATION & DISPOSAL

PROPOSED AMPHITHEATER

46 CARS

24" W.O.

BOAT HOUSE

CANOPIED SURGE BAY

+260 +265 +270 +275 +280 +285

HIGH

30,000 GALLON WATER STORAGE TANK

COMFORT STATION - W.C. 390

CAMPGROUND

MATCH LINE

MATCH LINE

SCALE 1" = 100'

SEEDLINGS AND NATURAL REGENERATION

BASIC DATA

REVIEWED
DESIGNED BY
DATE
RECREATIONAL PARKING AND AREA DEVELOPMENT
REGIONAL DIRECTOR
CLEARED
PLANS AND SPECIFICATIONS
SURVEYS
HISTORY
LANDSCAPE ARCHITECTURE
ENGINEERING
PLANS AND ESTIMATES
SOILS AND FOUNDATION
SANITATION

RECOMMENDED _____ DATE _____
CONCURRED _____ DATE _____
APPROVED _____ DATE _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PREPARED BY
OFFICE

REGION ONE
SHEET 9 OF 13
DRAWING NO. PKY-BR 2G-2067

NAME OF JOB
SECTION 2G STA. 265 TO STA. 286
LOCATION
BLUE RIDGE PARKWAY
NAME OF PARK OR MONUMENT

2G-9

TRIM LINE

# Site History

**Julian Price Memorial Park**
***Cultural Landscape Report***

**1961- Parkway Land Use Maps (PLUMS) - Section 2G - 9**

**Illustration 2.10**

TRIM LINE

2G-10

2G-10

BACK FENCE STAKED BY L.A.

REGENERATION

PASTURE
SELECTIVE CUTTING UNDER
SUPERVISION OF LANDSCAPE ARCHITECT.
24 AC. STA 300 - 311

PASTURE
54 AC. STA 301 - 345

SELECTIVE CUTTING UNDER
SUPERVISION OF LANDSCAPE ARCHITECT
BACK FENCE TO BE STAKED BY L.A.

PASTURED WOODS

Cold Prong Creek

Cold Prong Cr.

U.S. Highway 441-Skyline Drive

N 34° 34½' W — 139.46'

183.16'

377° 28½' W

MATCH LINE

MATCH LINE

+295 +300 +305 +310 +315

Cl. E.O. 11" E.O. 18" E.O. 8" B. 8" S.O. 10" S.O. 20" S.O. 18" Cu. 14" Hick. 8" S.O. 24" Be. 8" B.O. 10" S.B. 5" E.M. Cl. E.M. 6" He. 8" Y.P. 9" E.M.

3400 3425 3450 3475 3500

CLEARED
REVIEWED
DESIGNED BY
RECREATIONAL PLANNING AND DEVELOPMENT
RESEARCH AND EDUCATION
INTERPRETATION
FORESTRY
HISTORY
PLANS AND DESIGN
ENGINEERING
DATE

BASIC DATA

100 50 0 100 200 300 400
SCALE 1" = 100'

RECOMMENDED _____ DATE _____
CONCURRED _____ DATE _____
APPROVED _____ DATE _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
PREPARED BY
OFFICE

REGION ONE

SHEET 10 OF 13

DRAWING NO. PKY-BR 2G-2067

NAME OF JOB
SECTION 2G STA. 286 TO STA. 317
LOCATION
BLUE RIDGE PARKWAY
NAME OF PARK OR MONUMENT

2G-10

TRIM LINE

# Site History

**Julian Price Memorial Park**
***Cultural Landscape Report***

**1961- Parkway Land Use Maps (PLUMS) - Section 2G - 10**

**Illustration 2.11**

2G-11

REGENERATION

2G-11

N 0° 28' 00" E 1322.13

J.E. Barringer

N 88° 08' W 1382.25

Price Estate

N 1° 22' E 338.88'

S 78° 43½' E 1281.82'

N 78° 43½' W 1281.82'

S 77° 28½' W 742.73'

J.E. Barringer

100' X

CLEARED

RECOMMENDED

CONCURRED

APPROVED

DATE

REVIEWED

RECREATION

PLANNING AND STATE COOPERATION

REGIONAL DIRECTOR

RESEARCH AND EDUCATION

CONSERVATION

FORESTRY

HISTORY

PLANS AND DESIGN

ENGINEERING

DESIGNED BY

DATE

BASIC DATA

Cl. Y.B.

10" Sa

Cl. E/A.

SHRUB BAY
.25 AC.

W.P.

6" Sa

CANOPIED SHRUB BAY
.333 Ac.

8" Sa

10" W.P.

+315

+320

+325

+330

+335

+340

+345

+350

3425

3450

3475

3500

3525

Cold Prong Creek

E98

8" E/A.

10" V.D.

10" E.D.

C.B.C.

Y.P.

2-10" Sa

2-Cl. Sa

Cl. Sa

Min 8" Sa

6" Sa

10" Ue.

Cl. Ue.

Cl. E/A.

Old Prong Creek

SELECTIVE CUTTING UNDER SUPERVISION OF LANDSCAPE ARCHITECT

BACK FENCE STAKED BY L.A.

PASTURE
54 AC. STA. 301 - 345

PASTURED WOODS

MATCH LINE

MATCH LINE

100 50 0 100 200 300 400

SCALE 1" = 100'

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PREPARED BY

OFFICE

NAME OF JOB

LOCATION: STA. 317 TO STA. 347

NAME OF PARK OR MONUMENT: BLUE RIDGE PARKWAY

REGION ONE

SHEET 11 OF 13

DRAWING NO. PKY-BR 2G-2067

2G-11

TRIM LINE

## Site History

Julian Price Memorial Park

*Cultural Landscape Report*

**1961- Parkway Land Use Maps (PLUMS) - Section 2G - 11**

**Illustration 2.12**

TRIM LINE

2G-12

2G-12

Newton

S76° 06'W 1700.02

Price Estate

NBR. COR. 116

L.L. Gragg

S87° 23'E 850.14

NBR. COR. 115

S03° 29'W 816.94

J.E. Barringer

Price Estate

N88° 08'W 1382.25'

NBR. CORNER

TO U.S. RTE. 221 — 1 MILE

CANOPIED SHRUB BAY .335 Ac.

CANOPIED SHRUB BAY .149 Ac.

CANOPIED SHRUB BAY .1 Ac.

CANOPIED SHRUB BAY .81 Ac.

Cl. Cu.

Cold Prong Creek

HOLLOWAY MOUNTAIN ROAD

COLD PRONG POND .75 Ac.

PASTURE 7.14 Ac. STA. 369 TO STA. 379.

SELECTIVE CUTTING UNDER SUPERVISION OF L.A.

MATCH LINE

MATCH LINE

BASIC DATA

REVIEWED

DESIGNED BY

CLEARED

RECREATIONAL PLANNING AND STATE COORDINATION

REGIONAL DIRECTOR

LAND USE ZONING

ENGINEERING

FORESTRY

HISTORY

SANITATION

SCALE 1" = 100'

RECOMMENDED _____ DATE _____

CONCURRED _____ DATE _____

APPROVED _____ DATE _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PREPARED BY

OFFICE

REGION ONE

SHEET 12 OF 13

NAME OF JOB
SECTION 2G STA. 347 TO STA. 376
LOCATION
BLUE RIDGE PARKWAY
NAME OF PARK OR MONUMENT

DRAWING NO. PKY-BR 2G-2067

MP 299

STA. 375.1

2G-12

TRIM LINE

# Site History

**Julian Price Memorial Park**

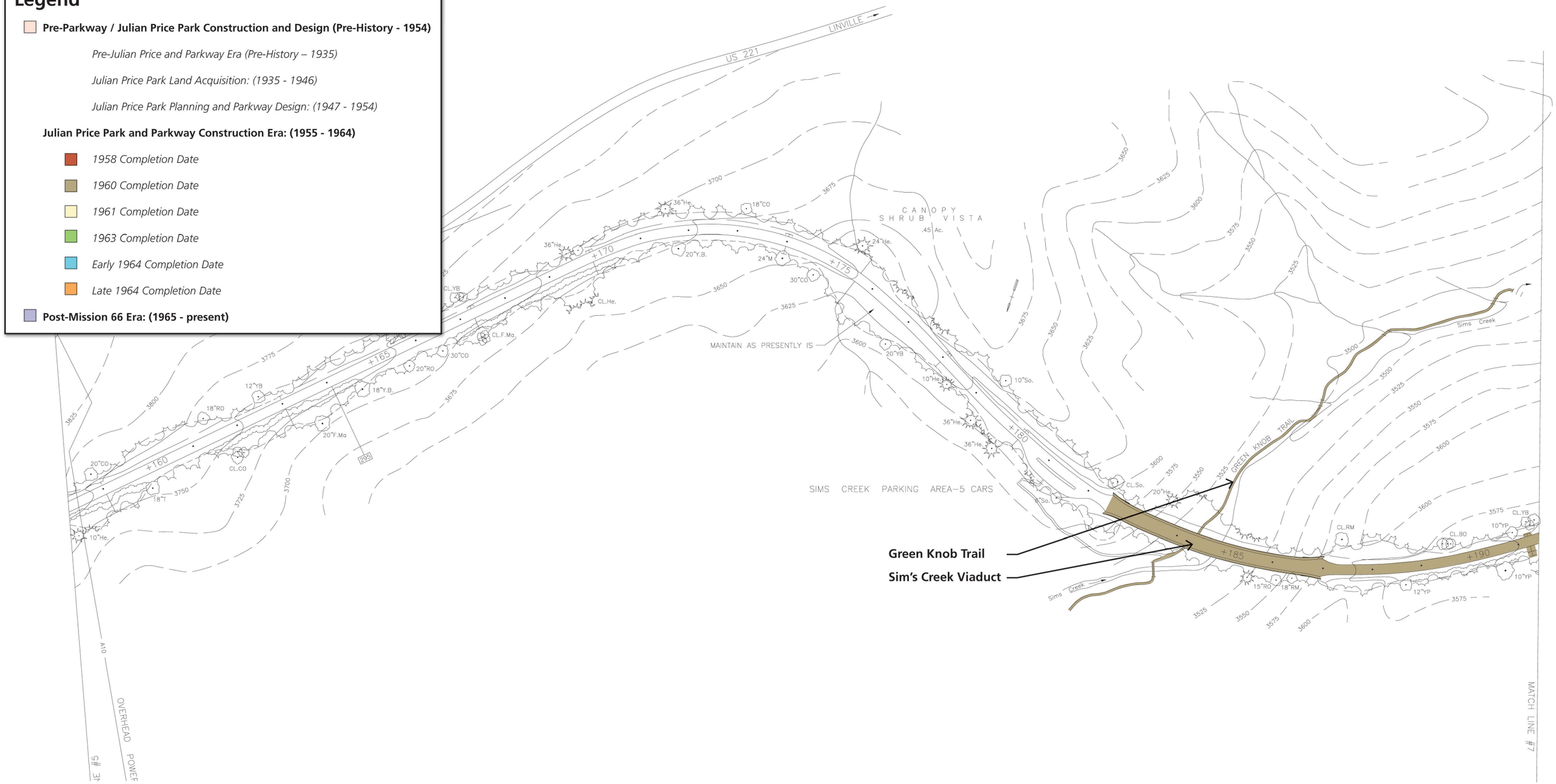
***Cultural Landscape Report***

**1961- Parkway Land Use Maps (PLUMS) - Section 2G - 12**

**Illustration 2.13**

## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**




**NOTES:**

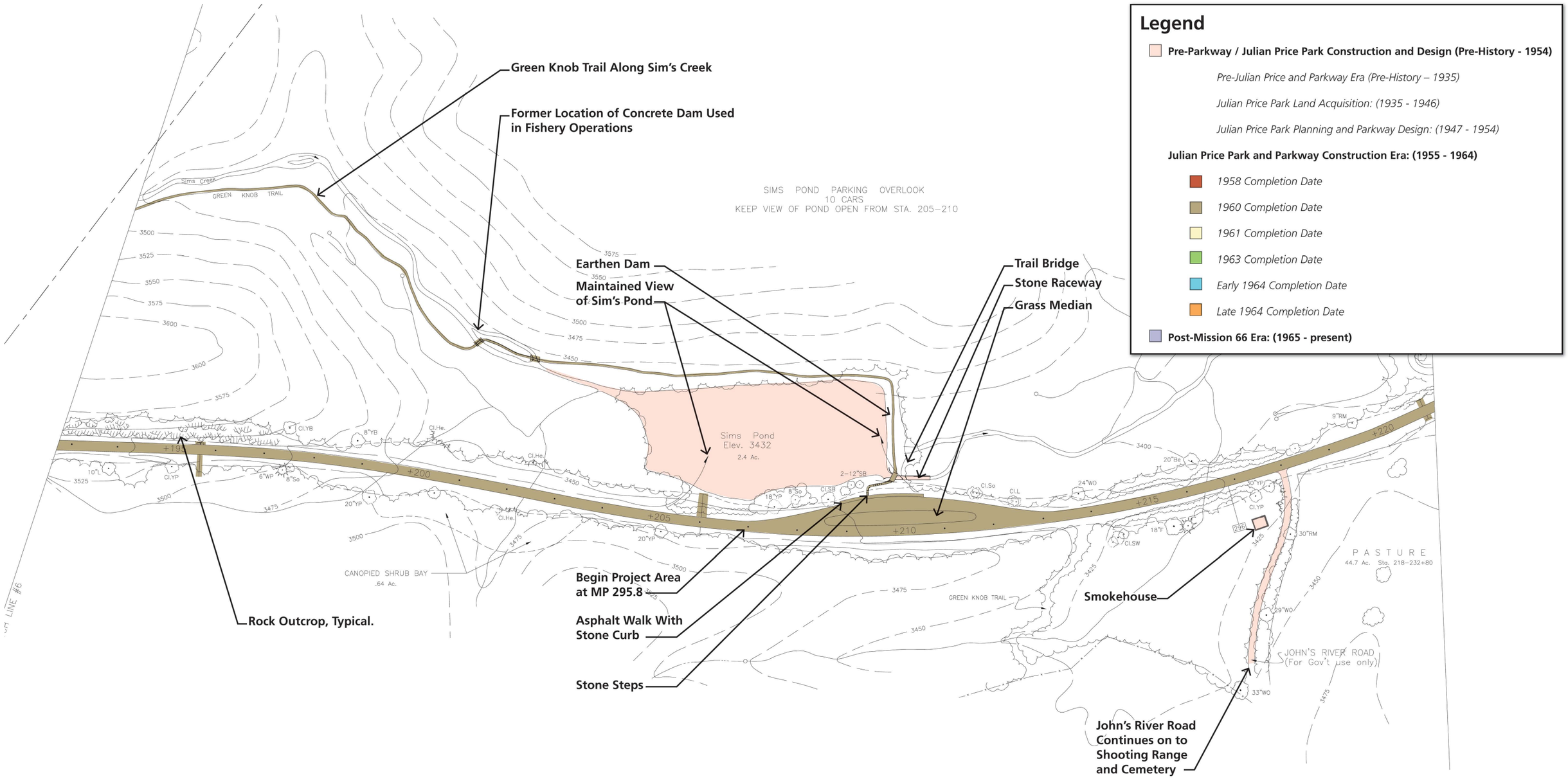
- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

**Site Evolution - Parkway Section 2G-6**

**Site History**
Julian Price Memorial Park
*Cultural Landscape Report*

Illustration 2.14




## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

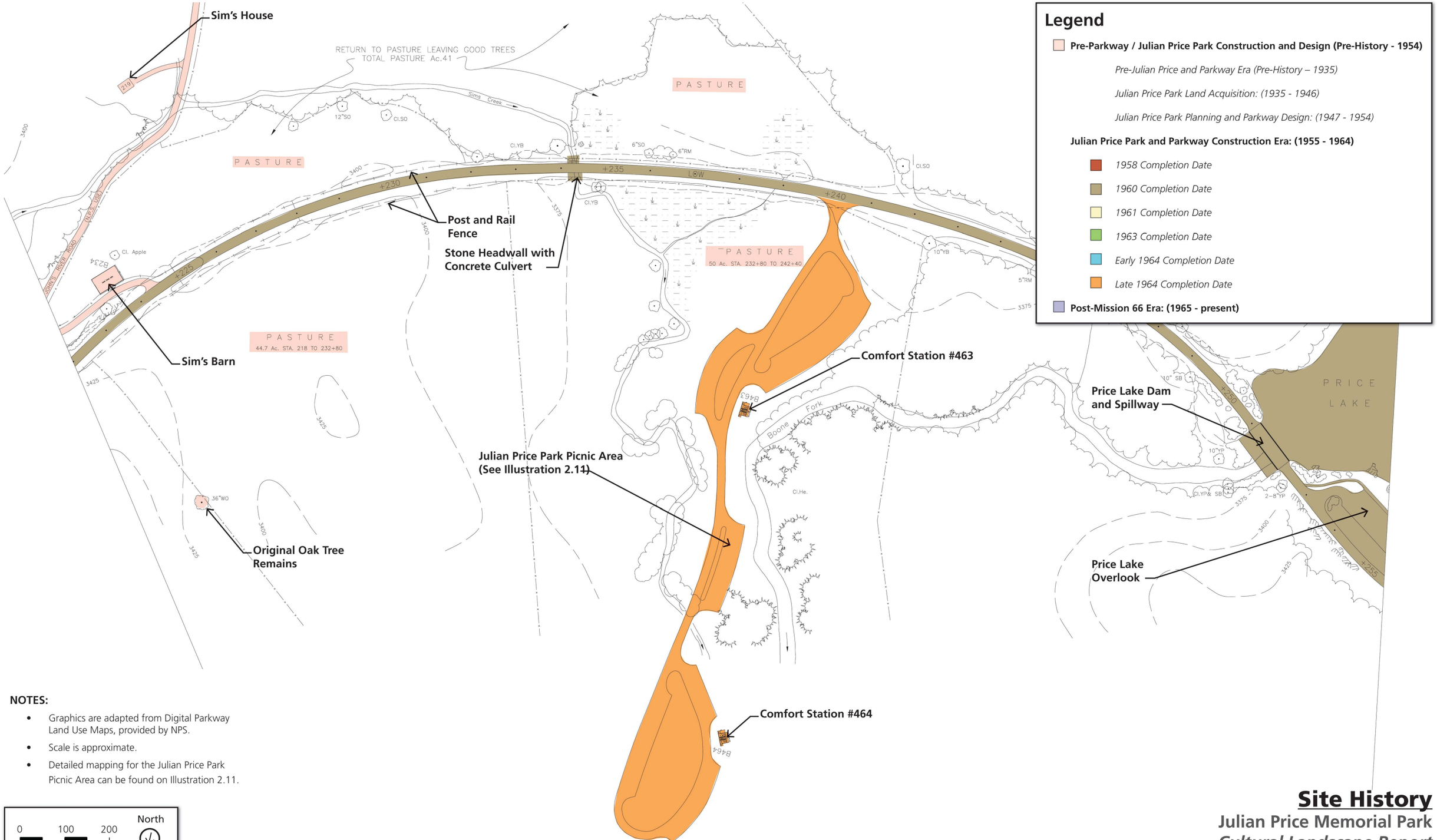
**Site Evolution - Parkway Section 2G-7**

# Site History

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 2.15**




## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.
- Scale is approximate.
- Detailed mapping for the Julian Price Park Picnic Area can be found on Illustration 2.11.

0 100 200 North

## Site Evolution - Parkway Section 2G-8

# Site History

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 2.16**

## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

Price Lake

Boat Ramp

Trail System Sign

Concrete Inlet, Typical.

View of Price Lake to Dam

Asphalt Walk With Stone Curbing

Amphitheater

Boat Rental Facility

Boat House

Comfort Station #361

Price Lake Overlook

Stone Steps

Boone Fork Overlook Sign

Stone Headwall With Concrete Culvert

Julian Price Campground (See Illustration 2.10)

Stone Headwall With Concrete Culvert

Ranger Cabin

MATCH LINE #10

**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.
- Scale is approximate.
- Detailed mapping for the Julian Price Park Campground can be found on Illustration 2.10.

0 100 200 North

# Site History

Julian Price Memorial Park

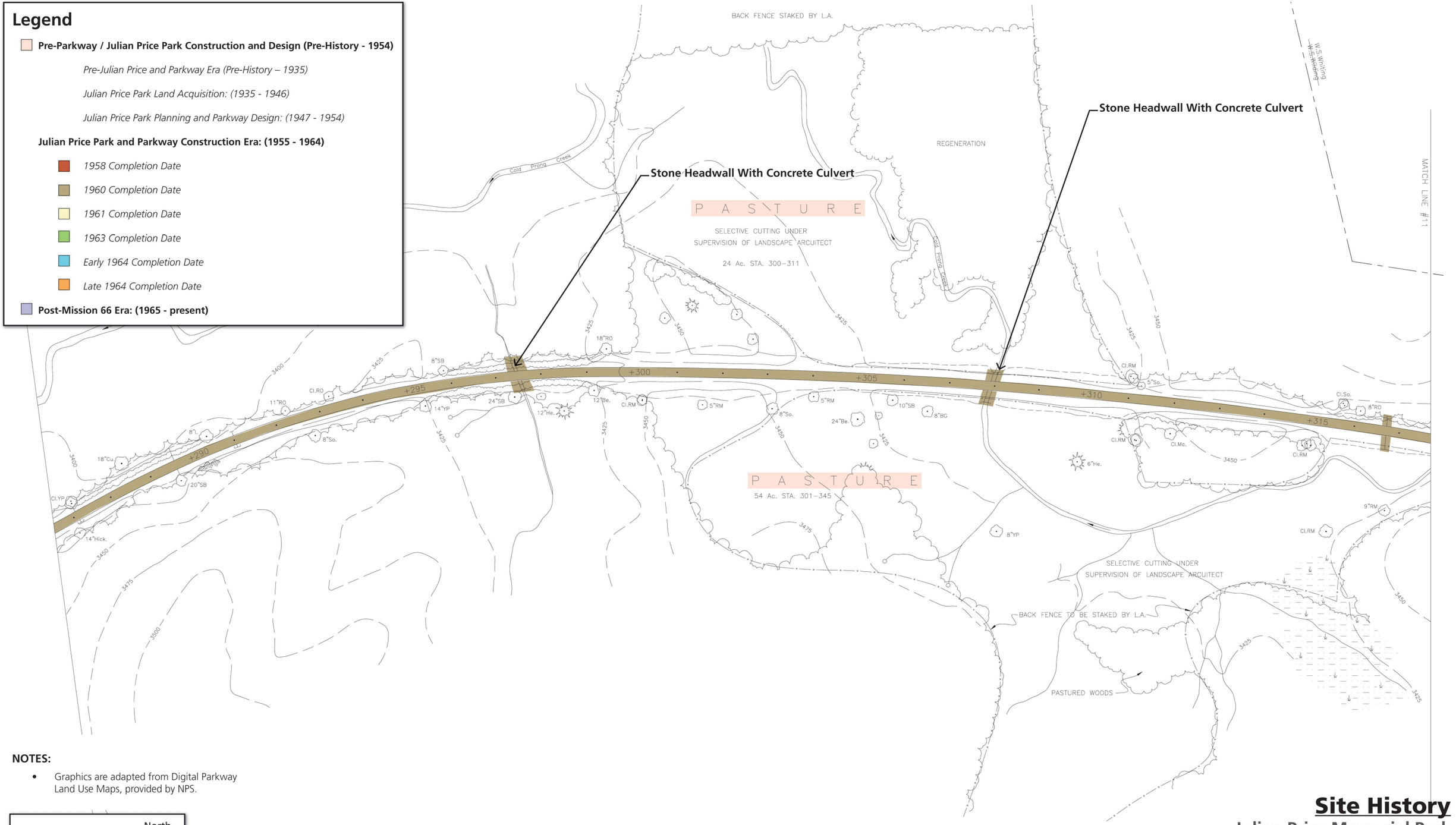
*Cultural Landscape Report*

## Site Evolution - Parkway Section 2G-9

Illustration 2.17

## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

**Site Evolution - Parkway Section 2G-10**

# Site History

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 2.18**

## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

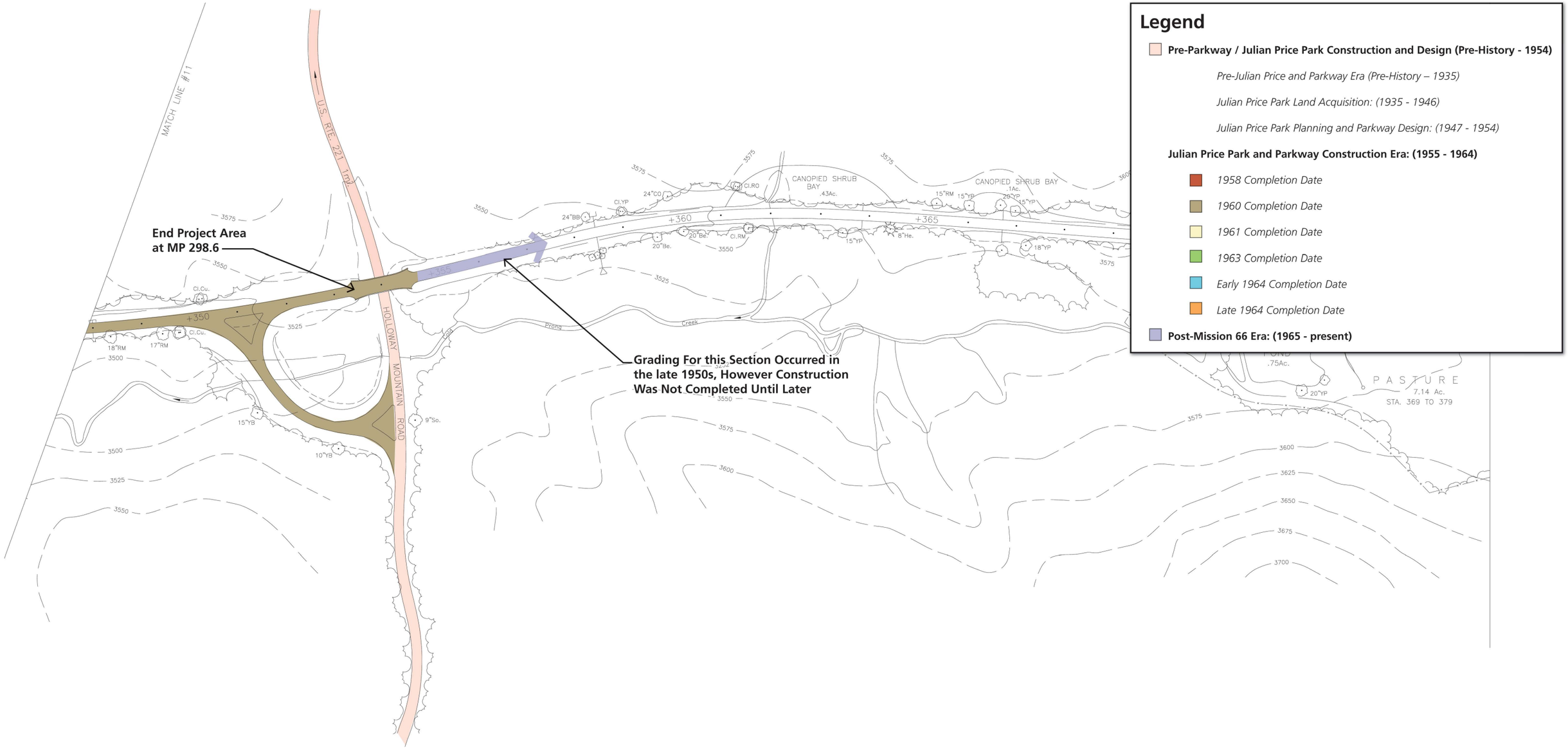
## Site Evolution - Parkway Section 2G-11

# Site History

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 2.19**




## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

## Site Evolution - Parkway Section 2G-12

# Site History

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 2.20**

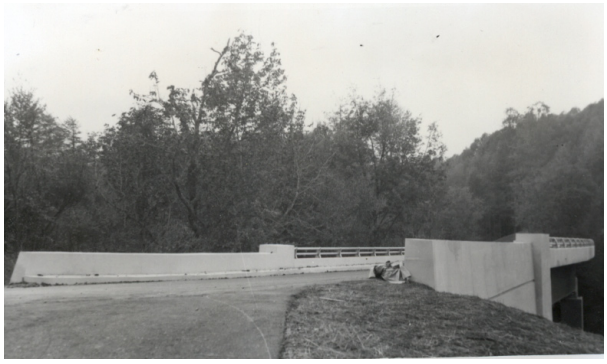


**Figure 2.14:** Sims Creek Viaduct post-construction, (Parkway Archives, 1959).

**Figure 2.15:** Price Lake Dam under construction (FHWA Archives, 1959).

**Figure 2.16:** Price Lake Dam under construction (FHWA Archives, 1959).

**Figure 2.17:** Price Lake, (Parkway Archives, 1962).

viaducts on the Parkway, with concrete piers and abutments and steel pipe rails (Figure 2.14). The NPS had standardized construction of the Parkway structures and features during this time.

The creation of Price Lake was concurrent with the Parkway construction. The construction of the dam and associated bridge over Boone Fork, which created Price Lake, began in May 1958 and was complete in November 1960 for a cost of $295,327 (Figure 2.15, Figure 2.16, and Figure 2.17). The lake size was approximately 35 acres.[58] A 1962 design analysis of Price Park by the NPS noted that the 35-acre lake did not preclude future construction of a larger 350-acre lake, that Julian Price had originally started to build (Figure 2.6).

Paving of the Parkway in this section began in August 1959 and was completed in July 1960. The Parkway in Section 2G reached a temporary end at the Holloway Mountain Road interchange. Significant construction beyond this point did not take place until 1968 due to the issues associated with construction of the Grandfather Mountain section. In August 1957, planting, fencing, and selective cutting had begun. A new contract for planting, fencing and selective cutting began in January 1961 and was completed in April of that year.

There is very little documentation regarding the construction of the three overlooks within Price Park. It is logical that their construction is comtemporaneous with that of the Parkway. A "Developed Areas & Utility Plan", with a revision date of November 1962, illustrates the status of roads, parking areas and overlooks. A plan shows all three overlooks as complete, along with the campground loops that had been completed by that time. The Boone Fork Overlook was constructed Parkway south of the campground at Milepost 297. It is a large loop and provides access to the amphitheater, boat ramp, and boat house (Figure 2.18). The Price Lake Overlook is Parkway north of the campgrounds and south of, but adjacent to, Price Lake Dam (Figure 2.19, Figure 2.20). The Sims Pond overlook is located north of the campgrounds and picnic area. The overlook has an open view of Sims Pond and its associated dam and spillway (Figure 2.21, Figure 2.22). In addition, the Green Knob Trail is accessible at this location.

[58] *Master Plan for the Preservation and Use of the Blue Ridge Parkway,* Chapter 5, Parkway Archives, 1962.

**Figure 2.18:** Boone Fork Overlook under construction, (Parkway Archives, 1957)

**Figure 2.19:** Price Lake Overlook, c. 1960s, (The Jaeger Company, 2010).

**Figure 2.20:** Price Lake Overlook with the Parkway and Price Lake Dam in the foreground, (Parkway Archives, 1960).

**Figure 2.21:** Sims Pond with car at overlook in background, (Parkway Archives, date unknown).

**Figure 2.22:** Sims Pond, (Parkway Archives, date unknown).

## Picnic Area

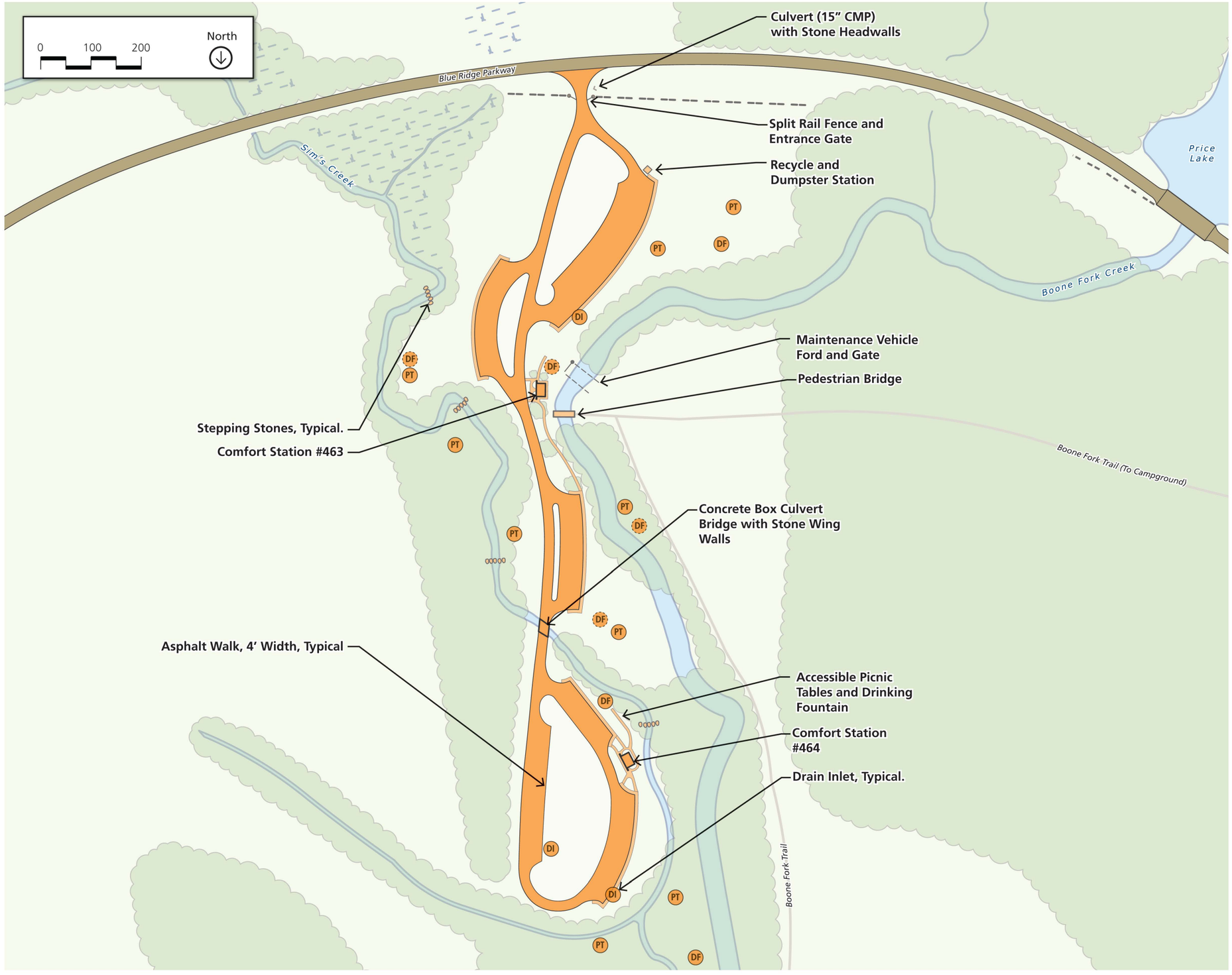
The NPS design analysis report for Price Park in 1962 stated that a 100-unit picnic area was proposed for a site ½ mile north of the campground, located between Boone Fork and Sims Creek. A preliminary plan for construction was completed by July 1963. The first mention of the picnic area in the superintendent's monthly reports is in September 1963, noting that sewer and water work and campground development was to begin in November and comfort stations the following spring. By November, these dates had been pushed back to April 1964. The last available report is for December 1963. Work on the picnic area was scheduled to begin in April 1964 and be completed by September, including the two comfort stations, #463 and #464. Illustration 2.21 shows the evolution of the picnic area over time.

Constructions plans show a two-way entry drive, perpendicular to the Parkway, 1,500 feet long with an additional 500 feet that loops back to the main drive. There are three parking areas in the front two-thirds of the picnic area on alternating sides of the drive. The first has 54 spaces and a wide turf median separating it from the drive. The next two are 21 spaces each with narrower medians. There are three parking bays on the loop at the end of the drive totaling 45 spaces. The 141 total spaces exceed the 100 planned picnic sites.

Plans show stone curbing along all of the parking spaces with an adjacent bituminous walk, but no walkway connections to the comfort station. The plans do not show a pedestrian bridge for Boone

Fork, only one set of stepping stones. There are no references to Boone Fork Trail or a trail connection back to the campground.

The first comfort station (#463) is on the left past the end of the first parking area and across from the second. The second comfort station (#464) is on the front left side of the loop.




## Legend

- **Pre-Parkway / Julian Price Park Construction and Design (Pre-History - 1954)**
  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
  - *Julian Price Park Planning and Parkway Design: (1947 - 1954)*
- **Julian Price Park and Parkway Construction Era: (1955 - 1964)**
  - *1958 Completion Date*
  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

**Site Evolution - Picnic Area**

# Site History

Julian Price Memorial Park

*Cultural Landscape Report*

Illustration 2.21

**Steppingstones at Julian Price Memorial Park at MP 296.5.** These steppingstones cross a small stream that traverses the picnic area. The stones are irregularly shaped rectangles with level top surfaces that are placed at a frequency that invites a safe but slightly daring passage. Once again, this detail relates to the rustic stone used in the bridges, walls, and tunnel portals that visitors have seen in his venture to this spot. It is the parkway's unity of material, texture, color, and simplicity that provides the unique visual character of the parkway.

**Figure 2.23:** Photo and description of stepping stones at picnic area, photo and description taken from *Visual Character of the Blue Ridge Parkway*: Virginia and North Carolina, (Carlton Abbott, 1997).

Plans do not show locations for picnic tables. Four locations for stepping stones to be placed as crossing points for Sims Creek are indicated along with one set of stepping stones for Boone Fork (Figure 2.23). Plans show a ford for maintenance vehicles to cross Boone Fork near the end of the first parking area, before comfort station #463.

A three inch water line to service the picnic area was extended from the campground, Parkway right. Construction plans show locations for seven drinking fountains, most on the west side of the drive, one on the east side and one on the west side of Boone Fork.

## Campground

The Superintendent's report from July 1957 notes that construction documents were in preparation or the campground parking areas, roads, and trails, with construction estimated to begin in October 1957.

There are no Superintendent's Reports available for 1958, 1959 or 1960, a time when construction at Price Park was particularly active. The original campground roads, parking and trails were scheduled to begin in November 1957 with completion in June 1958. This campground became known as Loop A. It is located partially within the woods and partially within an old field. It is a long figure eight shape parallel to the Parkway with one-way circulation for vehicles, and includes 35 spaces, the only camping spaces on the lake side, Parkway left, at Price Park. It has a mixture of pull-in spaces and pull-over spaces, some with a small median and some without. The campground at Price Park quickly became very popular and plans for campground expansion were soon underway. Illustration 2.22 illustrates the development of the campground over time.

**Figure 2.24:** Comfort Station #361, (Parkway Archives, 1964).

One comfort station, Building #361, was constructed for Loop A in 1958 (Figure 2.24). NPS day labor built the station for a cost of $8,122. It was 263 square feet and did not have hot water or electricity. The comfort station was a standardized design, repeated throughout the campground and picnic area, if not to the exact size and detail, at least in style and character. The stations were constructed of concrete block with concrete floors finished with quarry tile and wood ceilings with exposed framing.

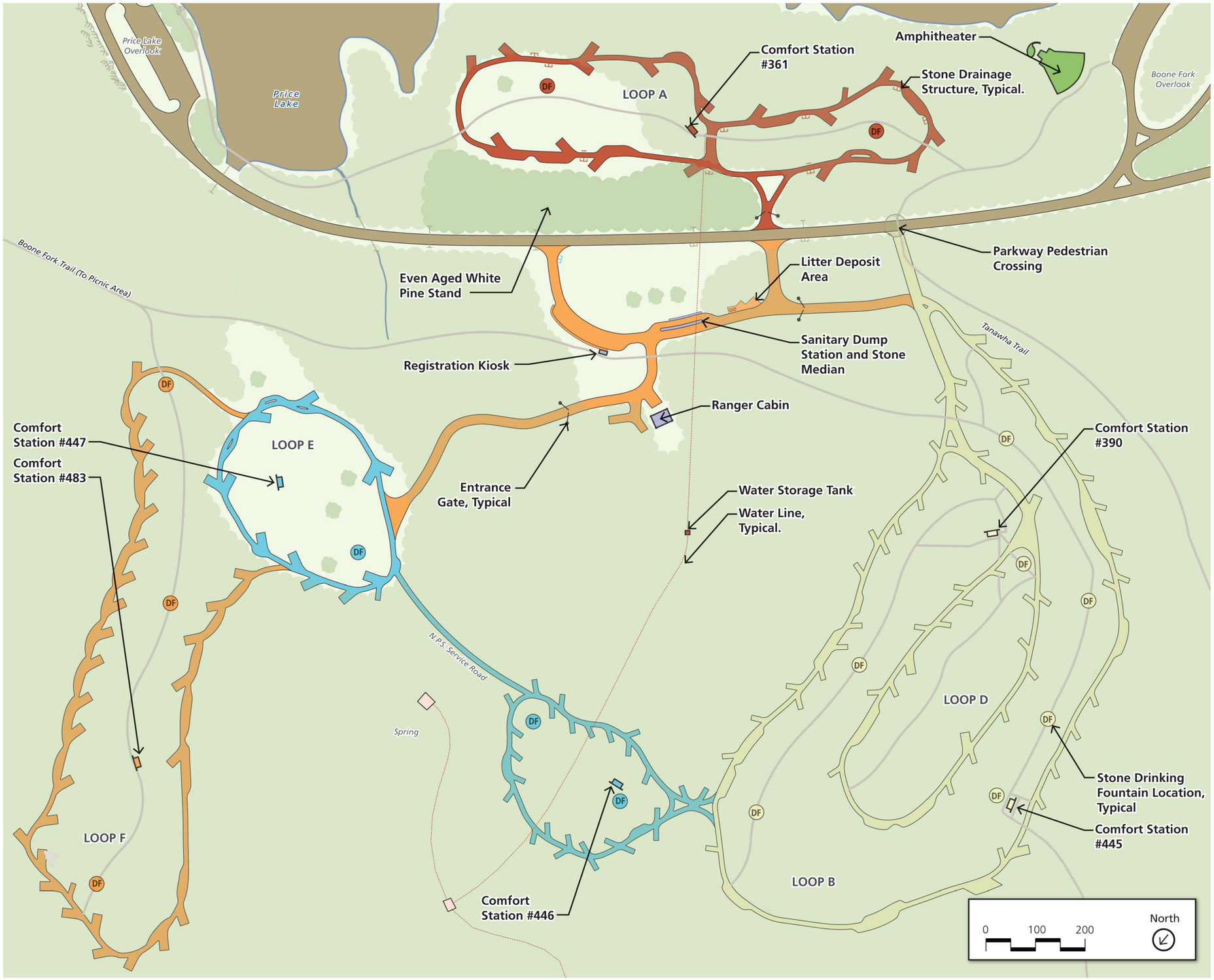
Construction for parking, roads and trails associated with a new loop of camping, Parkway right, across from Loop A, began in November 1959 and was completed in November 1961. The entrance for this expansion was approximately 300 feet south of the Loop A entry. The expansion contained an outer loop, B, with a smaller inner loop, D. A July 1962 as-built drawing shows approximately 67 camping spaces. All but 12 were pull-in spaces for tent camping. A water system extension was part of the expansion project. In June 1961, the comfort stations for campground Loops B and D, structure numbers 390 and 445, were completed. These comfort stations were slightly larger, 331 square feet, than the one for Loop A, containing an extra water closet on each side and a service sink. They were also built by NPS day labor.

Preparatory work for the amphitheater was begun in the summer of 1961 though in March 1962 NPS was still waiting for final plans from

**Figure 2.25:** Price Park Amphitheater, (Parkway Archives, 1964).

the NPS design office. Work finally began on the amphitheater in April 1962 and was complete in June 1963 (Figure 2.25). The amphitheater would seat about 500 people and was the largest and most elaborate of those along the Parkway. The amphitheater's rear projection screen could be controlled from a speaker's station on the stage. From mid-June through Labor Day, two naturalists ran programs every evening at 8:30 pm (Figure 2.26). The raised amphitheater presentation area or stage is circular with stone walls approximately 18" high. The wall continues out to the right side of the stage in a curvilinear shape. A small building, also circular, occupies most of the stage and contains the projection facilities and storage. The front face of the building is flat and recessed with a roll-down door to protect the screen. The building was constructed with vertical wood siding. A matching fence extends partway along the top of the stone wall on the right side. A stone-ringed campfire circle was built on the right side of the stage, between the stone wall and the seats. The seats were bench style, each with two 3" x 6"wood planks with steel support posts. The ends of some seats had a light fixture mounted underneath to light the aisles. There are three seating sections, each narrowing as it approaches the stage, with up to 19 rows. The entire seating area and stage front area was paved with asphalt.

The popularity of the Price Park Campground continued to drive additional expansion. A 1959 plan for Loops B and D shows a spur off Loop B, containing 26 camping spaces, which led north and east back to the Parkway. In January 1960, the field design for this second campground expansion was complete and the final plans for expansion




## Legend

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  - *Pre-Julian Price and Parkway Era (Pre-History – 1935)*
  - *Julian Price Park Land Acquisition: (1935 - 1946)*
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  - *1960 Completion Date*
  - *1961 Completion Date*
  - *1963 Completion Date*
  - *Early 1964 Completion Date*
  - *Late 1964 Completion Date*
- **Post-Mission 66 Era: (1965 - present)**

**Site Evolution - Campground and Amphitheater**

# Site History

Julian Price Memorial Park

*Cultural Landscape Report*

Illustration 2.22

**Figure 2.26:** Evening program at amphitheater (Parkway Archives, 1963).

**Figure 2.28:** Campground Entry: map and registration, (Parkway Archives, 1974).

showed a continuation of connecting campground loops. It was noted in October 1962, that work on Loops C and E with associated comfort stations, water, and sewer was scheduled for the spring of 1963. Work actually began in January 1963 on the roads and parking and the comfort stations (#446 and #447). With these comfort stations board and batten siding began to appear as part of the exterior finish (Figure 2.27). NPS awarded construction contracts in June 1963. The last available report is for December 1963. Work on campground Loops C and E was to be completed by May 1964 with the comfort stations a month earlier. Field design for yet another campground expansion (Loop F) had also begun in June 1963. Comfort Station #483 for Loop F was to be constructed beginning in April 1964 and lasting three months. The NPS designated Loops E and F as trailer camping loops, providing an additional 63 camping stations.

Loop C connected directly to Loop B and was a compact loop with 28 camping spots. The original design and construction provided a drive connection from Loop C to Loop E. However, construction plans also showed a new entry drive

**Figure 2.27:** Comfort Station #446 with water fountain in front, (Parkway Archives, 1965).

configuration for the Parkway right campground and the C to E connection became a gated service drive.

The new entry drive configuration, which appears to have been constructed concurrent with Loop F, became the main campground entry for all campers. A small one-way loop began 500 feet north of the Loop A entry. A pull-off area and campground registration board was located immediately on the right (Figure 2.28). Vehicles would then either turn right to Loops E and F, continue straight to Loops B and D or turn left and proceed directly across the Parkway to Loop A. This plan called for the closure of the separate entry for Loops B and D. Completion of this project resulted in approximately 200 camping spaces at Price Park. The campground remains the largest and one of the most popular on the Parkway.

## Post-Mission 66 Period: (1965-present)

The NPS completed all of the major development projects at Price Park in 1964 (Illustration 2.23). With the end of Mission 66, a new NPS director in 1964, George Hartzog, as well as greater influence from environmental organizations, “the focus of the Service shifted from park development to park acquisition.” This lack of subsequent development at Price Park between 1964 and 1977 reflects this focus.

## Price Park, Overall Site and Trails

Despite the lack of construction in the late 1960s to early 1970s, the NPS continued planning for Price Park. The NPS proposed and began planning for a significant project known as *Americana Village* during this period. The NPS never actually developed this project, but its planning is part of the story of Price Park.

The 1964 Interpretive Plan for the Parkway addresses Moses Cone Memorial Park and Price Park jointly, and describes a Visitors Center focused on "the culture and crafts of the mountain people." The Southern Highland Craft Guild would cooperate to put together exhibits and demonstrations. The plan gives a list of potential exhibits and additional staffing needs. The 1965 Master Plan of the Blue Ridge Parkway builds upon the earlier theme and introduces the *Americana Village* name. The proposed major theme will be Early Americana, placing emphasis not only on the culture and crafts of the mountain people, but its relationship to that of all early America.

Plans for the *Americana Village* were not fully developed within the Mission 66 period. In 1967, an ambitious area plan and development analysis was prepared. Though the original concept had placed much of the *Americana Village* at Cone Park, the new plan proposed that "the entire complex be constructed in Price Park where there is sufficient water to operate the water-powered mills and more open land for development and for facilities to accommodate the large crowds expected than in the vicinity of the Parkway Craft Center in Cone Park."[59] The development was to be located immediately east of Cold Prong,Parkway right, up and over Buck Ridge, making some use of the abandoned Foscoe Road.

The *Americana Village* program included the following: parking for 2,500 – 3,000 cars, a visitor center with an auditorium annex, an outdoor amphitheater to seat 3,000, a restaurant and other food facilities, a handicraft sales building, a gristmill on Cold Prong, a cultural group with a store, school and church near the center of the village, a handicraft demonstration area, and a mountain farm for a family of five with a farm house and associated outbuildings. Separate from the village, south of Price Lake on Laurel Creek would be supporting units to serve the main village. These would include a craftsmen's production center, concessions housing units for 25-30 craftsmen, apprentices and their families, and NPS housing units for 15 staff and their families.

Development plans continued, though at a slower rate than the original Price Park development planning. With the help of the National Park Foundation, the NPS made efforts to solicit private funding.[60] A Development Concept Plan was complete in 1971. It included an overall site plan for the *Americana Village* development and architectural plans for the craft center, production center, residential units, craft demonstration buildings and an interpretive overlook. The plans were somewhat scaled back from the 1967 proposal. An entrance off the Parkway led to a parking area for 350 cars, overlooking a proposed mill pond. Visitors would walk uphill to the craft center and then continue to the interpretive overlook and then to a looped trail through the mountain farm and village center with crafts demonstrations and farm buildings. Staff and service access was off Holloway Mountain Road and the old Foscoe Road. The character of the buildings shown in the architectural plans is more of a 1960s contemporary style than the 19th and early 20th century era the development was intended to portray.

Around the same time, there was new interest in the development of a similar project in western North Carolina, near Asheville. In 1973, a memorandum from the staff interpretive specialist to the superintendent recommended discarding the current *Americana Village* plan. Efforts could instead focus on the use of existing Parkway properties with no planned use along with an evaluation of the appropriate role for the NPS in an apprentice craftsmen's program. In view of increasing development around Blowing Rock, Boone, and Linville, "the National Park Service preservation mandate might better be served by maintaining the area in its natural condition."[61]

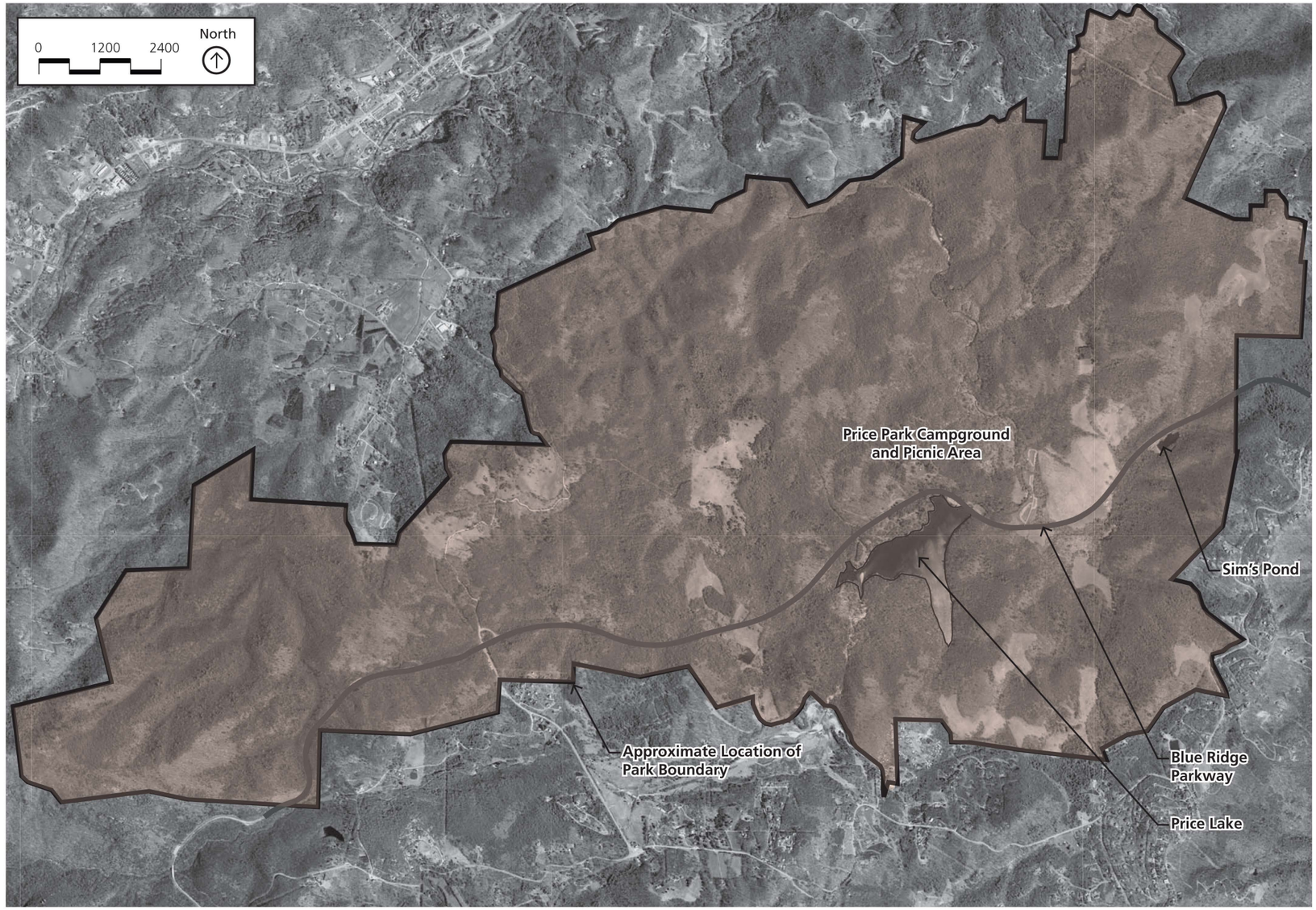
[59] *Master Plan, Road to the Future of Blue Ridge Parkway, Development Analysis, Julian Price Memorial Park*, Draft, Parkway Archives, October 25, 1967.

[60] Letter from Robert Hope to Sam Weems, Parkway Archives, October 13, 1981.

[61] Memo, October 13, 1973, Parkway Archives.

**NOTES:**

- Aerial photography information for Watauga County provided by North Carolina One Map.
- Scale is approximate.




**2005 Aerial Photograph**

Since the abandonment of the *Americana Village* plans, there has been little new development at Price Park. Most projects have focused on repairs or improvements to existing facilities.

In 1986, the Julian Price Park Wetlands were registered as a Natural Heritage Area. Two recommendations were included as part of the certification, that all district employees become familiar with the site description and locations, and that a wayside interpretive device be developed about the Natural Heritage designation, possibly at the Amphitheater or Sims Pond parking area.

## Parkway Section 2G, Price Lake, Overlooks, Sims Pond

In 1978, NPS created plans for spillway repair at Sims Pond. Based on "as-built" drawings dated 1979, it appears that the proposed improvements were made.

In 1984, NPS created plans for modifications to Price Lake Dam[62]. The same year, the NPS carried out exploration work at the dam site, including 11 exploration holes. In 1985, the development of conceptual designs began, flood routing work was performed, and inundation maps were prepared. In 1986, a seismotectonic evaluation was completed. Development of final designs proceeded until drawings, specifications, and the design summary for dam modification work were completed in 1989. Construction work took place from 1989 until 1991, and included the following:

- Removing the existing right embankment in its entirety and replacing it with a new zoned earth embankment, including a sand chimney and downstream blanket drain tied to a toe drain seepage collection system. An anchored, cable-stayed cellular concrete mat about 4 inches thick was provided from the upstream edge of the dam crest, down the downstream slope, to the toe of the dam. The downstream end of the mat was protected by a concrete toe apron the extended about 30 to 35 feet beyond the toe that was terminated at, and anchored to a toe wall that was founded on bedrock in nearly all locations. The overtopping protection mat extended from the spillway to Station 4+40, roughly 260 feet to the right of the spillway. Seeded topsoil covered the overtopping protection mat and toe apron in all areas, except on the dam crest, where a paved roadway was provided.
- Removing the existing left embankment in its entirety and replacing it with mass concrete, with a filter sand zone at the downstream toe.
- Extending the left spillway training wall 20 feet and the right spillway training wall 25 feet downstream, and raising the left and right spillway training walls to match the new 3H: I V slopes of the left and right embankments.
- Strengthening the right spillway training wall by widening the footings and adding thickness and reinforcing to the stem. Strengthening the right bridge abutment retaining wall by adding thickness and reinforcing to the stem.
- Upgrading the filter and rip rap protection downstream of the spillway.
- Replacing the existing outlet works control to allow operation from the spillway bridge, providing a trash rack at the outlet works inlet, and cleaning, painting, and lubricating the existing outlet works gate.

In 1984, National Park Concessions, Inc. constructed a boat rental facility at the Boone Fork Overlook. The plans were developed by Ryan, Cooke & Zuern Associates, an architecture, engineering and planning firm in Louisville, Kentucky. The building is 200 square feet, wood framed, board and batten construction with a cedar shingle roof (Figure 2.29). The plans included a boat ramp to Price Lake. The ramp was bituminous paved halfway down the slope at which point a bituminous walk led over to a proposed dock and canoe rack on the shoreline in front of the boat rental building. The continuation of the boat ramp was to be gravel, as was circulation between the dock and rental building.

According to park staff, the NPS repaired and stabilized Sims Barn in 1991. NPS replaced an aging asphalt shingle roof with a new standing

[62] The following information was taken from Price Lake Dam Comprehensive Dam Evaluation provided by NPS dated 2008.

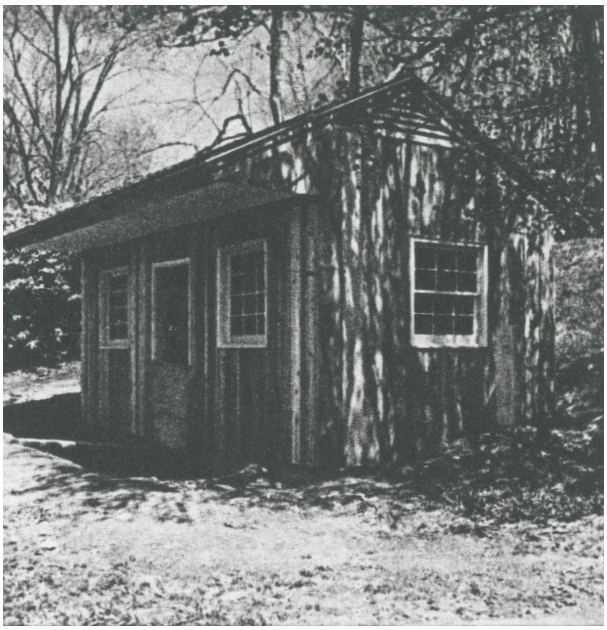


**Figure 2.29:** Boat Rental Facility at Price Lake, (Parkway Archives, 1985).

seam metal roof in 2004. The same year, the NPS re-stained the exterior of the barn.

An accidental fire destroyed Sims House, located on Old John's River Road, in 1993 according to park staff. The house predated construction of the Parkway. NPS used the house as staff housing until it burned. The NPS uses the former house site as a service and storage yard today.

In 1999, the NPS constructed approximately 250 feet of boardwalk on the Price Lake Trail between Cold Prong and Boone Fork. Beaver dams on Boone Fork that caused stream overflow and flooding necessitated this construction.

In 2001, improvements were made to the Price Lake Trail with the goal of making it universally accessible. No other trails within the Highlands District of the Parkway are accessible. This included installation of an accessible ramp at the Boone Fork overlook and the installation of a stabilized trail surface to accommodate wheelchairs in areas of the trail affected by beaver activity. An accessible fishing dock was installed next to the Price overlook.

In 2005, a deteriorated wood timber bridge on Price Lake Trail was replaced with a pre-engineered fiberglass bridge. Hurricanes Frances ond Ivan had hastened the decline of the wood bridge.

The NPS removed an old concrete dam several hundred feet upstream of Sims Pond and on Sims Creek in 2008. The creek had eroded the stream bank around the dam, filling the small pond formed by the dam with gravel, cobble, and stone. The dam was approximately three feet high and 25 feet long.

## Picnic Area

Little change occurred in the picnic area for many years. The NPS undertook several small projects in 2004. Emergency repairs were made to the septic system at the picnic area to restore full functionality to the system. Roofing was replaced and siding repaired on Comfort Station #464 at the picnic area. Roofing was replaced on Comfort Station #463 at the picnic area. Both picnic area comfort stations were repainted in 2006.

Three picnic sites on the east side of Sims Creek in the picnic area were removed due to difficulty of access by visitors and maintenance staff and continued erosion of the stream banks at the crossing point. Maintenance staff also removed the stepping-stones for crossing the creek at that location and repaired stream bank erosion. The NPS carried out this work in 2004. Maintenance staff did not relocate the tables within the picnic area, but useable parts from the tables were likely used as replacements for other damaged or deteriorating tables within the picnic area.

## Campground

In 1977, the NPS constructed a sanitary disposal station at the campground entry loop. This included minor reconfiguration of the pullover area on the entry loop.

According to park staff, lantern hangers were added to all campsites in 1994 and the stone drinking fountains were removed from the campground in 1997. Modern aluminum drinking fountains were added to the outside of the comfort stations as replacements.

Modifications were made to the sewage system which serves Loop A in the Campground in 1999. This included the expansion of the sewer drain field and the installation of inspection ports and

cleanouts. The previous system was undersized and not adequate to handle the large number of visitors that use the facility, causing the need to limit use of the area during peak periods.

Also in 1999, a new driveway was installed to the campground host trailer site to make it a drive-through.

A new log cabin style ranger residence was installed off the campground entry loop in 1987. The plan was a typical layout for residences along the Parkway.

Approximately 20% of the old amenities within the campground area, mainly deteriorated picnic tables and fire grates, were replaced in 2000-2001. The new tables are a standard catalog item with aluminum legs and supports and wood seats and table top.

In 2003 – 2004, the amphitheater area was repaved, new seating was installed and new lighting installed to better illuminate pathways. The original wood plank seating was replaced with recycled plastic composite seating. All of the wooden pathway bollard light fixtures were replaced with modern fixtures that are somewhat similar to the original bollard lights. All original under seat lighting was removed at this time.

Also in 2004, miscellaneous repairs were made to campground comfort stations #361, #390, #447. Included were repairs to gutters, fascia, steps, and roofing, as well as some painting.

Several projects were completed in 2006. A Price Lake sediment removal project involved draining the lake to remove accumulated sediment. A telephone line was installed to the boat rental building. A snow closure gate was installed on the Parkway immediately north of the Picnic Area with a corresponding gate at Shulls Mill Road.

In 2007, the NPS rehabilitated the six comfort stations at the campground, including flooring, plumbing, roof repairs, and ADA compliance.

Overhead power and phone lines for the campground were replaced with underground lines in 2008, visually improving the area. The alignment follows parts of the Mountain to Sea and Twanana Trails. Also in 2008, a new 200 square foot check-in kiosk was constructed to replace the existing entrance station, resulting in safety and security improvements.

# Existing Conditions

## Introduction

Price Park is located in northwestern North Carolina, approximately three miles west of Blowing Rock, North Carolina, and 10 miles south of Boone, North Carolina. The Tennessee state line is approximately 25 miles to the northwest via US Highway 321. This mountainous park is located within Watauga County. Its 4,200 acres consists of a mix of second growth forest and pasture with elevations that range from 3,000 to 4,000 feet above sea level. The Blue Ridge Parkway bisects Price Park from the northeast to southwest from Milepost 295.8 to 298.6. The Jefferson Standard Life Insurance Company donated the land to create Price Park to the NPS in 1949. NPS developed the site as part of the Parkway during the late 1950s and early 1960s.

The developed areas of the park are described in detail below following an overview of the natural features and systems and cultural features. The developed areas have been divided into three primary areas, each significant in their own right. The first is the Parkway itself, including Price Lake, Sims Pond, and three associated overlooks. The second area is the Price Park Campground and associated amenities, and the third is the Price Park Picnic Area. Illustration 1.1 provides an overview of Price Park and its developed areas.

## Natural Systems and Features

### Topography and Hydrology

The Blue Ridge Parkway runs northeast to southwest through the lower portions of Price Park between the peaks and knobs of the Blue Ridge Mountains. The interior of Price Park is divided by ridges and creeks, which form valleys and coves. The United States Geological Survey's (USGS) topographic map shows six named watercourses and knobs in Price Park. The named watercourses include: Cold Prong, Sims Creek, Boone Fork Creek, Green Branch, Laurel Creek, Hoot Camp Branch, Cannon Branch, and Bee Tree Creek. The identified knobs include: Ash-Bearpen Knob, Buck Knob, Bull Mountain, Pigpen Knob, Green Knob and Martin Knob. In addition, Price Park contains two constructed water features: Price Lake and Sims Pond. NPS constructed Price Lake as a memorial to the late Julian Price. Sims Pond was constructed prior to the development of the Parkway. Both of these water features are described in detail later in the chapter. Boone Fork, Bee Tree Creek and Sims Creek are both beautiful, fast-moving streams of considerable interest to anglers, hikers, and nature lovers. Illustration 3.1 illustrates the system of watercourses and associated topography that compose Price Park.

### Soils

The soil types that occur at Price Park are as follows: Unaka-Porters Complex, Cullasaja Loam, Edneytown Loam, Cullowee Loam, Dellwood Loam, Ashe-Chestnut Complex, Saunook Loam, and Porters Loam. Most of these soils contain high concentrations of stone and are described as being either extremely rocky or stony. Slopes are variable, but generally fall between 15 and 40 percent. Rock outcrops are visible from the Price Lake Trail, the Parkway itself and throughout the interior of Price Park.

### Vegetation

**General.** The vast majority of Price Park consists of forested slopes. The exception is the managed landscapes that surround the developed areas of the park. The majority of these areas are meadows or lawns which are kept open though grazing or a mowing regime. The meadows and pastures feature meadow grasses and forbs with scattered bays of trees and flowering shrubs, while the lawn areas contain nonnative turf and a variety of flowering trees and shrubs native to the region. Oak-Hickory Forest dominates the forested portions of the site. Throughout much of Price Park, the shrub layer is composed of dense stands of rhododendron. The herb layer is generally dense and diverse. Typical species include *Fagus grandifolia, Betula alleghaniensis, Acer rubrum, Quercus alba, Tsuga canadensis, Carya spp., Rhododendron spp., Impatiens pallida, Rudbeckia lacinata* and *Kalmia latifolia.* Due to the rocky conditions in most of the soil types occurring within Price Park, it is likely

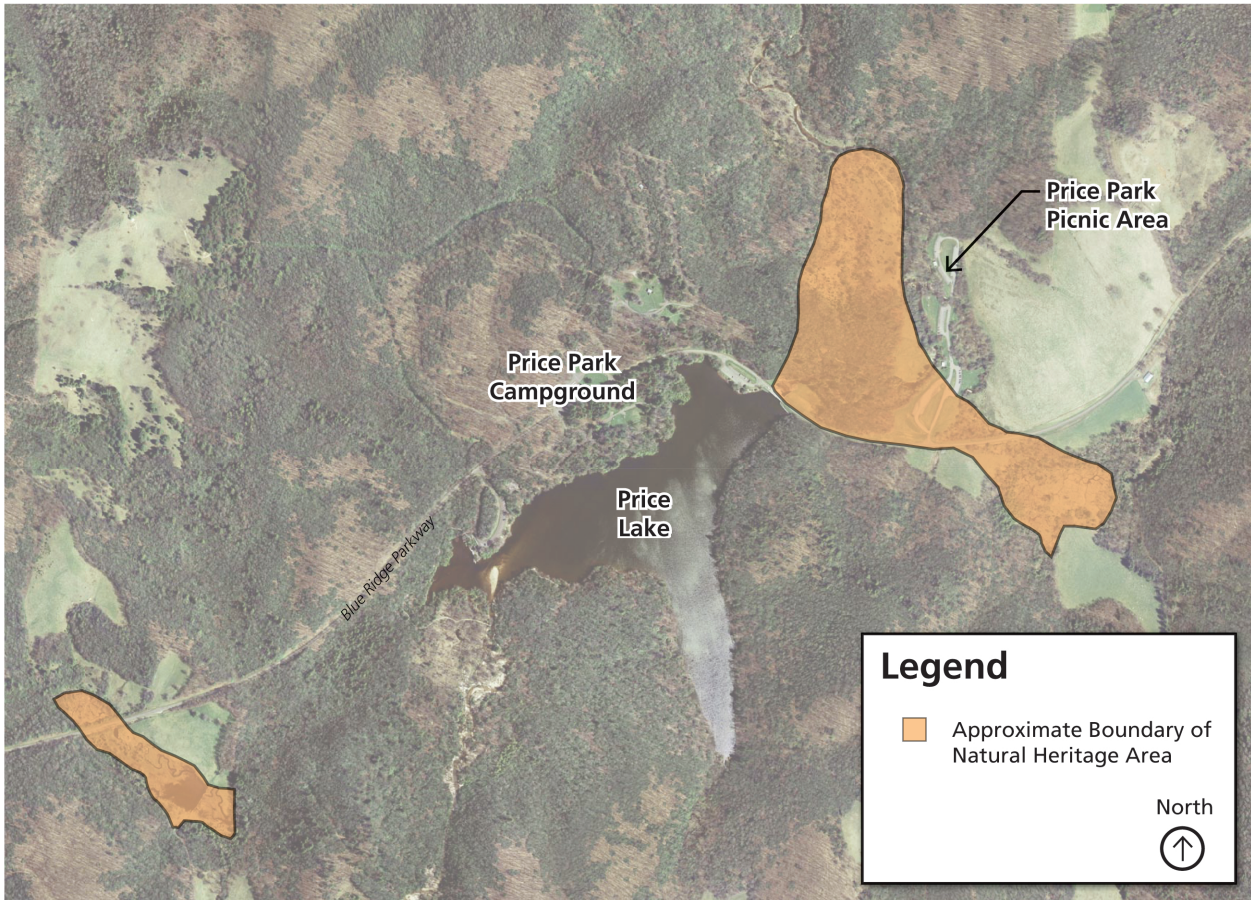


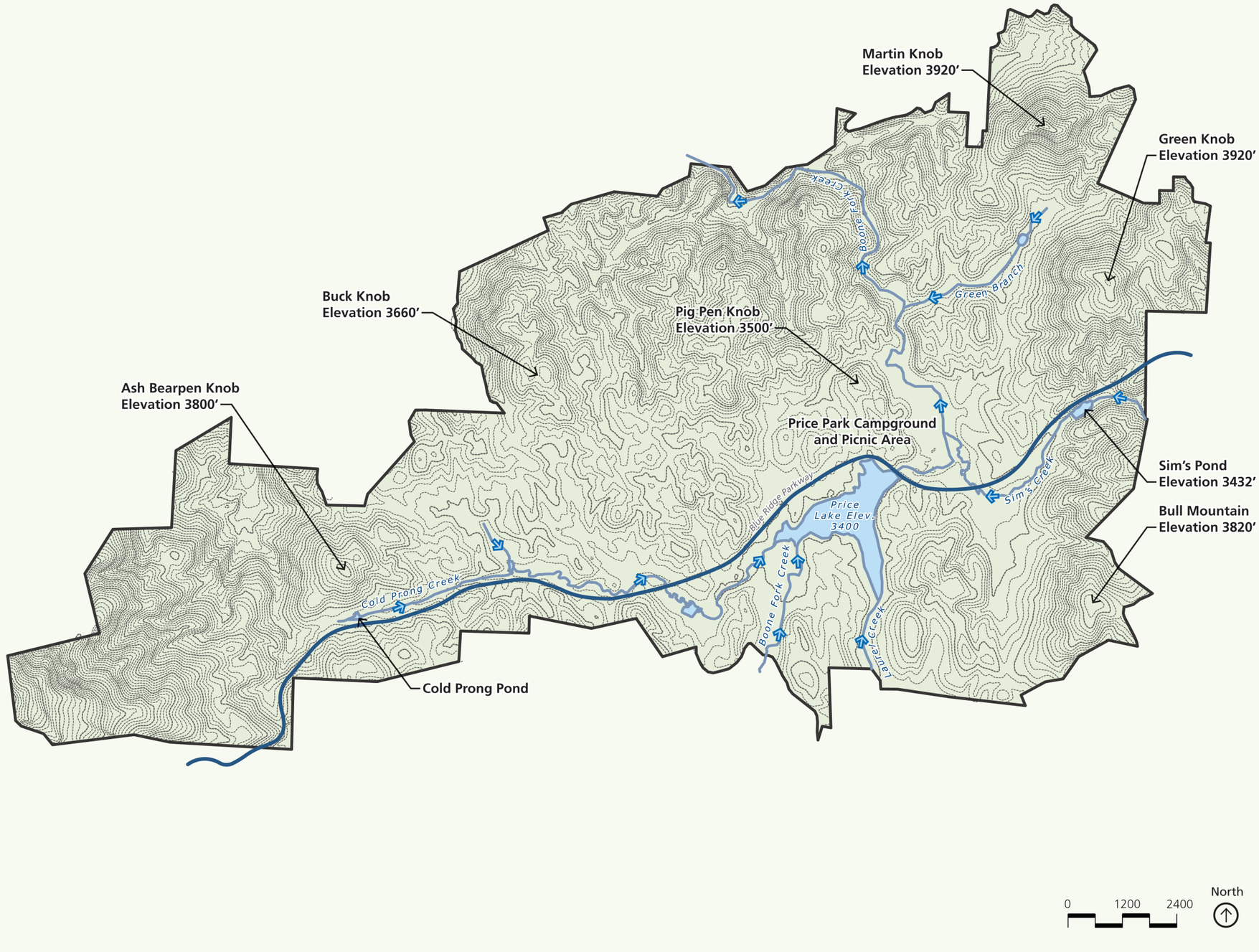

**Figure 3.1**: Map showing approximate location of wetland areas listed on the North Carolina Registry of Natural Heritage Areas, (The Jaeger Company, 2010).

that the Oak-Hickory forest type can be further sub-divided into a Boulderfield Forest, which occurs at medium to high elevations throughout the Blue Ridge.[63]

**Natural Heritage Areas.** The North Carolina Registry of Natural Heritage Areas added approximately 122 acres of Price Park on May 23, 1986. The acreage consists of three distinct wetland areas representative of a natural community type that has become increasingly rare in the Southern Appalachian Mountains, the Swamp Forest-Bog Complex. Each wetland site differs slightly from the other in relative coverage of shrub and herbaceous zones, however, all three can be generally classified as Swamp Forest-Bog Complex. Rare and/or endangered species found at these sites include narrowleaf willowherb (*Epilobium leptophyllum*) and alder flycatcher. More common species like red maple (*Acer rubrum*), yellow birch (*Betula alleghaniensis*), and white pine (*Pinus strobus*) make up the canopy layer and are scattered throughout the bog areas. Several shrub thickets are present on the site, with rosebay rhododendron (*Rhododendron maximum*), mountain laurel (*Kalmia latifolia*), elderberry (*Sambucus canadensis*), and blueberry (*Vaccinium spp.*) being just a few examples. Herbaceous plants located here include Christmas fern, various species of rushes and sedges, jewelweed (*Impatiens capensis*) and climbing fern (*Lygodium palmatum*). All three areas are located in the vicinity of Milepost 296.[64] A map showing the approximate boundaries of the heritage areas is shown in Figure 3.1. In the 1970s, Appalachian State University leased a portion of the bog complex located near the Price Park Picnic Area totaling 18 acres from NPS for the purpose of conducting ecological studies, surveys and research. This lease is no longer active. Additionally, at the time of the Natural Heritage

[63] Michael P. Scafale and Alan S. Weakly. Classification of the Natural Communities of North Carolina : Third Approximation (Raleigh: N.C. Natural Heritage Program, Division of Parks and Recreation, Department of Environment, Health and Natural Resources, 1990).

[64] L. Mansberg. *Julian Price Park Wetlands Natural Area* (Primary data gathered by L. Mansberg and A. Weakley, North Carolina Heritage Program, Division of Parks and Recreation, N.C. Department of Resources and Community Development, 1986).




**Hydrology and Topography**

# Existing Conditions

Julian Price Memorial Park

*Cultural Landscape Report*

Illustration 3.1

Designation in 1986, the University had obtained, "collecting permits" for the area and was using the site for biological research.[65]

### Climate

According to data provided by the Southeast Regional Climate Center for the nearby town of Blowing Rock, North Carolina, average maximum temperatures in January are 39.8° F and a minimum of 22.1° F. The highest temperatures are in July with a maximum high of 76.0° F and a minimum of 58.1° F. The highest and lowest averages of total precipitation occur in September at 6.03 inches and December at 4.42 inches. The total average of snowfall throughout the year is 30.4 inches.[66]

## Cultural Features

### Land Use

**Recreation.** Price Park exhibits many of the varied types of land use found along the Blue Ridge Parkway, such as scenic and heritage tourism, agriculture, and recreation. Recreation is the major activity associated with Price Park. In addition to the Parkway and the associated auto touring, Price Park features a 100-site picnic area, a popular campground for tents and trailers, a 47-acre lake, and 13.7 miles of hiking trails to facilitate the Parkway recreational experience.

**Interpretation.** Interpretation is an important feature at Price Park. As stipulated by the Executive Committee of the Jefferson Standard Life Insurance Company in the proposal to transfer land to the United States Government, the tract was to "be known as Julian Price Memorial Park, that suitable markers be placed at the entrances, and that a bronze plaque carrying an appropriate memorial inscription be erected at some prominent place in the area."

A wayside interpretive sign is located at Price Lake Overlook and includes a brief history of Julian Price, the man. The history is inscribed on a traditional "gunboard" sign, which have been

**Figure 3.2:** Traditional "gunboard" interpretive sign employed throughout the Blue Ridge Parkway, (The Jaeger Company, 2010).

used throughout the Parkway as a sign standard since the 1940s (Figure 3.2). The standard icon and namesake featured on the wooden sign is a squirrel rifle and powder horn, intended to be evocative of pioneer life much like other features throughout the Parkway—such as split rail fencing and log structures—but is not intended to be representative of Julian Price himself. Another gunboard sign is in the picnic area adjacent to the Boone Fork Trail. This sign provides information related to an old lake bed and rock outcrops known to have been inhabited by groups of Archaic Indians (Figure 3.3). Constructed of 2-inch thick redwood signboards mounted to locust posts, both of these signs share a common color scheme. The first superintendent of the Parkway, Stanley Abbott, described the color scheme for gunboard signs in 1947: "The rifle is painted Parkway blue, a color which we mix to simulate the deep blue mountains in the late evening. The powder horn and thong are just off-white or ivory color. The letters in the title are white. All of this is against our standard driftwood gray, a commercial stain made by Cabot."[67] Abbott

[65] Terry A. Moore. Boone Fork Bog: A Natural Sphagnum Bog In Watauga County. (Appalachian State University, Date Unknown).

[66] Historical Climate Summary for Blowing Rock, N.C. (University of North Carolina, Chapel Hill, N.C. 2007.

[67] Quin and Marston. *Blue Ridge Parkway, Historic American Engineering Record.* HAER No. NC-42, (Washington, DC: US Department of the Interior, NPS, HAER, 1997), 140.

**Figure 3.3:** Traditional "gunboard" interpretive sign at the Picnic Area, (The Jaeger Company, 2011).

**Figure 3.4:** Shooting range along Old John's River Road, (The Jaeger Company, 2010)

also noted that after initial painting and staining, the signs were allowed to weather naturally, resulting in a pleasing silver-grey color. Neither of the gunboard signs in Price Park are original, but both are in good condition and have achieved the patina intended by Abbott.

In addition to the gunboard signs, a three panel interpretive sign focusing on the southern highlands section of the Parkway is located near the registration kiosk in the campground area. There is also a contemporary interpretive sign along Boone Fork Trail that provides information on wildlife in the area. Guided walks and fireside evening programs led by park personnel are another significant means of interpretation utilized at Price Park. Rangers hold evening programs in the campground amphitheater when the campground is open. These programs are popular and well attended.

**Agricultural Leases.** Historically, NPS leased over 420 acres of Price Park as part of the Blue Ridge Parkway's Agricultural Leasing Program. Currently, NPS manages and maintains 280 acres through the program as either pasture or hay. The nine leases on the Julian Price Property range in size from just over 10 acres to nearly 50 acres. All of the current leases are either visible from the Parkway or the Price Park trail system. The NPS has removed approximately 140 acres from the program for various reasons. Parcel numbers 2G-116, 2G-117 and 2G-114 were all removed because they were growing up through natural succession and were determined to be not readily visible to the public. Resource Management currently manages a portion of the former lease at parcel number 2G-116 as a grassland bird and wildlife habitat in conjunction with Audubon North Carolina.[68] Illustration 3.2 provides additional information on the agricultural leasing program at Price Park.

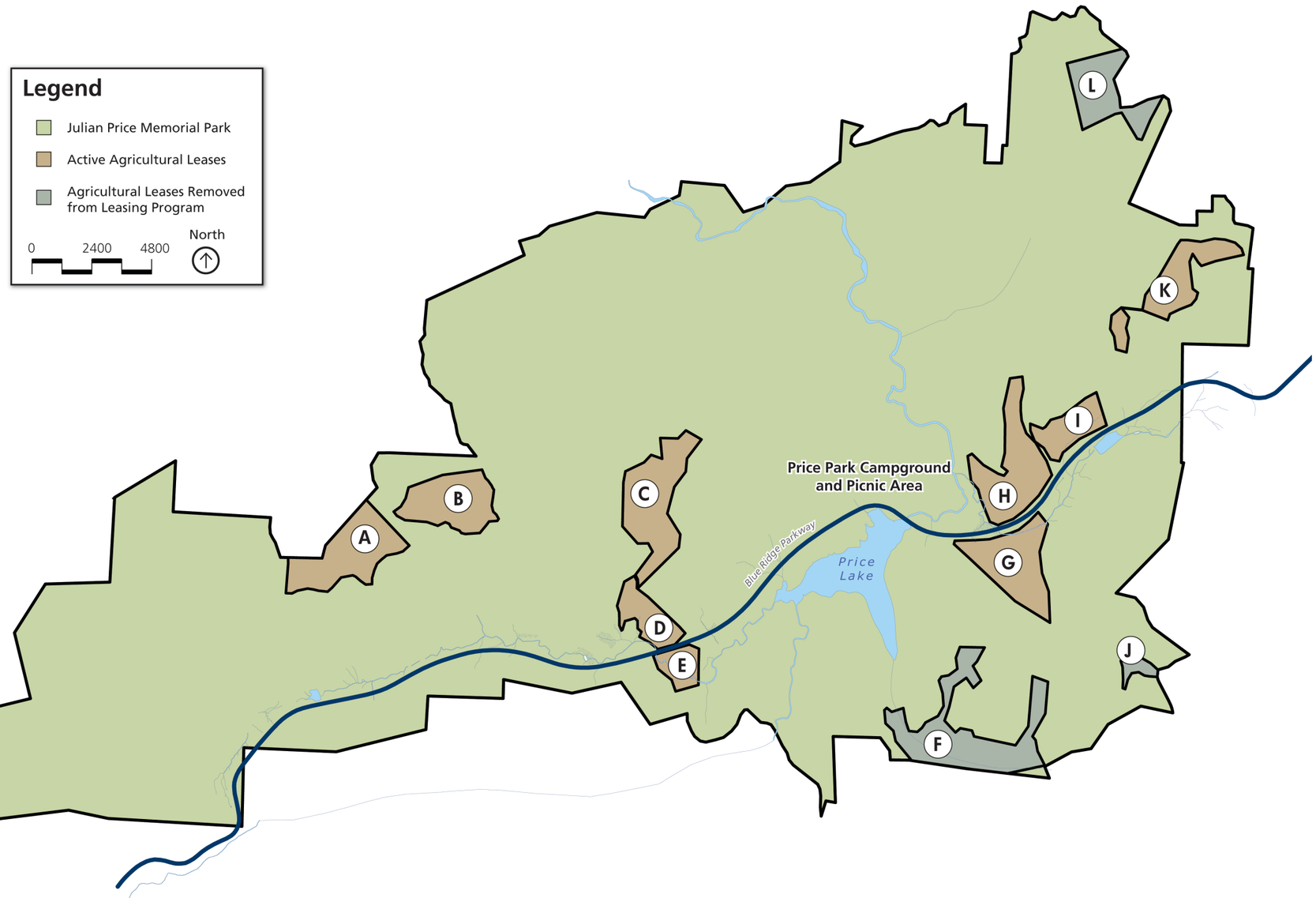
**Adjacent Lands.** Lands adjacent to Price Park are primarily devoted to residential properties, vacation homes, and agricultural fields. Immediately adjacent to the Price Park is another Parkway recreation area, the Moses Cone Estate, which contains a large manor house, two lakes, acres of old apple orchards, the graves of the Cone Family and miles of carriage roads and trails which wind through a large and interesting tract of virgin forest.[69]

**Miscellaneous.** Old John's River Road provides access to small shooting range located in a portion of the interior of Price Park (Figure 3.4). An agreement between NPS and local law enforcement allowed the pistol range to be used by local agencies for target practice in the past. However, due to recent changes in NPS ammunition policies, local law enforcement has not used the range in over a year. Park service staff still actively uses the range for qualifications with side arms.

A small cemetery is located north of the shooting range along Old John's River Road, a brief description of the cemetery appears in the Price Park deed. Park staff had no knowledge of the

[68] Tom Davis. *Moses Cone Estate Agricultural Leases* –Draft. (National Park Service, Blue Ridge Parkway 2010).

[69] James M. Eden, Robert A. Hope, Ross Reeves, Donald H. Robinson, Ernest G. Whanger, Earl W. Batten. *Master Plan of the Blue Ridge Parkway* (Parkway Archives, 1965).




## Agricultural Lease Key

### ACTIVE LEASES:

| | Type | Lease Holder | Acreage | Parcel # |
|---|---|---|---|---|
| A | Pasture | Kentz | 41.82 | 2G-123 |
| B | Pasture | Street | 34.69 | 2G-102 |
| C | Pasture | Vannoy | 45.32 | 2G-120 |
| D | Pasture | Vannoy | 18.10 | 2G-121 |
| E | Pasture | Moody | 11.42 | 2G-119 |
| G | Pasture | Critcher | 37.51 | 2G-118 |
| H | Hay | Miller | 41.93 | 2G-115 |
| I | Pasture | Miller | 18.49 | 2G-131 |
| K | Pasture | Austin | 31.19 | 2G-112 |

### LEASES REMOVED FROM LEASING PROGRAM:

| | Type | Acreage | Parcel # |
|---|---|---|---|
| F | Pasture | 61 | 2G-116 |
| J | Hay | 17 | 2G-117 |
| L | Pasture | 62 | 2G-114 |

**Agricultural Lease data provided by Tom Davis, Natural Resource Specialist, National Park Service, 2010.*

**Existing Conditions**
Julian Price Memorial Park
*Cultural Landscape Report*

**Agricultural Leases**

Illustration 3.2

cemetery or its location and the condition of the cemetery could not be determined at the time of this report.

NPS maintains an informal 'Boneyard' in two locations along Old John's River Road. These two sites are used to store old picnic table components, damaged stone drinking fountains, broken Parkway milepost markers and wooden fence material. One yard is located on Parkway left just past Sims Barn and the other is located on Parkway right in the former location of Sims Farm (Figure 3.5).

**Figure 3.5:** NPS storage area along Old John's River Road, (The Jaeger Company, 2010).

## Buildings and Structures

Price Park contains a variety of building and structures. The majority of these buildings and structures occur within the developed areas of the park and are described in detail later in this chapter. Julian Price Memorial Park features many Mission 66 period buildings, which depart from the more rustic style established during the Prewar Planning and Construction Era of the Parkway. These buildings typically favor a more economical, modern and utilitarian character and aesthetic.

Overall, the buildings and structures associated with Price Park include support facilities for the campground and amenities as well as drainage and bridge structures for the Parkway and auxiliary roads and trails. Support facilities for the campground include comfort stations, pump house, ranger cabin, utility shed, and amphitheater. A boat house and boat rental facility are associated with Price Lake along with roadway structures, a dam, fishing docks and bridges—all of which are included below under "Parkway Section 2G-6 to 2G-11." Also included in the Parkway Section is Sims Barn, which pre-dates the construction of the Parkway.

## Circulation

**Automobile.** Price Park contains nearly five miles of the Blue Ridge Parkway. This two-lane corridor bisects Price Park following a route through the lower portions of the site and serves as the main arterial road for the park, providing access from the northeast and southwest, is the Blue Ridge Parkway. The Parkway, being a significant cultural resource itself, is covered in more detail below under "Parkway Section 2G-6 to 2G-12." Characteristic of the entire Parkway, this section follows the existing contours of the surrounding topography, however, rolling land lies beyond on both sides, Parkway right and Parkway left, as opposed to much of the Parkway where land is limited to Parkway right and Parkway left is primary down slope with vistas beyond. This condition is characteristic of many of the concession or recreational areas along the Parkway as it is more conducive to clustering development as a node.

Another two lane surface road called, Holloway Mountain Road, runs through a portion of the park's interior and is open to the public. Old John's River Road also travels through the site; however, it is not currently open to the public. Rangers use Old John's River Road for official park business and visitors use it as a hiking trail. Additionally, each of the developed areas contains automobile circulation routes that are described in detail when discussed later in this chapter. Finally, several abandoned farm roads occur within Price Park. The most notable is Foscoe Road, which connects to Holloway Mountain Road within the boundary of Price Park.

**Pedestrian.** Pedestrian trails are described park-wide as they traverse a broad area and are supportive to the overall park, in some cases connecting one amenity area to another. There are five total trails associated with Price Park: Green Knob Trail, Price Lake Trail, Boone Fork Trail, Tanawha Trail and Mountains-to-Sea Trail, which are described below (Figure 3.6, Figure 3.7). In addition to these hiking trails, there are also short sections of asphalt and/or dirt paths in the developed areas of the park. These paths

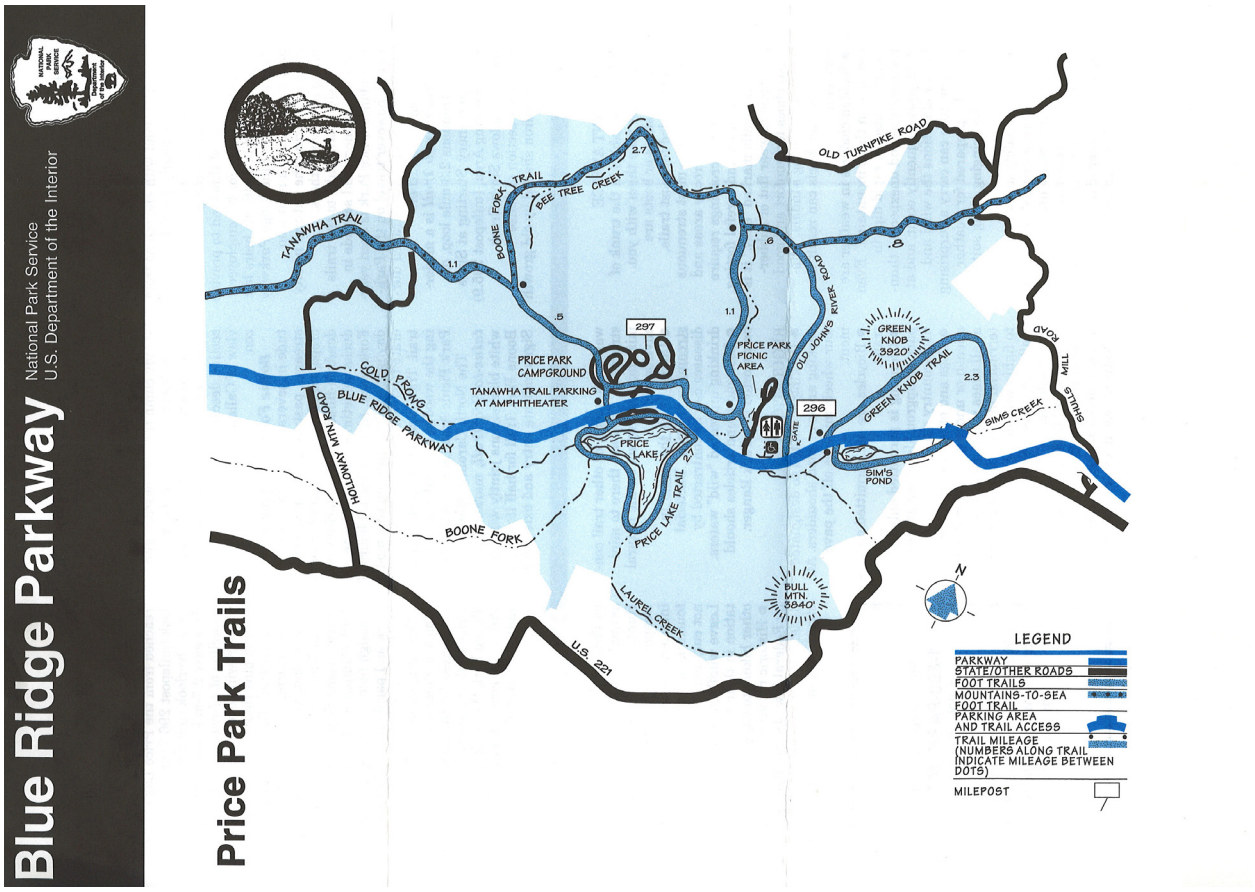



**Figure 3.6:** Price Park trail system (National Park Service).

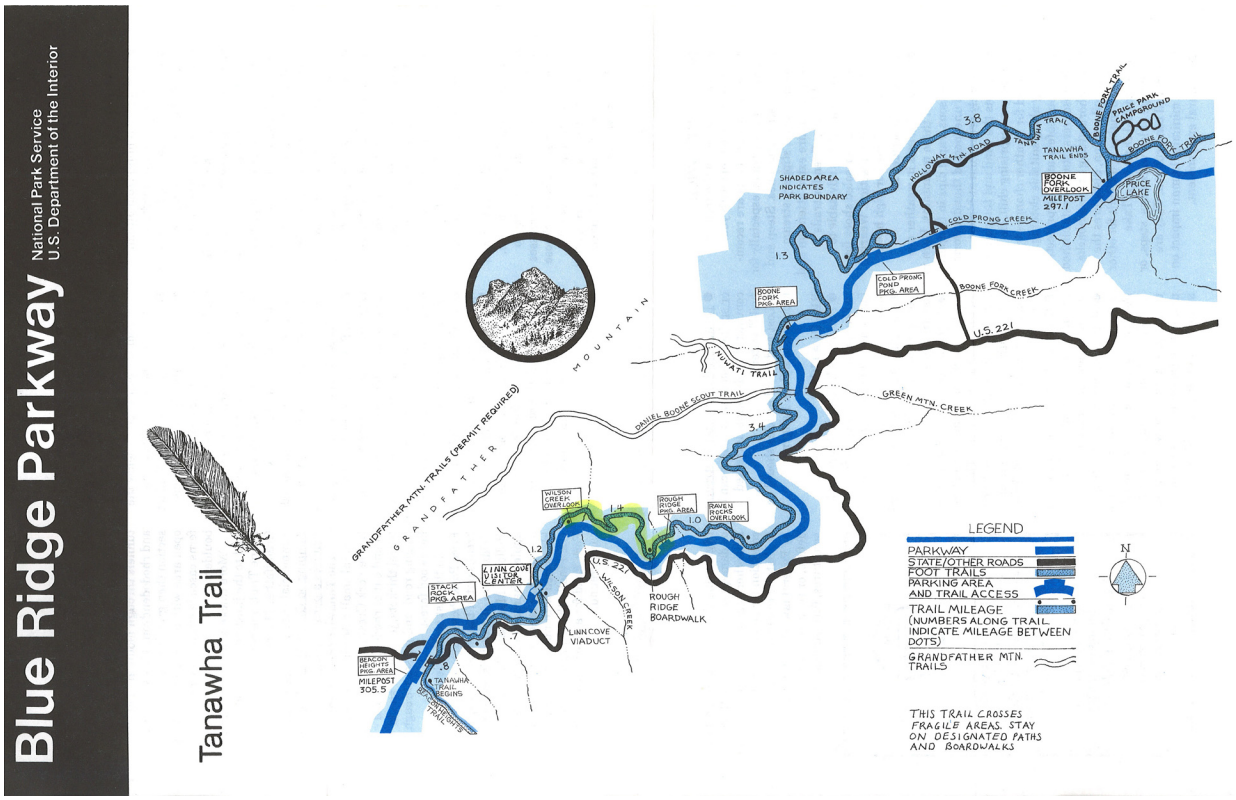



**Figure 3.7:** Price Park to Linn Cove Viaduct - Tanawha Trail (National Park Service).

**Figure 3.8:** Trail marker for Green Knob Trail, (The Jaeger Company, 2010).

**Figure 3.9:** View of rolling land from trail on west side of Green Knob, (The Jaeger Company, 2010).

serve to provide easy access to park amenities such as comfort stations, overlooks and interpretive elements.

*Green Knob Trail* – This natural surface trail is 2.4 miles in length and offers a variety of terrain, views and features. Sections of this trail follow farm roads established prior to Parkway construction. Other sections travel through an agricultural lease that was historically more open than it is today. The trail begins near Sims Pond Overlook near STA 214. A trail marker located on the north side of the Parkway (across the road from Sims Overlook and parking area) marks the beginning of the trail at around elevation 3,450 (Figure 3.8). The trail quickly ascends the western ridgeline of Green Knob up to near its peak, which is around elevation 3,900. The trail traversing the western slope is rugged and offers limited views of Price Lake to the southwest and panoramic views of rolling agricultural land to the west and north (Figure 3.9, Figure 3.10 and Figure 3.11). Steps carved into the ridgeline slope aid in traversing the steep grade. Hand-hewn timber or limbs that have a crosshatch scored surface to prevent slipping retain the steps (Figure 3.12). Concrete trail markers used along the route are similar to historic markers found in other recreation areas along the Parkway such as Doughton Park (Figure 3.13, Figure 3.14). At the peak of Green Knob, the trail passes in and out of agricultural fields and eventually follows an abandoned roadbed that winds in through forest cover revealing rolling agriculture land beyond (Figure 3.15, Figure 3.16, Figure 3.17, Figure 3.18). As the trail loops south and descends the eastern side of the ridge, the environment changes to a low moist cove forest along Sims Creek. The trail passes under Sims Creek Viaduct, offering an interesting juxtaposition of quintessential Parkway engineering towering over a pristine stream and woodlands (Figure 3.19). The character of the trail changes as well including moss covered, hand hewn timber steps, footbridges and handrails (Figure 3.20 and Figure 3. 21). The trail ends at Sims Pond, crossing the pond dam and stone raceway and returning to the Sims Pond Overlook (Figure 3.22).

*Price Lake Trail* – Price Lake Trail is a 2.3-mile loop around Price Lake. The trailhead is located at the northwest end of the Boone Fork Overlook where a Parkway standard sign features an overall map. However, no directional signage exists for the actual start of the trail, which is the ADA access

**Figure 3.10**: Glimpse of Price Lake and direct view of Grandfather Mountain from Green Knob Trail bench location. Lake is just below mountain range to left, (The Jaeger Company, 2010).

**Figure 3.11**: Rugged trail up west side of Green Knob. Bench location intended for view to Price Lake and Grandfather Mountain, (The Jaeger Company, 2010).

**Figure 3.12**: Tread detail along rugged portion of Green Knob Trail, (The Jaeger Company, 2010).

**Figure 3.13:** Concrete trail marker along Green Knob Trail, (The Jaeger Company, 2010).

**Figure 3.14:** Concrete trail markers placed in intervals through mown fields is the sole marking for the trail, (The Jaeger Company, 2010).

**Figure 3.15:** The trail moves in and out of forest cover revealing dramatic views of surrounding knobs and valleys, (The Jaeger Company, 2010).

**Figure 3.16:** People portal through hog wire fence to allow hiker access across agricultural fields, (The Jaeger Company, 2010).

**Figure 3.17:** The Green Knob Trail utilizes an old roadbed for a short distance, (The Jaeger Company, 2010).

**Figure 3.18:** Bench located under hawthorn (*Crataegus sp.*) tree upon descent from open agricultural land transitioning to the woodland portion of the trail, (The Jaeger Company, 2010).

**Figure 3.19:** Green Knob Trail along Sims Creek, which passes under Sims Creek Viaduct, STA 183-187 of the Parkway, (The Jaeger Company, 2010).

**Figure 3.20:** Woodland trail condition—along with hand hewn steps, handrail and footbridge—of the Sims Creek portion of the Green Knob Trail, (The Jaeger Company, 2010).

**Figure 3.21:** Stepping stones provide the trail surface through this shallow area of Sims Creek, (The Jaeger Company, 2010).

**Figure 3.22**: Sims Pond view from dam, (The Jaeger Company, 2010).

**Figure 3.25**: Contained aggregate trail surface of Price Lake Trail near Boone Fork Overlook, (The Jaeger Company, 2010).

ramp boardwalk, just west of the trail map sign, along the north side of the boat rental facility (Figure 3.23 and Figure 3.24). The first section of the trail—nearest the developed campground area—is an aggregate path edged with recycled plastic edge restraint (Figure 3.25 and Figure 3.26). Around the northeastern bend of Price Lake, past Boone Fork Creek, the trail material changes to natural earth and leaf litter. Park staff plans to continue the accessible aggregate surface, using the same materials and methods already established,

**Figure 3. 23:** Trailhead sign in Boone Fork Overlook featuring trail system map, (The Jaeger Company, 2010).

**Figure 3.24:** Accessible ramp at start of Price Lake Trail at Boone Fork Overlook, (The Jaeger Company, 2010).

**Figure 3.26:** Recycled plastic edge restraint along aggregate path, (The Jaeger Company, 2010).

for the entire length of the trail eventually. Roots from mature rhododendron along the edge of the lake create a rough surface to the trail. It does not appear feasible to use an edge restraint in this area, as installation would impact the root system of the rhododendron. All bridges within Price

**Figure 3.27**: Price Lake Trail bridge no. 1, (The Jaeger Company, 2010).

**Figure 3.28:** Price Lake Trail bridge no. 2 (The Jaeger Company, 2010).

**Figure 3.29**: Steadfast Bridge over Boone Fork Creek, Price Lake Trail, (The Jaeger Company, 2010).

Lake Trail are numbered, beginning with number 1 through number 3—these bridges are of wood construction, both decking and railing (Figure 3.27 and Figure 3. 28). Bridge number 4 over Boone Fork Creek is a pre-fabricated steel bridge and spans the entire mouth of Boone Fork Creek where it flows into Price Lake (Figure 3.29).

Between Boone Fork Creek and Laurel Creek, the trail departs from the edge of the lake for a short distance taking the trail upslope. The trail climbs a steep portion of the adjacent ridge via a set of steps cut into the slope with timber treads that retain each step (Figure 3.30). As the trail approaches Laurel Creek, the condition changes dramatically. The path itself has flooded due to beaver activity. The path is almost at lake level so the ground is very wet and transitions to an impassible wider portion of the floodplain where the trail has failed entirely. In the wider portion of the flooded area, it may be necessary to build an elevated boardwalk (Figure 3.31, Figure 3.32 and Figure 3.33). Just past Laurel Creek, in the southernmost bend of the trail, there is another area of flooding. As the trail nears Price Lake Dam, there is a set of granite steps descending to an asphalt surface trail. The route then crosses the dam along the bridge via concrete sidewalk, which leads to the Price Lake Overlook.

In the western corner of the overlook is an ADA parking space and ADA accessible fishing dock, however the sloped access from the parking space to the fishing dock appears to be greater than the 5% or less slope required by ADA (Figure 3.34). The trail then descends down to the lake level, almost at the full pool elevation of the lake. This passageway is retained and bordered by stone curbing and a hand-hewn timber rail (Figure 3.35). The level of the path relative to the adjacent water level causes some flooding of the path and thus collects garbage and debris. This area contains a fair amount of human trash and shows evidence of potential failure of the trail due to flooding. The character of this crossing adds interest to the trail and is in keeping with the step and railing details found elsewhere in the trail system of Price Park. The character of the trail at this point is enclosed by rhododendron and the trail surface is natural mulch. The overall aesthetic of this portion of the Price Trail differs from the rest in that it is more of a moist wooded area of the trail.

The trail then meets the campground area at the northeast end of Loop A. The trail character quickly changes from the dark, moist, wooded area to an asphalt surface trail that crosses an open lawn. This route bisects an open lawn, limiting full use of the lawn for passive recreation and routes the trail in close proximity to campsites

**Figure 3.30:** Steps along portion of Price Lake Trail between Price Lake Overlook and Campground, (The Jaeger Company, 2010).

**Figure 3.31:** Boardwalk section Price Lake Trail, (The Jaeger Company, 2010).

**Figure 3.32:** Boardwalk section through beaver dam area, Price Lake Trail, (The Jaeger Company, 2010).

**Figure 3.33:** Culvert under bridge, Price Lake Trail, (The Jaeger Company, 2010).

**Figure 3.34:** Accessible fishing dock at Price Lake Overlook, (The Jaeger Company, 2010).

**Figure 3.35:** Railing along portion of Price Lake Trail between Price Lake Overlook and Campground, (The Jaeger Company, 2010)

**Figure 3.36:** Price Lake Trail passes through the campground area using the asphalt path system, (The Jaeger Company, 2010).

A-28 and A-29. The trail continues west through the campground via asphalt trail, passing the amphitheater to the south/left and paralleling the Parkway to the north/right (Figure 3.36). The loop is complete as the trail follows the sidewalk along Boone Fork Overlook back to the trailhead sign and includes panoramic views of Price Lake.

*Boone Fork Trail* – Boone Fork Trail is a 4.9-mile, natural surface, loop that begins at Price Park Picnic Area. The trail follows almost the entire length of Boone Fork before continuing through open fields and wooded terrain along one of Boone Fork's tributaries called Bee Tree Creek. Eventually, the trail winds through the campground before arriving back at the picnic area. More than half the trail runs along Bee Tree Creek, which includes many interesting sections of moderate to slow moving rapids meandering through hemlock groves and masses of rhododendrons. The trail crosses the creek at several points. A significant portion of this trail follows the historic logging railroad routes that run along Boone Fork and Bee Tree Creek. Remnants of the railroad tracks are visible at various points along the trail (Figure 3.37). A timber dam is also observable along Boone Fork. The dam is located

**Figure 3.37:** Remnant logging railroad track along Boone Fork Trail, (The Jaeger Company, 2011).

**Figure 3.38:** Timber Dam along Boone Fork, (The Jaeger Company, 2011).

**Figure 3.39:** Stone wall encountered along Boone Fork Trail, (The Jaeger Company, 2011).

near the site where Julian Price is believed to have begun construction of his dam in the 1940s and is described in detail in the Buildings and Structures section later on in this document (Figure 3.38). This trail also features a stacked-stone wall (Figure 3.39) and several sections of stone steps set in earth to assist hikers with challenging grade changes and to prevent erosion of the trail (Figure 3.40). The walls and steps appear historic and are in good condition. Signage along the trail is haphazard, with

**Figure 3.40:** Stone steps along Boone Fork Trail, (The Jaeger Company, 2011).

varied materials, styles and eras of construction represented throughout the trail. Many of the new signs are built from recycled plastic, and while they attempt to retain the character of the original routed wood signs, they lack the faded rustic character of the originals (Figure 3.41).

*Tanawha Trail* – The Tanawha Trail connects Price Park Campground to Grandfather Mountain and Linn Cove Viaduct. This trail passes under Linn Cove Viaduct and wraps around Grandfather Mountain. The trail extends about 13.6 miles from Milepost 305.5 at Beacon Heights Parking area (outside of study area) to Milepost 297.1 at the Price Park Campground, and crosses fragile areas, often traversed by bridges and boardwalks.

*Mountains-to-Sea Trail* – The Mountains-to-Sea trail is part of a statewide trails system that stretches 1,000 miles from Clingman's Dome in

**Figure 3.41:** Signs along Boone Fork Trail, (The Jaeger Company, 2010).

the Great Smoky Mountains to Jockey's Ridge on the Outer Banks. The trail crosses the Blue Ridge Parkway in several locations, one of which is along the northern border of Price Park. In close proximity to the intersection of this trail and Boone Fork is a highly used natural area at the foot of Hebron Falls. Access to the falls is via spur trail from Old Turnpike Road west toward the creek. The area gets much use by the local Appalachian State student population.

### Utilities

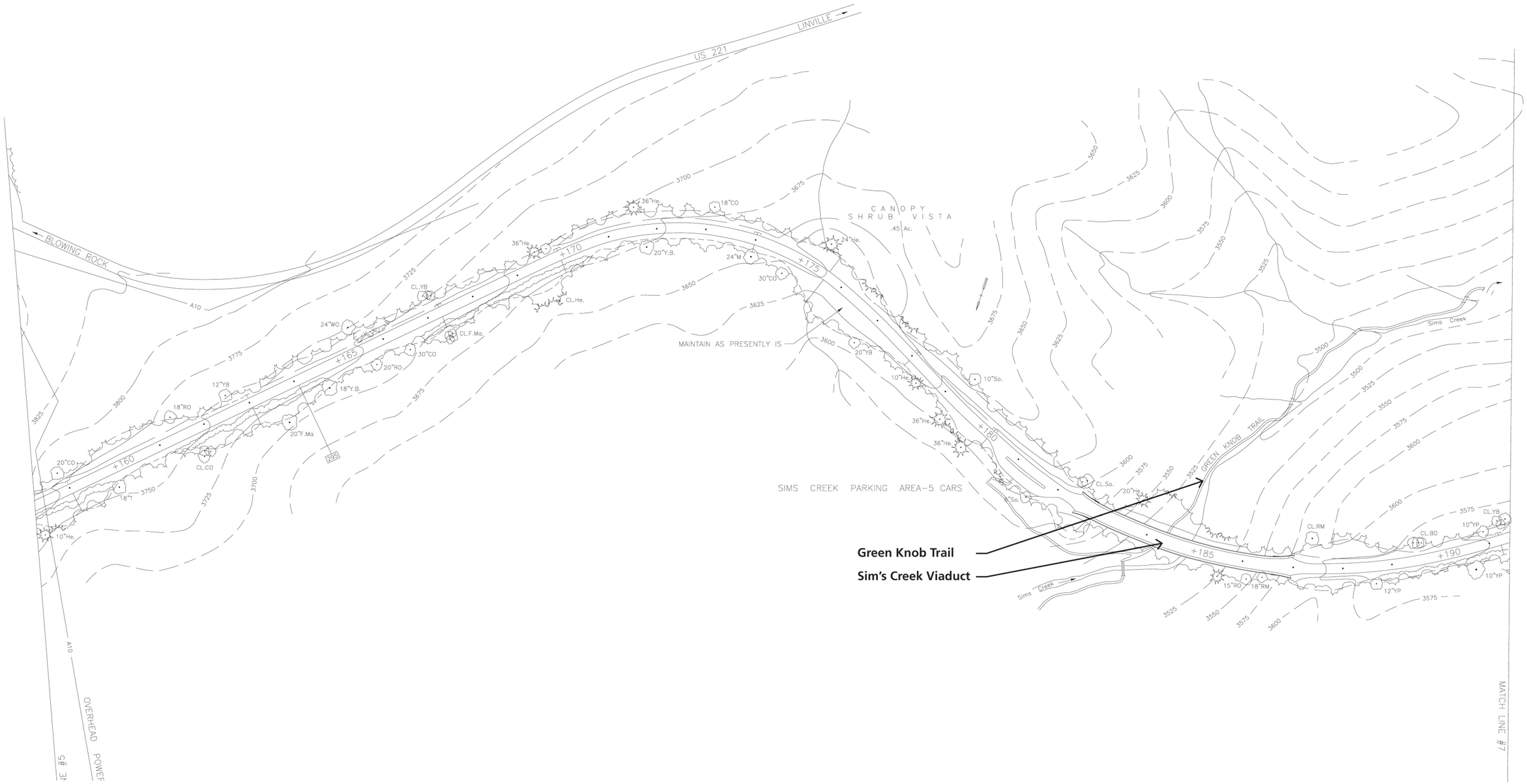
The water supply for both the campground and picnic area comes from two springs and is pumped to a large underground water storage tank for distribution. Several separate septic tanks, each with its own leeching field, handle sewage for Price Park . Buried utility lines provide electricity in limited locations within Price Park. An overhead telephone line provides service to Price Park Campground from Holloway Mountain Road.

## Julian Price Memorial Park Developed Areas

### Parkway Section 2G-6 to 2G-12

The following is a summary of key features found along the Blue Ridge Parkway within the Price Park boundary, except for the Picnic Area and Campground, which are discussed separately later on in the document. Copies of Parkway Land Use Maps (PLUMs) from 1961 were used as a reference for conducting field inventory. Annotated Existing Conditions PLUMs provide additional information about parkway and recreation area features (Illustrations 3.3 through 3.9). This section describes the Parkway itself as it travels through the park and includes Price Lake, Price Lake Overlook, Sims Pond, Sims Pond Overlook and Boone Fork Overlook. The Picnic Area and the Campground are each described separately later in this chapter.

**Land Use.** The Parkway is a scenic motor road with adjacent recreational and agricultural uses. The overlooks associated with the Parkway provide interpretation opportunities for visitors and act as trailheads for the extensive network of trails found in the park. Boone Fork Overlook contains a boat




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

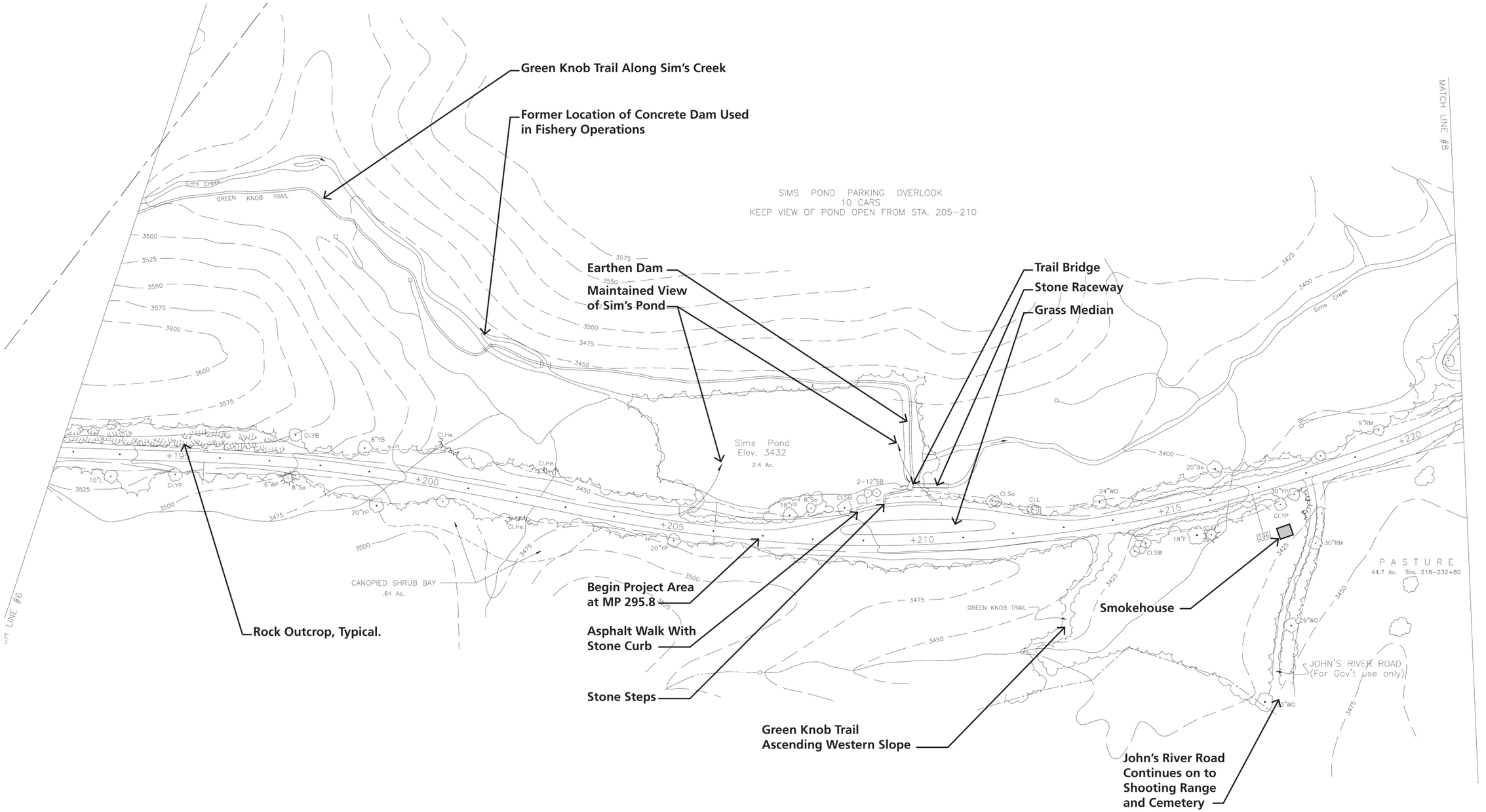
## Existing Conditions - Parkway Section 2G-6

# Existing Conditions

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 3.3**




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

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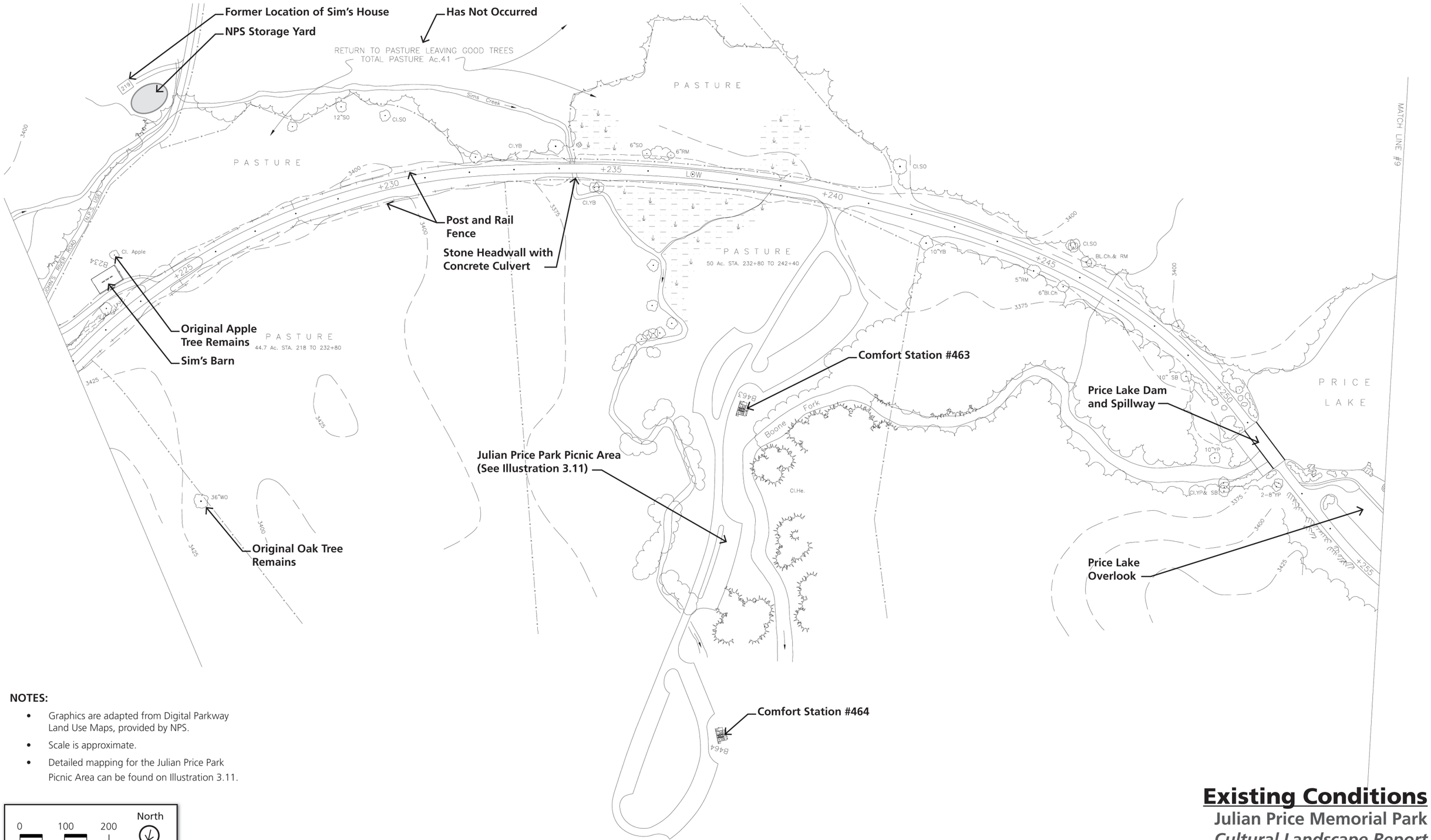
## Existing Conditions - Parkway Section 2G-7

# Existing Conditions

Julian Price Memorial Park

*Cultural Landscape Report*

Illustration 3.4




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.
- Scale is approximate.
- Detailed mapping for the Julian Price Park Picnic Area can be found on Illustration 3.11.

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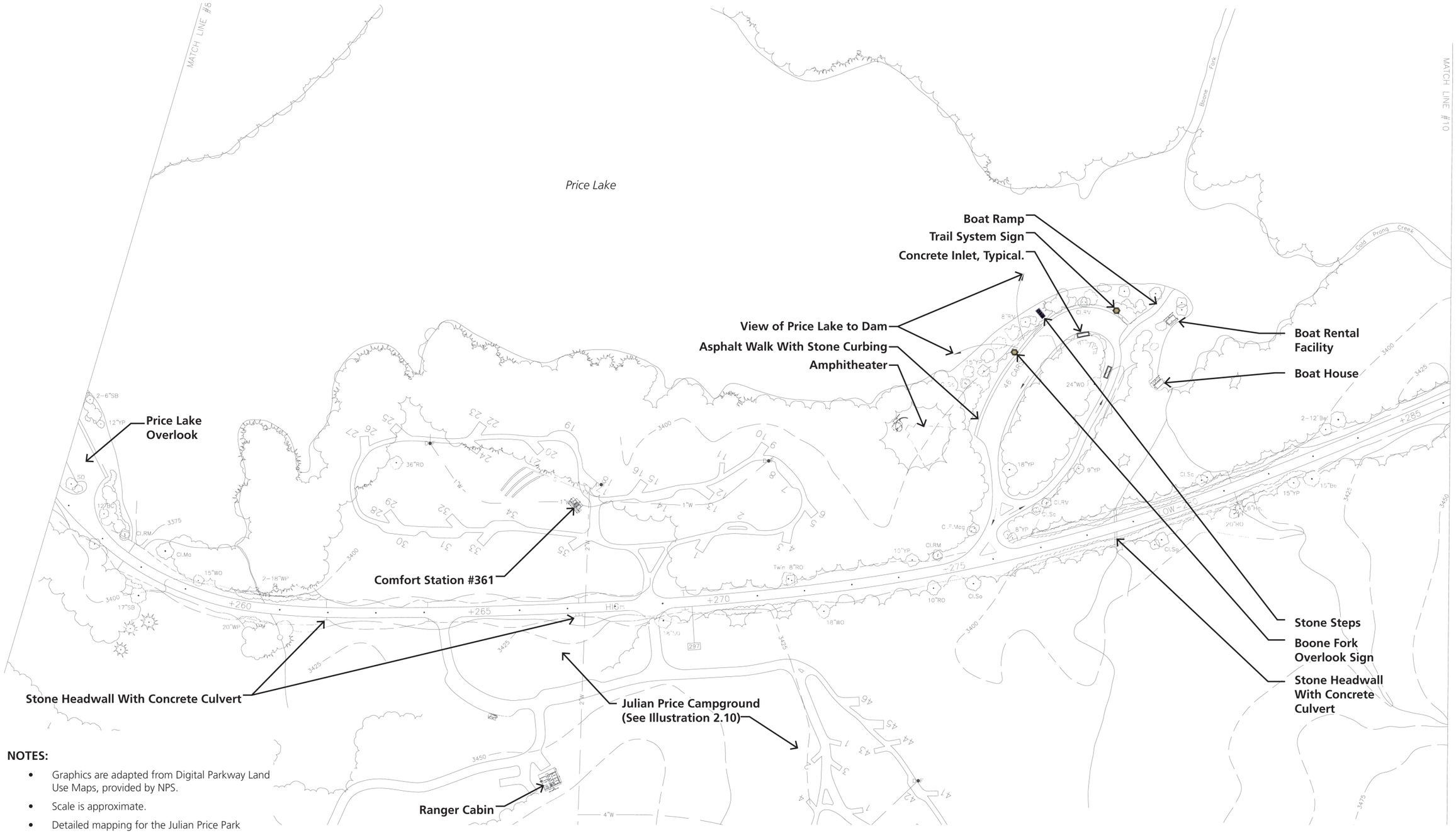
## Existing Conditions - Parkway Section 2G-8

# Existing Conditions

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 3.5**




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.
- Scale is approximate.
- Detailed mapping for the Julian Price Park Campground can be found on Illustration 3.10.

0 100 200 North

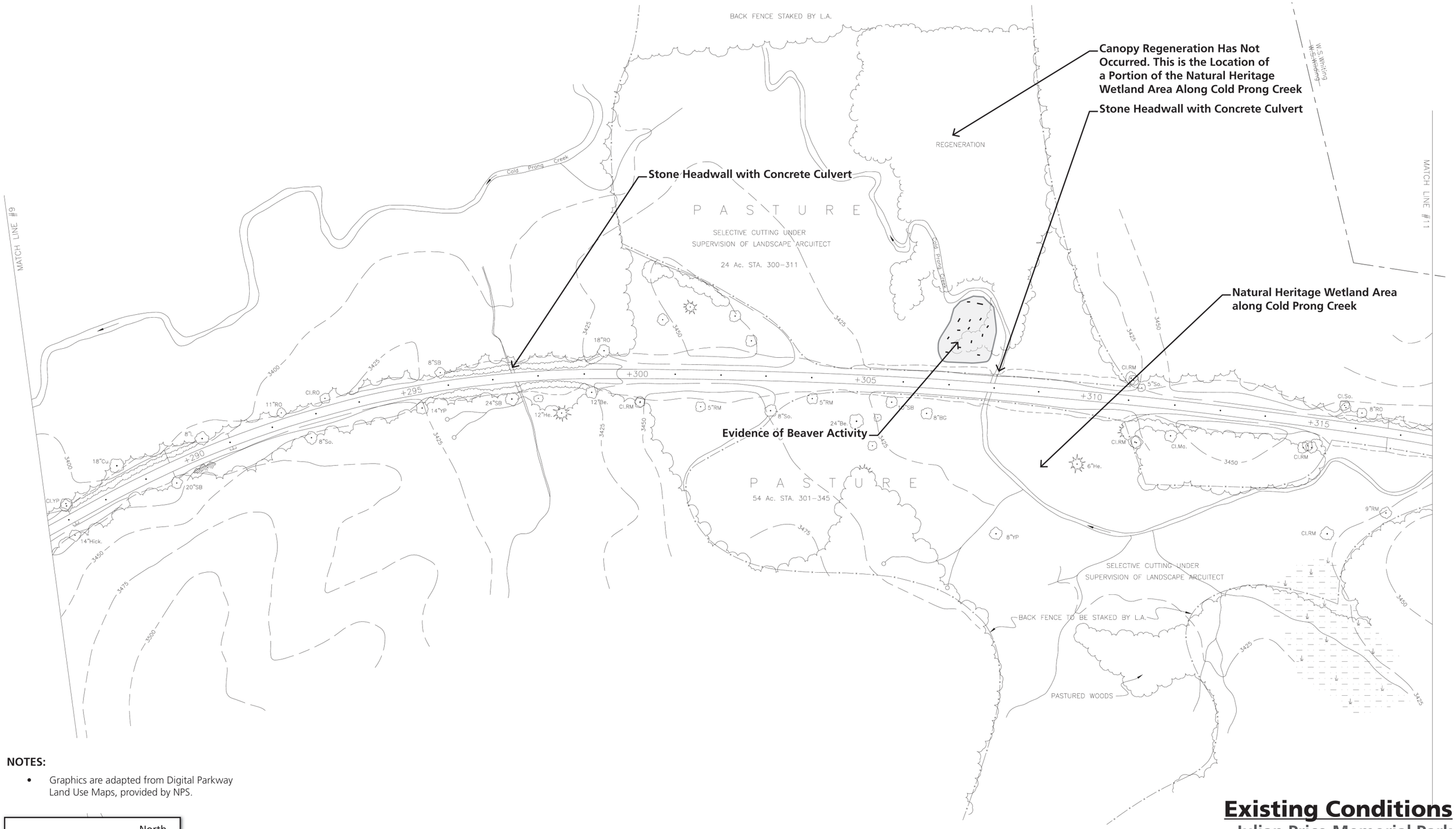
## Existing Conditions - Parkway Section 2G-9

# Existing Conditions

Julian Price Memorial Park

*Cultural Landscape Report*

Illustration 3.6




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

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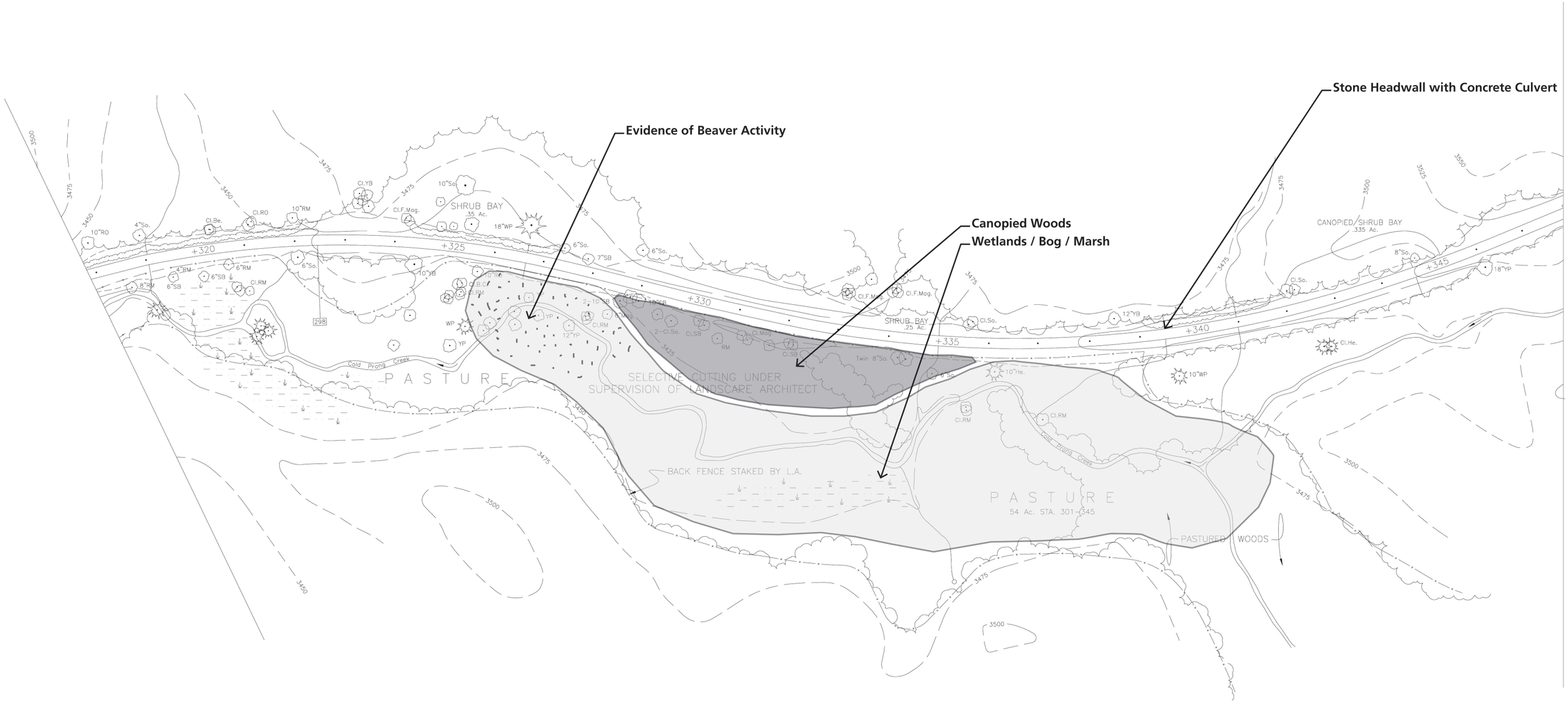
## Existing Conditions - Parkway Section 2G-10

# Existing Conditions

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 3.7**




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

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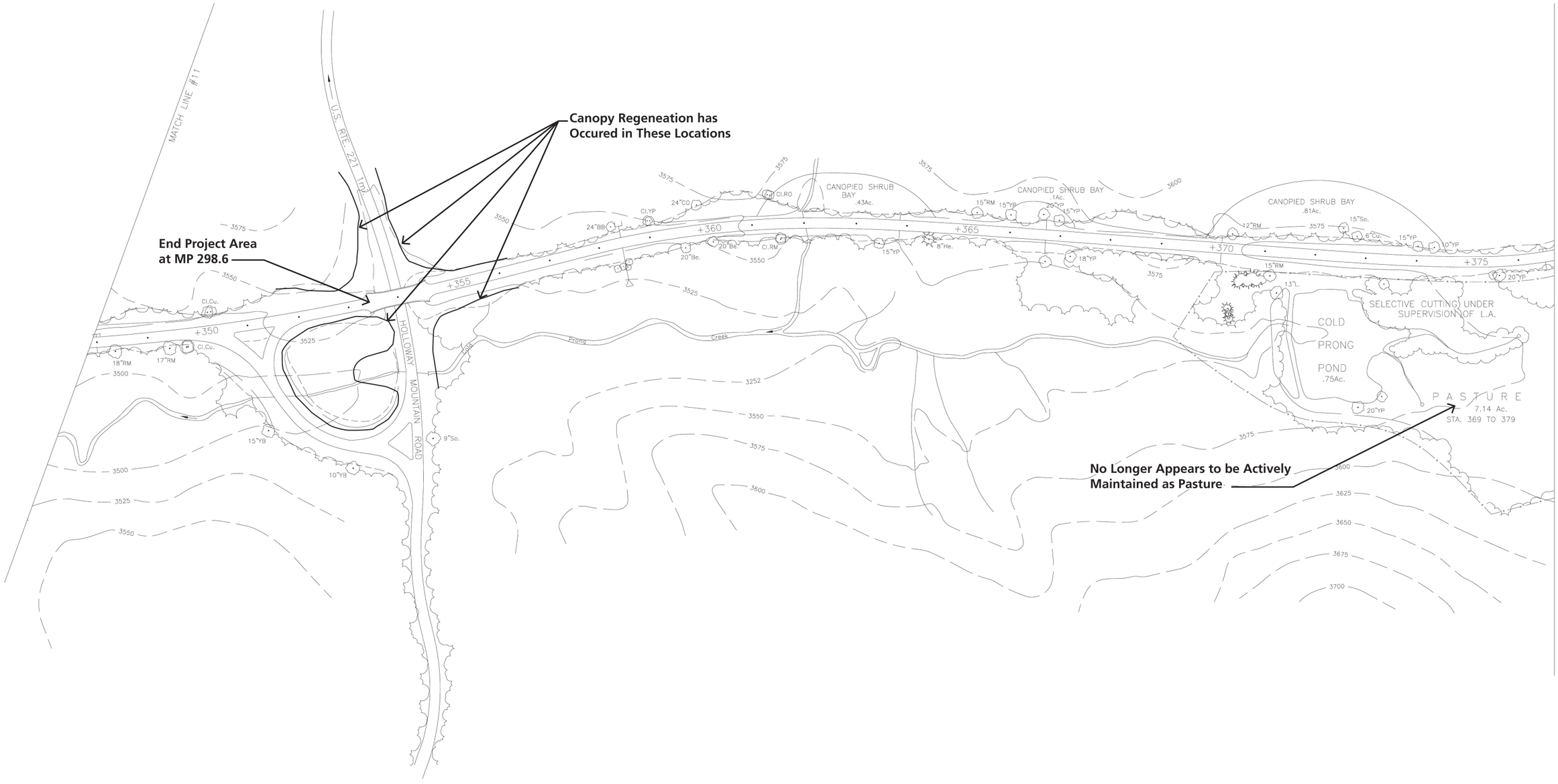
## Existing Conditions - Parkway Section 2G-11

# Existing Conditions

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 3.8**




**NOTES:**

- Graphics are adapted from Digital Parkway Land Use Maps, provided by NPS.

0 100 200 North

## Existing Conditions - Parkway Section 2G-12

# Existing Conditions

**Julian Price Memorial Park**

***Cultural Landscape Report***

**Illustration 3.9**

**Figure 3.42:** Undated postcard showing Sims Barn with the Blue Ridge Parkway in the foreground, (The Jaeger Company).

**Figure 3.43:** Contemporary photo from the same location, (The Jaeger Company, 2011).

rental facility that allows visitors seasonal access to Price Lake via nonmotorized boats. Agriculture in the form of pastureland dedicated primarily to cattle and hay production is visible along the parkway in the many agricultural leases that operate within the park.

**Vegetation.** The vegetation along the Parkway consists of a mixture of hardwood and evergreen tree species that are generally in mature stages of growth. Understory conditions also vary, from being relatively open to dense stands of rhododendron and other shrub species. The original PLUMs note these areas as canopied shrub bays. Open pastures and fields, as well as wetlands, are also visible along the Parkway.

A previous park maintenance policy of mowing and weed eating to the water's edge at Sims Pond has contributed to bank erosion in some locations. This practice ended in 2005 and the eroded areas show signs of recovery.

**Views and Vistas.** Canopy shrub vistas and open pastureland comprise much of the intended vistas along this stretch of Parkway. The pastures appear to be similar to their original configuration as shown on the historic PLUMs except at the location of the picnic area, the NPS developed after producing the original PLUMs. There are three overlook areas located on this stretch of the Parkway each with an intended view: Sims Pond Overlook, Price Lake Overlook, and Boone Fork Overlook. At Sims Pond Overlook views are maintained (kept open) from STA 205-210 to allow for views of Sims Pond at Parkway left. Price Lake Overlook offers a panoramic view of Price Lake at Parkway left and the falls of the dam at Parkway right (viewed on foot). A dense shrub bay buffers the Boone Fork Overlook from the Parkway. Once in the parking area, this overlook offers panoramic views of Price Lake as well as Boone Fork Creek and Cold Prong Creek to the west.

**Vehicular Circulation.** The primary circulation is the 3.2 miles of Parkway itself, from STA 187 at Sims Creek Viaduct to STA 357 at Holloway Mountain Road. In general, the asphalt paved Parkway is in good condition. Auxiliary circulation is associated with the three overlooks and parking for each. Sims Pond Parking Overlook (STA 210) contains 10 parking spaces; Price Lake Overlook (STA 255) contains 39 parking spaces; Boone Fork Overlook (STA 275) contains 46 parking spaces.

**Buildings and Structures.**

*Sims Barn* – Sims Barn is located at STA 224, Parkway left. A gated drive leads past the barn to the John's River Road trace. Vehicular access to the drive is restricted to NPS service vehicles; however, the route serves as a popular hiking trail for park visitors. The barn predates the Parkway and is in good condition. NPS has carried out stabilization work in recent history and the barn is structurally sound. Painted red and nestled into a small, rocky hillside, the barn is striking when viewed from a vehicle travelling along the Parkway and is often photographed by park visitors (Figure 3.42, Figure 3.43). The barn was constructed in a simple, vernacular style with board and batten siding and a unique roofline. The barn is one of the few structures within the park that predates the Parkway and is in good condition (Figure 3.44). It

**Figure 3.44**: Sims Barn, (The Jaeger Company, 2010).

**Figure 3.45:** Historic photo of Price Lake dam and bridge, (date unknown).

**Figure 3.46:** Price Lake dam and bridge, (The Jaeger Company, 2010).

is worth noting that NPS altered the topography surrounding the barn when the Parkway was constructed. Old John's River Road used to continue at this location, but is hard to tell that today, because the historic route is buried beneath the Parkway and a considerable amount of fill that was required in order to construct the Parkway. Before it was NPS property, this road was the main highway to the Town of Foscoe.

*Price Lake Dam and Bridge* – This structure is an integral part of the Parkway road alignment as a supporting structure. It is also a critical component to Price Lake as a water feature, which is described further under Constructed Water Features section later in this chapter (Figure 3.45). The structure consists of two stone-faced wing walls that retain the downslope from the Parkway to Boone Fork Creek. A narrow asphalt path that follows the retaining wall provides access down the slope of the dam. Notches have been cut in the asphalt at regular intervals to allow for a safe foothold. A steel tube railing runs along the top of the wall and continues as part of the bridge, giving an integrated appearance (Figure 3.46). The bridge actually sits about 8-10 feet above the concrete spillway. The spillway itself is sloped, allowing the lake pool to sheet flow into the creek and lessening the impact to the stream bed.

*Boone Fork Timber Dam* – The Boone Fork Trail provides access to a small timber dam of unknown origin. The dam is constructed entirely of wood with fence-like pickets extending upward from the creek bed to the surface of the water. These pickets are nailed to support timbers, which run across the creek and bind the structure together. The structure is further supported on the opposite side by large support logs that extend from the bottom of Boone Fork at regular intervals. The entire structure is submerged except for the top portions of the pickets that rise between three and six inches above the surface of the water (Figure 3.38). The dam is relatively porous and does not appear to be holding back a significant amount of water, however, a small pool is located immediately upstream. This dam may be a remnant of the dam that was under construction in the 1940s before the National Park Service acquired the property. The location of the timber dam is consistent with the area shown on historic maps as, "Dam Construction Site". It is possible that this remnant structure predates the parkway and was constructed by Julian Price before his death. The dam is in poor condition.

*Boat Rental Facility* – Built in 1984 by the NPS and sited on the western bank of Price Lake, this structure is occupied by a concession that rents

**Figure 3.47:** Price Lake Boat Rental Facility, (The Jaeger Company, 2010).

**Figure 3.48:** Price Lake Boat Rental Facility, (The Jaeger Company, 2010).

**Figure 3.49:** Price Lake boat house, (The Jaeger Company, 2010).

**Figure 3.50:** Sims Creek viaduct, (The Jaeger Company, 2010).

boats and canoes to park visitors seasonally. A simple frame structure, with a board and batten exterior, this building fits in with the overall aesthetic of the Parkway. The building appears to retain its original six over six windows, though they have been covered with black metal security bars to protect the buildings contents. This building is a non-contributing resource due its recent date of construction (Figure 3.47). In addition to the building, there is also a small wooden dock and canoe rack located in this area (Figure 3.48).

*Boat House* – Constructed in 1962 by the NPS as a storage facility for the NPS rescue boat, the boat house is built into the western bank of Price Lake. An extremely simple concrete block building with a shed metal roof, this building is easily overlooked. The condition of the building is fair, as the metal roof needs replacement soon and the exterior is in need of re-painting (Figure 3.49).

*Sims Creek Viaduct* – This concrete structure is located outside of the study area at Milepost 295.4, nevertheless, a brief description is included here (Figure 3.50). Built of reinforced concrete and steel girders, this type of bridge structure is less invasive to existing grades and vegetation. The structure allows the Parkway to span Sims Creek. Work was complete in 1959, and the structure remains in good condition today.

**Constructed Water Features.**

*Price Lake* – This 47-acre man-made lake was formed by damming Boone Fork Creek with a constructed dam (Figure 3.51). The dam structure also supports a bridge above that is part of the Parkway road alignment. The spillway side of the dam is only visible by foot on Parkway right, but Price Lake is in clear view on Parkway left from the bridge as well as two associated overlooks: Price Lake Overlook and Boone Fork Overlook. The shape of the lake is such that it has three points reaching north, west and south. The northern

**Figure 3.51:** View of Price Lake, (The Jaeger Company, 2010).

**Figure 3.53:** Stone wall and steps at Sims Pond, (The Jaeger Company, 2010).

point reaches toward the dam, the western point toward the mouth of Boone Fork near the confluence of Cold Prong. The southern point extends to the mouth of Laurel Creek, which also feeds the lake. Logging railroad tracks predating the Parkway once routed through the center of what is now Price Lake. These routes are visible in Illustrations 2.1-2.3.

**Figure 3.52:** Sims Pond, (The Jaeger Company, 2010).

Price Lake is used for recreation, primarily boating (non-motorized) and fishing (swimming is prohibited on the Parkway). There are many opportunities for fishing around the perimeter of the lake by dock or bank access. NPS built Price Lake to memorialize Julian Price and fulfill his vision of creating a recreational fishing lake. The lake, dam, and spillway are in good condition today.

*Sims Pond* – The damming of Sims Creek formed this 2.5-acre pond (Figure 3.52). Little is known about the history of the pond other than it was associated with the Sims family property and that its construction predates the Parkway.

The northern pond edge features a stone retaining wall with stone steps leading to the pond pool elevation for boat access (Figure 3.53). Julian Price may have built this retaining wall and used Sims Pond for recreation during his ownership of the property. This speculation comes from the fact that the Sims family would probably been unable to afford such a finely constructed stone wall and staircase. Both are in fair condition due to vegetation encroachment and evidence of failing mortar.

**Figure 3.54:** Sims Pond stone raceway, (The Jaeger Company, 2010).

The eastern and southern banks of the pond are natural and heavily vegetated with riparian species of herbaceous plants and woody shrubs and trees. The dam along the western end of the pond is a consistent berm with close cut lawn.

An early c. 1948 map of Price Park labels the pond as a "fish rearing pond" which may explain the damming methods and stone raceway leading from the notched southwest corner of the dam to Sims Creek below (Illustration 2.1). This elaborate structure appears to facilitate aeration and cooling of the pond water for trout stream temperature (Figure 3.54). It is logical to speculate that Julian Price would have begun a trout-rearing program in order to stock the recreational lake he was building on the property in the 1940s.

Julian Price likely built Sims Pond, the dam, and raceway, as the construction methods and materials employed were probably beyond the means of the Sims family. Ted Pease, a retired Parkway Landscape Architect who worked for the Parkway from the 1930s until retirement, was interviewed in 1980 regarding the history of trout rearing on the former Sims property. When Pease was asked whether he thought Julian Price was the instigator

**Figure 3.55:** Sims Pond, dam, raceway, and overlook, (Parkway Archives, c.1960s).

of the trout rearing operation near Sims Pond he said, "I sort of believe he was, because I don't think Mr. Sims had that kind of money[70]." When asked directly what Sims Pond was designed for, Mr. Pease replied, "That (pond) was, I guess, Mr. Price's[71]".

Construction drawings exist from 1978 for the repair to the stone raceway, which the NPS rebuilt in 1979, according to "as-built" plans from that year. These plans show that the NPS built new stone walls in front of the failing original stone walls rather than rebuilding them. The new walls maintain the general character of the originals and similar materials were used in their construction; however, the size, configuration and dimensions were changed. Presumably, the original walls are still in place, buried in the hillside and enclosed by the current walls. The current wall and raceway are in good condition.

At some point during NPS ownership of Sims Pond, the slope of the earthen dam changed. A c.1960s photograph shows a more drastic grade change at the back of the dam than what exists today, along with a much narrower path at the top of the dam (Figure 3.55, Figure 3.56). The alteration of the dam may have been carried out for safety reasons, or it may have been done to make the path wide enough for modern maintenance vehicles. The bridge that crosses the raceway is also wider today, and built of weathering steel and concrete instead of the original wood. The contemporary

[70] Interview with Ted Pease, conducted by Tom Robbins and Kent Cave of Appalachian State University on August 7, 1975, p.30 (Parkway Archives).

[71] Interview with Ted Pease, conducted by Robert G. Bruce and Harley E. Jolley of the National Park Service on August 5, 1980, p.30 (Parkway Archives).

**Figure 3.56:** Sims Pond, dam, raceway, and overlook, (The Jaeger Company, 2010).

**Figure 3.57:** Fence, retaining wall, and bridge at Sims Pond, (The Jaeger Company, 2011).

**Figure 3.58:** Eroded and unsafe visitor created path at Sims Pond, (The Jaeger Company, 2011).

bridge is in good condition. NPS also removed the rustic log railing that once lined the dam and footbridge visible in the historic photo.

NPS also altered the approach from the overlook parking area to the bridge considerably. Originally, a terraced path with two sections of stone steps provided direct pedestrian access from the parking area to the pond (Figure 3.55). NPS removed the terracing and the stone steps, and re-graded the

**Figure 3.59:** Smokehouse along Old John's River Road, (The Jaeger Company, 2010).

slope to provide a wider path for maintenance vehicles and visitors. In order to widen the route, a large and obtrusive retaining wall was required to hold the slope. Despite its visual intrusion, this wall appears to be in good condition. The height of the wall and its adjacency to the parking area required the addition of a wooden fence along the edge of the overlook for safety (Figure 3.57). This fencing also serves to direct visitors to the newly widened path to the pond, but because this route is not direct, visitors have created a footpath that leads directly to the bridge. This unintended route is narrow, steep, and shows evidence of erosion (Figure 3.58).

**Small-scale Features.**

*Smokehouse, Remnant Trout Rearing Ponds, and Remnant Barn Foundation* – Additional evidence of trout rearing operations abounds at Sims Pond and the former Sims property. The ruin of a log smokehouse remains on Parkway right, across from Sims Pond (Figure 3.59). The structure pre-dates the Parkway, as it appears on early Parkway planning documents as an existing structure. The exact date of construction is unknown. The

smokehouse is in poor condition today, with a caved in roof and other signs of neglect. Behind the smokehouse ruin, are the remains of four long and narrow fish rearing ponds. A spring is also visible in this location (Figure 3.60). A concrete trough and pipe system provided running water to the fish rearing ponds from the spring. Water still flows from the spring, though slowly. The spring and the four ponds are in poor condition today as rhododendrons and other vegetation have taken over the site almost completely. An NPS maps shows the approximate locations of the smokehouse, ponds and spring relative to the Parkway and Old John's River Road (Figure 3.61). According to Ted Pease, there were additional trout ponds nearby that were covered by fill when the Parkway was constructed. Apparently, a small feeder pipe is visible in the woods across the Parkway from the smokehouse. Ted Pease also referenced a stone foundation in this area that once supported a barn owned by Mr. Sims. This foundation remnant exists in the landscape today as a ruin (Figure 3.62).

*Drainage Structures* – Structures along this section of the Parkway include concrete box culverts with stone headwalls, catch basins, inlets and asphalt gutters. These are typically intact and appear to be unchanged from their original construction.

Several concrete box culverts with stone headwalls are located along this portion of the Parkway. They are of varying size and are generally in good condition. The largest is located where Cold Prong passes under the Parkway (Figure 3.63). Another fine example of this sort of culvert occurs near STA 234 where Sims Creek passes beneath the Parkway (Figure 3.64). There are also several pipe culverts with small stone headwalls, typically at intersections with drives (Figure 3.65). These stone lined culverts are all excellent examples of site-specific parkway engineering, and the workmanship of each is superb. The stone used for the masonry elements in this section of the Parkway came from the Grandfather Mountain Stone Quarry, near Edgemont, North Carolina. According to final construction reports, this stone was approved and used on other masonry structures in this area of the Parkway. Each drainage way that crosses under the Parkway has its own unique character developed to address the specific aesthetic and engineering matters occurring at each specific site. According to

**Figure 3.60:** Spring near Old John's River Road, (National Park Service, 2010).

Carlton Abbott, "The repose of the slopes, the gracefulness of the lines and the layout of the stonework are all thoughtful design considerations that make the drainage structures along the Blue Ridge Parkway some of the best on any roadway in America[72]."

*Asphalt gutter* – Asphalt gutters are located in several locations along this section of Parkway. The NPS used this material for gutters on later sections of the Parkway, as it was less expensive than the earlier hand laid stone gutters. The asphalt gutters at Price Park are generally in fair condition, but appear to function as intended (Figure 3.66). Concrete drop inlets are also found in some locations. These appear to be in good condition. Two original concrete drop inlets are located at Boone Fork Overlook in the swale adjacent to the vehicular loop at the southern tip of the forested knoll that the loop road encircles. These two inlets appear to be in good condition (Figure 3.67). In addition, there is an original stone culvert immediately across the loop road from the westernmost concrete inlet (Figure 3.68).

*Fencing* – The different fence types found along the Parkway include split rail fence, stacked rail fence, snake rail fence, and post and wire fence (Figure 3.69, Figure 3.70). The latter is typically found separating pastures and/or agricultural land, or visitor use areas from the roadway. The original PLUMs indicate fence types and locations. Existing fences appear to be consistent with the PLUMs, except where new facilities have been added. The condition of the fences varies from good to poor.

[72] Abbott, Carlton. *Visual Character of the Blue Ridge Parkway.* US Department of the Interior, National Park Service, Denver Service Center, 1997, p.146.

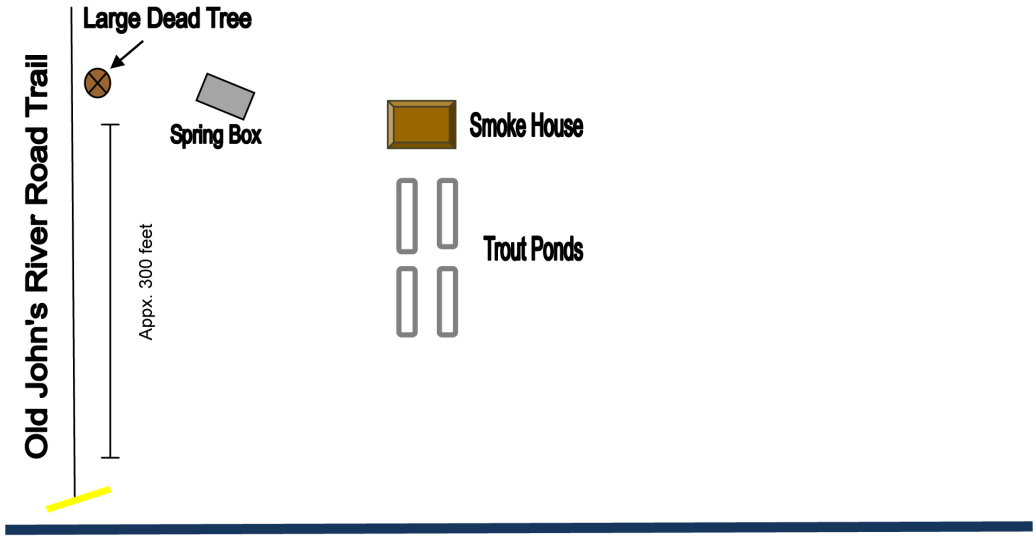



**Figure 3.61:** Map of remnant fish rearing structures along Old John's River Road, (National Park Service, 2010).

**Figure 3.62:** Barn foundation remnant, (The Jaeger Company, 2010).

**Figure 3.63:** Culvert at Cold Prong, (The Jaeger Company, 2010).

*Stone curb* – Stone curb lines the parking areas located at all three of the overlooks in this section (Figure 3.71). The source of the stone could not be determined in the project research, however, it is reasonable to speculate that the stone used for curbing at the overlooks came from the same quarry that supplied the stone for the masonry work associated with the drainage structures and culverts built in this section of the Parkway. As mentioned earlier, this stone came from the Grandfather Mountain Stone Quarry, near Edgemont, North Carolina. The stone appears to be original and the condition is variable. The stone is identical to the stone curbs lining parking slips in the camping area and the picnic area, described later in this chapter. In addition to the original sections of curb, NPS installed a section of contemporary granite curb along the right side of the Price Lake boat access at Boone Fork Overlook. This curb obviously differs from the original sections in both material and dimension (Figure 3.72). This curb is in good condition.

**Figure 3.64:** Culvert at Sims Creek, (The Jaeger Company, 2010).

**Figure 3.65:** Culvert near campground entrance, (The Jaeger Company, 2010).

**Figure 3.66:** Culvert and asphalt gutter, (The Jaeger Company, 2010).

**Figure 3.67:** Concrete inlet at Boone Fork Overlook, (The Jaeger Company, 2010).

**Figure 3.68:** Culvert with stone headwall at Boone Fork Overlook, (The Jaeger Company, 2010).

**Figure 3.69:** Snake rail fence near Price Dam and Bridge, (The Jaeger Company, 2010).

**Figure 3.70:** Stacked rail fence and stone curb at Sims Pond Overlook, (The Jaeger Company, 2011).

**Figure 3.72:** Original stone curb compared to new granite curb at Boone Fork Overlook, (The Jaeger Company, 2010).

**Figure 3.74:** Park entrance sign, (The Jaeger Company, 2010).

**Figure 3.71:** Stone curb at Price Lake Overlook, (The Jaeger Company, 2011).

**Figure 3.73:** Contemporary granite steps at Boone Fork Overlook, (The Jaeger Company, 2011).

*Stone Staircase* – NPS built a granite staircase at the Boone Fork Overlook in the recent past. The steps provide access to Price Lake from the overlook. These contemporary steps are in good condition (Figure 3.73).

*Signs* – A variety of sign types exist along the Parkway. The majority of these signs function as site identification signs, regulatory signs or directional signs. Most are brown metal with white reflective lettering typical to the Parkway. Two examples of this sign type serve as entrance signs for the park (Figure 3.74). These contemporary signs occur at the approximate boundary of the park along the Parkway, and feature breakaway bases for safety. They are in good condition.

Each of the three overlooks contains a wooden identification sign similar to other overlook identification signs found throughout the Parkway (Figure 3.75). This simple sign type features the

**Figure 3.75:** Overlook signs, (The Jaeger Company, 2010).

name and elevation of each overlook routed into a redwood signboard with rounded corners mounted to a wooden post.

The Boone Fork Overlook contains a routed wood trail system sign that is similar in character and construction to the gunboard style interpretive signs found at the Price Lake Overlook and the Picnic Area (Figure 3.2, Figure 3.3). This trail sign features a routed wood signboard mounted on wooden posts (Figure 3.23). These routed wood signs are a Parkway standard and are found in other recreation areas along the Parkway. The sign is in fair condition as the map elements are faded and need to be repainted. Sims Pond Overlook has a similar trail system sign, but instead of the traditional wooden signboard, this one is made of a type of foam core (Figure 3.76). This material is not as durable or as attractive as painted redwood, and requires frequent replacement. This new type of foam signboard has been observed in poor condition at both Mabry Mill and Rocky Knob Recreation Area, further north on the Parkway. This particular sign is in fair condition.

Trail markers vary considerably, especially on Boone Fork Trail. Signs along this trail are most often traditional parkway routed wood signs mounted on wooden posts, although contemporary recycled plastic post signs are also used. A third type consisting of a routed wood post with no signboard also occurs along the Boone Fork Trail. These signs are in good condition overall (Figure 3.41). The Green Knob Trail contains many historic concrete trail markers that are identical to original trail markers found at Doughton Park, further north along the Parkway (Figure 3.13). These markers are in good condition overall, though some are covered in lichen and in need of repainting.

**Figure 3.76:** Contemporary trail signboard at Sims Pond Overlook, (The Jaeger Company, 2010).

Concrete mile markers are also present in Price Park and are consistent with those throughout the Parkway. These markers are constructed of precast concrete with recessed letters and located 5 feet from the roadway pavement at every mile (Figure 3.77). This type of mile marker became the parkway standard in 1947, and is still used today.

## Picnic Area

**Spatial Organization.** The Julian Price Picnic Area entrance is located at Milepost 296.4. It is in a low-lying area at the juncture of Boone Fork Creek, Sims Creek, and a small unnamed tributary of Sims Creek (Figure 3.78). The entry drive is approximately 1,500 feet long with three small parking lots offset from the drive on alternate sides proceeding into the site. There is a loop with additional parking at the end of the drive. The drive is sited between the two larger creeks and crosses Sims Creek before the final parking loop. In plan view as well as on the site, the varying size spaces located between the meandering creeks and the gently winding entry drive read as a series of rooms or distinct areas. Picnic tables are informally located in these areas, with tables on both sides of

**Figure 3.77:** Concrete milepost marker, (The Jaeger Company, 2010).

Sims Creek, between the drive and Boone Fork and a very small number of tables on the other side of Boone Fork. There are approximately 100 picnic tables. Each table has an associated freestanding grill. Illustration 3.10 illustrates the layout and organization of the picnic area in detail.

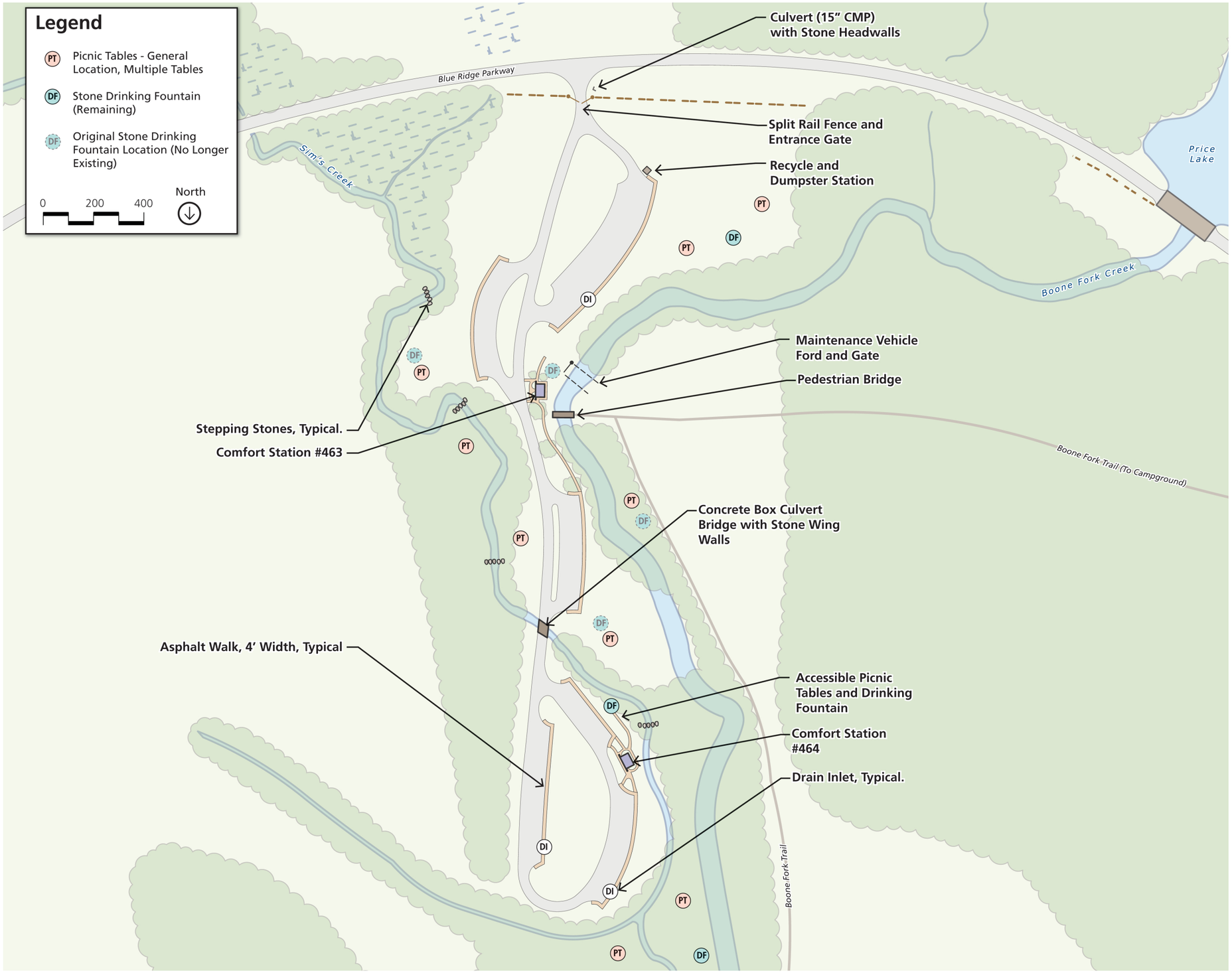
**Land Use.** The picnic area at Price Park facilitates recreation along the Parkway primarily in the form of picnicking. This use continues today, as this picnic area is one of the most popular and heavily used facilities of its type along the Parkway. A half-mile stretch of picnic sites, two comfort stations, and many parking spaces provide visitors with ample area for outdoor dining. To a lesser extent, the area is used for trailhead parking as the Boone Fork Trail is easily accessed from the picnic area. Students from nearby Appalachian State University in Boone also use the Picnic Area frequently. These students play football, frisbee, and other sports in the open areas. On weekends during the warmer months, the picnic area is often at capacity. Visitors must park on the grass islands and medians because all formal parking spaces are full (Figure 3.79).

**Figure 3.78:** View into picnic area, (The Jaeger Company, 2010).

**Figure 3.79:** The picnic area at Julian Price Memorial Park is the most heavily used on the Parkway, (The Jaeger Company, 2011).

**Vegetation.** The central portion of the site along the entry drive is generally open lawn area, except where the drive is immediately adjacent to the creek and where it crosses Sims Creek. Both stream corridors are wooded, Boone Fork more densely than Sims Creek. The vast majority of the trees are deciduous flood plain species such as cherry birch (*Betula lenta)*, with a few hemlocks (Tsuga canadensis) along Boone Fork. Groves of rhododendron form the dominant understory/ shrub layer, while possumhaw (*Ilex decidua)* can be found along the banks of streams. A number of trees and shrubs adjacent to picnic tables show signs of limbs and branches having been torn off for use as firewood.

Though the picnic area has a significant number of trees and shady areas, many of the trees are in poor condition due to the heavy use of the site, soil




Existing Condtions - Picnic Area

**Existing Conditions**
Julian Price Memorial Park
*Cultural Landscape Report*

Illustration 3.10

**Figure 3.80:** Stone curb and asphalt walkway, (The Jaeger Company, 2010).

**Figure 3.81:** Comfort Station #463, (The Jaeger Company 2010).

**Figure 3.82:** Comfort Station #464, (The Jaeger Company, 2011).

compaction, and erosion. There are several stumps cut close to grade where mature trees have been removed.

The open spaces at the picnic area are turf and in good condition, except in the vicinity of picnic tables. Most areas immediately adjacent to the tables are bare dirt with significant levels of erosion. A few areas have been resurfaced with aggregate.

According to park staff, the maintenance regime in the picnic area included mowing and weed-eating vegetation to the water's edge along both creeks. This policy has no doubt contributed to the significant stream bank erosion that can be seen in the landscape today. The NPS discontinued this practice in 2005, and began allowing vegetation along the stream bank to grow unhindered with the hope that roots will become established and bank erosion will eventually be halted.

**Circulation**. The entry drive is constructed of asphalt and the pavement is typically in fair condition with some areas in poor condition. The four distinct parking areas combine for a total of 141 parking spaces. Narrow (4- foot) asphalt walkways are along the outside edge of parking spaces and at approaches to the comfort station. The walkways are in poor condition. Original stone curb edges the parking spaces within each lot. The curbing contains a mix of sawn and split faces and random lengths from 15 inches to 36 inches and is in generally good condition (Figure 3.80). The NPS installed six inch diameter cast iron pipes at the low points of parking lots for drainage. Most of these appear to be clogged with soil and debris; only one "daylighting" location could be found.

**Buildings and Structures.** Two comfort stations are located at the picnic area. The Southwest Building Corporation built them both in 1964. The first after the first parking area and across the entry drive from the second parking area (Figure 3.81). The second station is at the rear parking loop (Figure 3.82). Both buildings face east. These two comfort stations are nearly identical to comfort stations #446, #447, and #483, which are located in the Julian Price Campground and were built in the same year by the same contractor. Constructed of concrete block with untreated wood panels, these comfort stations were built in a simple, utilitarian style. The original unpainted concrete block has been covered with painted siding and the exposed rafters have been boxed in at both comfort stations.

**Figure 3.83:** Pedestrian bridge over Boone Fork, (The Jaeger Company 2010).

**Figure 3.84:** Unsafe grade change, (The Jaeger Company, 2011).

**Figure 3.85:** Vehicular bridge over Sims Creek, (The Jaeger Company 2010).

**Figure 3.86:** Service vehicle creek ford, (The Jaeger Company, 2011).

In addition, the original corrugated roofing material has been replaced. Historic photos show that rhododendrons were planted at both comfort stations, however none exist currently. Both buildings appear to be in good condition.

A pedestrian bridge across Boone Fork is located just beyond the first comfort station. An asphalt path from the nearby comfort station provides access to the bridge. The bridge is wood with steel beams for structural support. It is five feet in width and 40 feet in length (Figure 3.83). It is in good condition; however, the transition from the structure to existing grade is dangerous (Figure 3.84).

A vehicular bridge on the main drive crosses Sims Creek before the last parking loop. The bridge is a concrete box culvert with stone wing retaining walls at each end. The side walls are concrete; the bridge surface has been paved with asphalt (Figure 3.85). Though the box culvert itself appears to be in good condition there is evidence of concrete spalling at the road grade and some stones on the wing walls are displaced. Overall, the structure is in poor to fair condition.

A designated area for service vehicles to ford Boone Fork to access picnic sites and other park amenities on the opposite of the creek is located near the northernmost corner of the first parking bay, just south of comfort station #463 (Figure 3.86).

**Views and Vistas.** Views at the picnic area are generally contained by adjacent woods and are somewhat limited by the low-lying elevation of the site relative to adjacent areas. Depending upon vegetation there are filtered views of the pasture to the north and mountain/hillsides to the northeast and further away to the west. The PLUMs do not illustrate any planned views of vistas for the picnic area.

**Figure 3.87:** Picnic table with original wood plank seats, (The Jaeger Company 2011).

**Figure 3.88:** Picnic table with replacement wood seats, (The Jaeger Company 2010).

**Figure 3.89:** Replacement picnic table and Pilot Rock Grill, (The Jaeger Company 2010).

**Small-scale Features.**

*Picnic tables* – There are two basic types of picnic tables at the site, one with concrete tops and wood seats, and one catalog item with wooden tops and seats supported by a tubular metal frame. The concrete topped tables are the original tables for the picnic area. The top of the table is formed by two 1.5 feet by 6 feet concrete slabs butted together with two monolithic poured supports. The seats also have poured concrete supports, but are topped with wood planks. A few of the tables have the original wood seats, which are approximately 3 inches by 12 inches by 6 feet (Figure 3.87). Most of the tables have replacement planks which have been cut from standard 2 inches by 12 inches (Figure 3.88). The condition of the tables varies. All of the remaining wood plank seats are in poor condition. The remaining original tables are generally in fair to poor condition. Some have spalled concrete and dislodged supports and/or exposed foundations due to erosion. Approximately ten percent of the tables have been replaced with a catalog table manufactured by the Pilot Rock Company (Figure 3.89). These tables typically are in good condition.

**Figure 3.90:** Typical 'Belsin Outback' grill in picnic area, (The Jaeger Company, 2011).

*Grills* – There are also two different grill models, both catalog items. The older grills are Belsin Outbacks. Replacement grills are Pilot Rock models (Figure 3.90). Park maintenance staff have replaced the grills as needed over the history of the picnic area. Condition of the grills is variable and it could not be determined if any of the remaining grills are original to the site.

**Figure 3.91:** Original water fountain, (The Jaeger Company, 2011).

**Figure 3.92:** Stepping stones at Sims Creek, (The Jaeger Company, 2011).

**Figure 3.93:** Gate and fence at picnic entry drive, (The Jaeger Company, 2010).

**Figure 3.94:** Typical picnic area trash and recycle station, (The Jaeger Company, 2010).

*Water fountains* –The NPS added contemporary water fountains to the outside wall of each comfort station. (At the time of the site inventory they were shut down for the winter and covered with plastic.) According to the original site plan there were seven stone water fountains to be constructed at the picnic area. Two remain, though neither is functioning (Figure 3.91).

*Stepping stones* – The original picnic construction plans show four locations on Sims creek for stepping stone creek crossings to access picnic tables on the far side of the creek. These are still in place, though undoubtedly altered since original construction. Depending upon stream flow the stones may be mostly covered by water. There is evidence of bank erosion adjacent to most of the crossings (Figure 3.92) as well as other areas along the creeks.

*Split rail fence* – The fence is located at the front edge of the picnic site parallel to the parkway. It is approximately 180' in length south of the entry drive and 50' on the north side of the drive. The fence is in fair condition. A wood double gate allows for closure of the picnic entry drive (Figure 3.93).

In addition to the items listed above, there are two trash and recycle stations, each with a dumpster enclosure and two recyclables receptacles (Figure 3.94). At the time of the field inventory, a portable toilet was in place for seasonal use while the comfort stations were closed for the winter.

## Campground

**Spatial Organization.** The entrances to the Campground are located at Milepost 297 on both Parkway left and right. The campground is divided by the Parkway into two sections, which are subdivided further by their lettered loop designations (Figure 3.95).

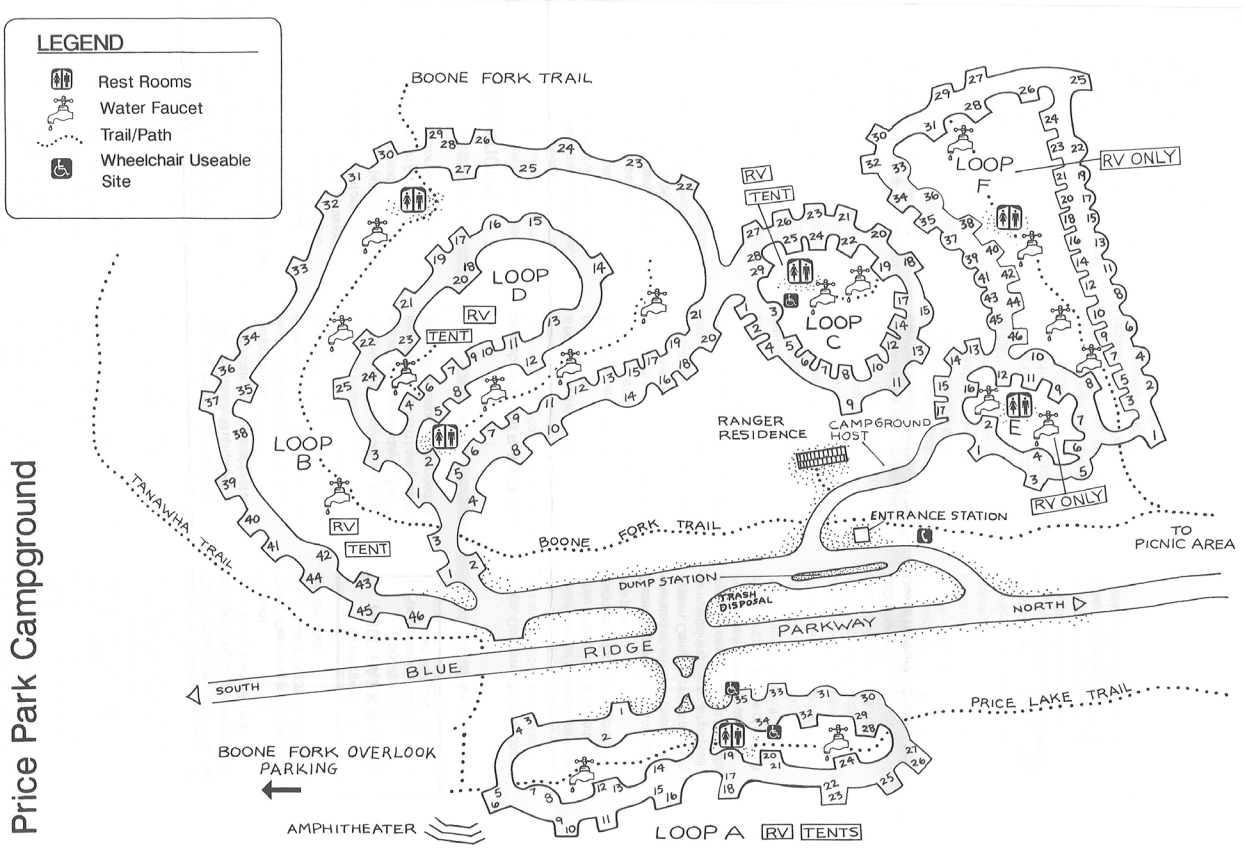



**Figure 3.95:** Price Park Campground Trail Map, (Price Park Brochure, 2010).

Loop A consists of an approximately 2,300 foot long, single lane vehicular loop with shared parking areas and pull-offs for individual camp sites occurring at regular intervals throughout the length of the loop. The drive forms a figure eight pattern in plan, with a double lane turnaround at the halfway point of the eight, just west of the Parkway entrance. Loop A is located on the south side of the Parkway and is situated between the Parkway and the northwestern bank of Price Lake. Several of the camp sites are immediately adjacent to the water's edge. The majority of the camp sites are located within canopied woodland with a small number of camp sites sited in an open lawn area closer to the Parkway. This open area is designated for use as a group camping area. The park discontinued this use around 2000. A large amphitheater is located to the southwest of the camping area. The amphitheater is accessed by a portion of the internal trail system of the campground. Loop A consists of 35 camp sites, two of which are ADA accessible and both tent and trailer camping is permitted at this location.

Loops B, C and D are located on the north side of the Parkway at Milepost 297. A short entrance drive transitions into Loop B which encircles the outer perimeter of a small, unnamed knob. Loop B is approximately 3,200 feet long and consists of a gently winding roadway with regularly spaced camp sites and associated parking areas on either side of the drive. Loop B contains 46 camp sites, none of which are ADA accessible. Loop C is located to the east of Loop B and is connected to Loop B by a short, two-way connector road. There are 28 camp sites in Loop C, one of which is ADA accessible. Loop D forms a smaller loop within Loop B and is approximately 1,500 feet in length. Loop D consists of 25 camp sites. No ADA accessible camp sites are located here. Tent and trailer camping are permitted at Loops B, C and D.

Loops E and F make up the trailer only camping area and are accessed via a 700-foot long entrance road. Loop E contains 17 camp sites that surround a central open area. It is approximately 1,100 feet in length. Loop F is approximately 2,500 feet long and surrounds a small hill to the east of Loop E. The camp sites at Loop F are located

**Figure 3.96:** Rhododendrons form a privacy screen between many camp sites, (The Jaeger Company, 2010).

closer to one another than they are in the rest of the campground, but the general configuration is the same. Loop F contains 46 camp sites, none of which are ADA accessible. Tent camping is currently not permitted at Loops E and F.

No electrical or water hook-ups are provided at any of the camp sites located in Price Park. No shower facilities are provided in the campground, though fresh water can be obtained from communal water pumps located throughout campground.

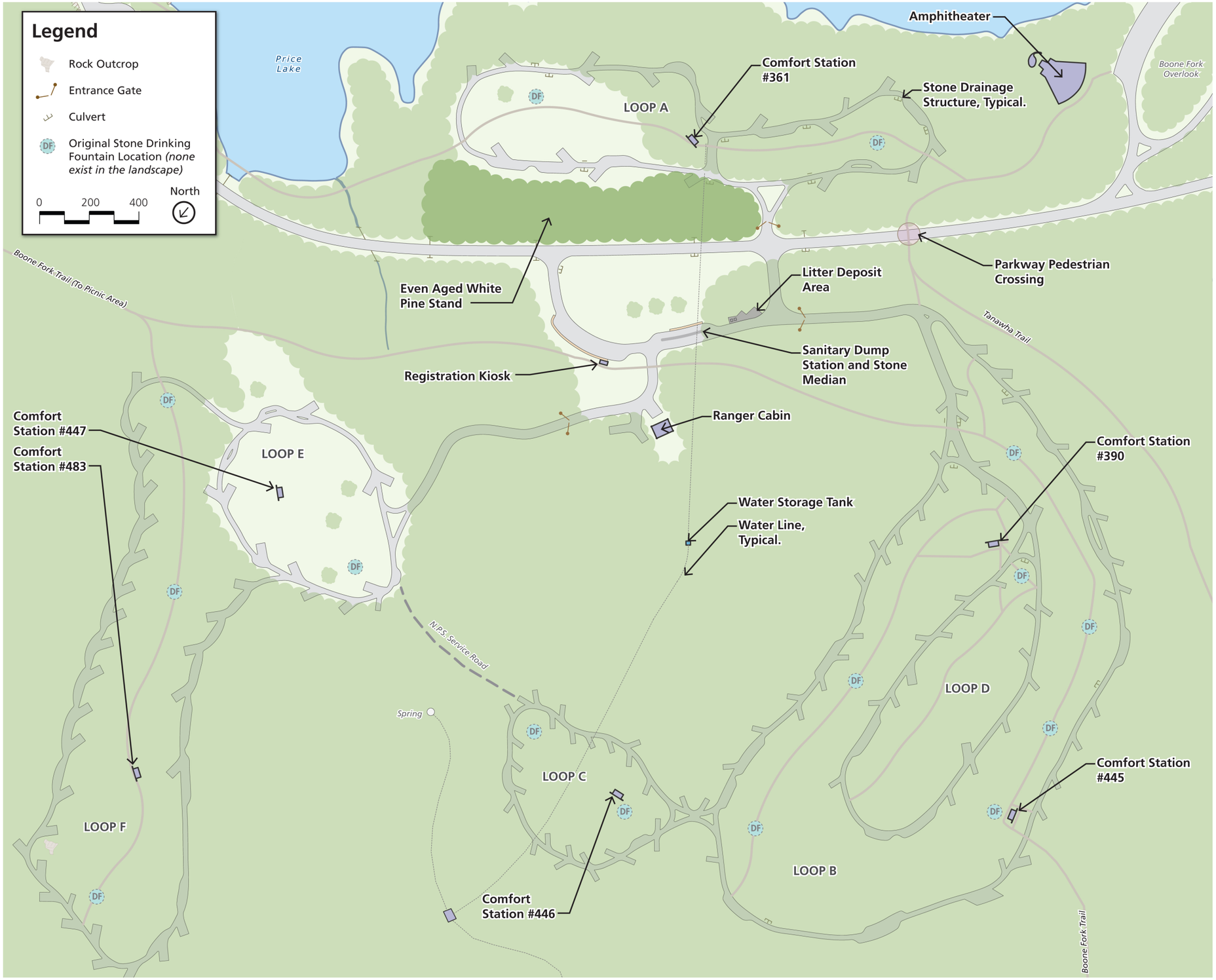
Illustration 3.11 illustrates the layout and organization of the campground in detail.

**Land Use.** Currently all sections of the Price Park Campground are still providing their intended recreational role along the Parkway. Ranger Programs are provided for the campground with popular ranger-led interpretive activities conducted at the amphitheater located adjacent to Loop A. The six distinct driving loops feature parking, picnic, and camp sites situated around each of the loops. Each loop contains a comfort station, making toilet facilities and water available for park campers. A sanitary dump station as well as trash disposal and recycling area are also located on site.

**Vegetation.** The general character for the campground is woodland with a few open lawn areas containing specimen trees. The understory is composed of flowering trees and shrubs, primarily rhododendrons. The trees are mostly deciduous; however, white pine (*Pinus strobus*) and eastern hemlock (*Tsuga canadensis*) are

**Figure 3.97:** Tree damage from lantern burns and nails, (Parkway Archives, 1985).

present in limited numbers. There is an even age stand of white pines located along the roadway which provides an evergreen buffer between the activities of the Parkway and a portion of Loop A. The PLUMs do not list specific tree species for use in reforestation efforts at the campground and no planting plans for this area could be found in the parkway archives, so it is difficult to be certain of the exact plant palette used by the designers. However, based on the PLUMs it is very clear that the designers intended to return entire campground to canopy. This is mostly the case today; however, a few pockets of open lawn area remain. The rhododendron understory provides an evergreen privacy screen between some camp sites, however, heavy use by park visitors has resulted in an overall opening of the campground over time (Figure 3.96). The general condition of the campground vegetation is good, though some plants do show signs of stress from the high volume of use the campground receives during the season. Several trees suffered fire damage in the 1980s from improper placement of camp lanterns and grills, but it appears that the damaged trees have been removed (Figure 3.97). There is now a lantern pole




Existing Conditions - Campground and Amphitheater

**Existing Conditions**
Julian Price Memorial Park
*Cultural Landscape Report*

Illustration 3.11

**Figure 3.98:** Comfort Station #361, (Parkway Archives, 1964).

**Figure 3.99:** Comfort Station #361, (The Jaeger Company, 2010).

at each camp site, which has minimized this type of damage to trees. There are some exposed tree roots in some of the camp sites, but the trees appear to be in generally good health.

**Circulation**. Price Park Campground accommodates both vehicular and pedestrian circulation. The primary vehicular circulation features are associated with the campground loops A-F and are described in detail in the spatial organization section of this chapter. Pedestrian circulation is handled by portions of the Price Lake Trail, the Tanawha Tail and the Boone Fork Trail in addition to the internal campground trail system that connects users to amenities like comfort stations and water spigots. A detailed map of the campground system can be found in Figure 3.95. Most trails within the campground are asphalt and between 4 and 5 feet wide. In general the asphalt trails are well marked and in fair condition. Very few trails are ADA accessible and some portions are in poor condition with signs of erosion and asphalt deterioration. A short service road paved with asphalt connects Loop C to Loop E. This road was originally intended to provide vehicular access to the camp sites located at Loop E and it is now used as a service route for NPS staff and a pedestrian trail for park visitors. It is in fair condition.

**Buildings and Structures.** The Julian Price Campground features several buildings and one prominent structure dispersed throughout the site. The condition of these buildings and structures is good unless noted otherwise. No signs of intensive alteration or neglect of maintenance is apparent. The location of each building and structure is based on providing convenient amenities to as many users as possible.

*Comfort Station #361* – Constructed in 1958, this building provided the first restroom facilities to the campground. Located in the center of Loop A, the building faces northeast. The aesthetic of this building is utilitarian and modern. The materials and rooflines reflect the architectural tastes of the 1950s and are typical of Mission 66 design along the Blue Ridge Parkway (Figure 3.98). Several modifications have occurred over the lifetime of the building, including the addition of veneer over the original concrete block portions of the building and the boxing in of the exposed beams (Figure 3.99). Also, the doors do not appear to be original, the restroom signs have been relocated, and a modern metal drinking fountain has been added to the outside of the southern wall.

*Comfort Station #445* – This comfort station was built by NPS day labor in 1961 to provide restroom facilities to the Loop B portion of the campground. This comfort station is nearly identical to Comfort Station #361 with many of the same design elements present. Similar modifications to the building's exterior have occurred over the lifetime of the building, including the addition of veneer over the original concrete block portions of the

**Figure 3.100:** Comfort Station #445, (Parkway Archives, 1965).

**Figure 3.101:** Comfort Station #445, (The Jaeger Company, 2010).

**Figure 3.102:** Comfort Station #446, (Parkway Archives, 1965).

**Figure 3.103:** Comfort Station #446, (The Jaeger Company, 2011).

building, the boxing in of the exposed beams, and the addition of replacement doors (Figure 3.100). The original asphalt footpaths surrounding the building were expanded, eliminating the planting areas on one side of the building. The original plantings appear to have been rhododendrons, however none persist (Figure 3.101). The comfort station is located in the western portion of Loop B and the building faces east.

*Comfort Station #446* – Southwest Building Corporation built this comfort station in 1964 near the entrance to Loop C. Sited to face southwest; the building is accessed by a series of asphalt footpaths. This comfort station has much in common with Comfort Stations #361 and #445, including the use of concrete block and the exposed rafters; however, this comfort station type lacks windows and has different roof detailing. Historic photos show a different type of corrugated roofing than what is used currently on the building and the presence of five large skylights made of corrugated plastic which no longer exist. Additionally, an original stone drinking fountain is visible in historic photos, but no longer exists at the site (Figure 3.102, Figure 3.103)

*Comfort Station #390* – Constructed by NPS day labor in 1961, this comfort station provides restroom facilities to both Loops B and D. This building is nearly identical to Comfort Stations #361 and #445 with almost all of the same design elements present. Minor modifications to the building's exterior have occurred over the lifetime of the building, including the addition of replacement doors. Of the three nearly identical comfort stations mentioned, this one retains the most integrity (Figure 3.104, Figure 3.105). Facing north, the building is surrounded by asphalt paths on all sides.

**Figure 3.104:** Comfort Station #390, (Parkway Archives, 1964).

**Figure 3.105:** Comfort Station #390, (The Jaeger Company, 2010).

**Figure 3.106:** Comfort Station #447, (The Jaeger Company, 2010).

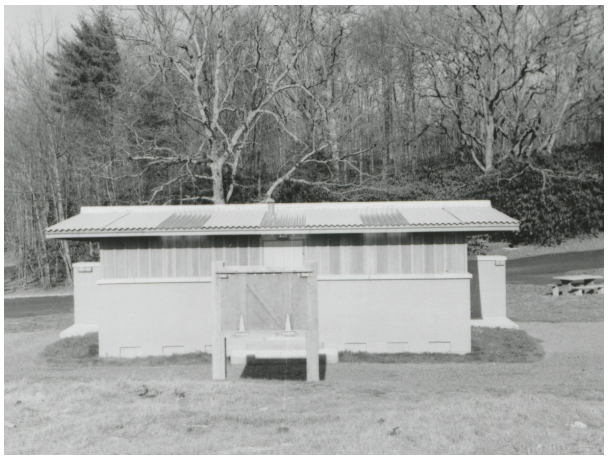


**Figure 3.107:** Comfort Station #447, (Parkway Archives, 1965).

*Comfort Station #447* – In 1964, Southwest Building Corporation built this comfort station near the center of Loop E. This comfort station is virtually indistinguishable to Comfort Station #446, except for the fact that the concrete block has been covered and boxed in on Comfort Station #447 (Figure 3.106). The original concrete steps leading to the maintenance entry door are still in place. Historic photos show that the roof has been replaced with a different material and the original corrugated plastic skylights have been removed. Additionally, a large wooden sign is apparent in historic photos on the eastern side of the building, but no longer exists at the site (Figure 3.107).

*Comfort Station #483* – The Southwest Building Corporation built this comfort station in 1964, near the center of Loop F (Figure 3.108). The building faces west. This comfort station is more or less the same as comfort stations #446 and #447. Like Comfort Stations #446 and #447, this building originally had a corrugated metal roof with corrugated plastic skylights that allowed natural light to enter the structure. When NPS replaced the roof, this feature was lost. NPS added a contemporary metal drinking fountain to the rear exterior of the building. There is a large rock outcropping located to the east of the comfort station along the asphalt path leading to the comfort station (Figure 3.109). Of all the remaining comfort stations of this type, this one retains the most integrity, as the exterior concrete walls and exposed joists have not been boxed in with veneer.

*Underground Water Storage Tank* – This 30,000 gallon underground tank is located at the top of a small hill, just northwest of the Ranger Cabin. This tank serves as the main water storage utility for the campground and picnic area. It is in good condition (Figure 3.110).

**Figure 3.108:** Comfort Station #483, (Parkway Archives, 1964).

**Figure 3.109:** Comfort Station #483, (The Jaeger Company, 2011).

**Figure 3.110:** Underground water storage tank, (The Jaeger Company, 2011).

**Figure 3.111:** Ranger Cabin, (The Jaeger Company, 2010).

*Ranger Cabin* – NPS constructed a log cabin in the late 1980s adjacent to the entrance drive that leads to the trailer-only camping loops. The building serves as a seasonal residence for a park ranger. The residence overlooks the entry drive with the Parkway, Loop A, and Price Lake in the distance. The structure is typical of log construction with interlocking logs held in place with cement, a wooden front porch, and board and batten infill beneath the eaves (Figure 3.111). A small asphalt driveway and parking area is located immediately to the east of the cabin. Due to this age of this building, it is not considered a contributing resource.

*Utility Building* – This small building exists adjacent to camp site B26 on Loop B. The date of construction is not known, but it is clear that this building is a recent addition and is not eligible to be considered a contributing resource. The building has a single gable roof, board and batten siding, asphalt shingles and is in good condition (Figure 3.112). It was built to replace the original pump house building that dated to 1958.

*Registration Kiosk* – In 2005, NPS replaced the original log cabin fee collection kiosk with a slightly larger, more secure modern building. At the time, there was a proposal to move the cabin structure to Old John's River Road and rebuild it along the roadway near the firearms range for use as a storage facility for non-sensitive items. This did not occur. The new structure is in good condition and was built in the same location as the previous structure. Since the new building has a larger footprint, the sloping hillside behind the kiosk was cut into in order to accommodate the additional square footage. A modular wall was installed to retain the slope (Figure 3.113). The modular wall, and sharp grading associated with it, stands in contrast with original parkway materials and methods of construction employed in the rest of

**Figure 3.112:** Utility Shed, (The Jaeger Company, 2010).

**Figure 3.113:** Modular wall adjacent to Registration Kiosk, (The Jaeger Company, 2010).

**Figure 3.114**: Amphitheater, (Parkway Archives, 1963).

**Figure 3.115** Amphitheater, (The Jaeger Company, 2010).

the campground. The building itself is in keeping with the rest of the architecture found throughout the campground.

*Amphitheater* – Completed in 1963, the amphitheater at Price Park provides seating for 500 visitors and is the most popular and heavily used facility of its type on the Parkway (Figure 3.114). Rangers conduct interpretive programs here and the programs presented are well attended by campers and other visitors, with capacity crowds commonplace. Located between the western edge of Loop A and the Boone Fork Overlook, the amphitheater is easily accessed by the asphalt campground trail system or by the parking area at Boone Fork Overlook. The aesthetic of the amphitheater is simple, clean, and modern. The focal point of the amphitheater is a curvilinear stone wall, which wraps around a stone fire circle before transitioning into a stone stage area. The stage provides the foundation for a small, circular building that houses a projector screen and provides a small covered area for storage. A large wooden partition extends out from behind the building and sits atop the curving stone wall, helping to screen the amphitheater and direct attention to the stage (Figure 3.115).

According to historic photographs and plans, the entire ground plane of the amphitheater was covered in bituminous paving. It appears that the asphalt has been removed and replaced with gravel. Originally, the amphitheater seats were constructed of metal posts supporting two 3 inch by 8 inch oak seating slats. The wooden slats have been replaced by single plank modern composite lumber seats, which are similar in thickness to the original wooden slats. The original under seat lighting system has been removed and the historic bollard lights that once surrounded the amphitheater trails have been replaced with modern fixtures. When first built, the wooden portions of the amphitheater were left unpainted. They have since been painted a pale grey color that is in keeping

**Figure 3.116:** Rustic wooden fence at Camp Site A6, (The Jaeger Company, 2010).

with the rest of painted structures within the campground. Overall, the wooden portions of the amphitheater are in fair shape, with some signs of mold and/or water damage occurring along the base. The circular segment immediately adjacent to the projector screen has been in-filled with additional siding. The condition of the stone stage, walls, and fire pit is generally good. Some recent repairs have been carried out on portions of the masonry and the work and materials are of good quality. According to the plans, an area located adjacent to the stage left seating rows was intended to be left as a small clearing, the purpose of which is not known. This area is no longer maintained as a clearing. The planting plan also calls for native rhododendrons and azaleas to be planted at the edge of the amphitheater immediately adjacent to the stage left seating rows. Large rhododendron plantings currently exist in this location and based on their size it is possible that they are the original shrubs. An original rhododendron remains in a small planting area adjacent to the short trail leading to the Boone Fork Overlook parking area (Figure 3.115).

**Views and Vistas.** Consistent with the PLUMs, no planned views or vistas exist within the campground areas, however several camp sites contain nice views of Price Lake.

**Small-scale Features.**

*Water Fountains* – Contemporary water fountains were added to the outside wall of a few of the comfort stations. According to original plans and historic photographs there were 14 stone water fountains built within the campground. The stone fountains were constructed of battered stone

**Figure 3.117:** Modern bollards at the entrance to Loop A, (The Jaeger Company, 2010).

masonry bases with a central basin and fountain located in the top center of the stone base and would have been identical to the remaining fountains at the Julian Price Picnic Area. This type of drinking fountain appears at other locations along the Parkway; but unfortunately, no stone drinking fountains remain within the Price Park Campground.

*Fence* – There is a two rail, rustic wooden fence located between the parking and camping areas at camp site A6 (Figure 3.116). According to park staff, the fence was built in the 1990s in an effort to keep campers away from an eroded slope.

*Bollards* – At the entrance to Loop A, there are five bollards on either side of the entry road that are helping to direct vehicular traffic. The bollards are 4x4 wooden posts with red plastic and metal reflectors attached to them. The bollards are a modern addition (Figure 3.117).

*Sanitary Dump Station* – Located in between the entrance to campground loops E and F and the entrance to Loops B, C and D, this area consists of a single lane, asphalt parking pull off separated from the entry drive by a narrow stone median.

**Figure 3.118:** Sanitary dump station with stone median, (The Jaeger Company, 2010).

**Figure 3.119:** Litter deposit area, (The Jaeger Company, 2010).

**Figure 3.120:** Typical campsite, (The Jaeger Company, 2010).

The median consists of native stone set in mortar slightly above grade. There is a short asphalt sidewalk, which connects the facilities. Original stone curb lines the entire parking area (Figure 3.118). There are three white pine specimen trees and several rhododendrons that help to screen this area from the Parkway. Added in 1977, this feature was not part of the original design of the Campground.

*Litter Deposit Area* – A fenced space for the collection of trash and recyclables from campground users is located near the entrance to the Loops B, C and D. A gray wooden fence surrounds three separate dumpsters for trash and recycling on all sides, except for the side adjacent to the entrance road (Figure 3.119). In plan, the fence follows a zigzag-like pattern on the ground plane.

*Camp Sites* – The camp sites are composed of four elements: a picnic table, a grill, a lantern post and a tent pad (Figure 3.120). In the trailer only loops, no tent pad is present. There are a variety of styles of each element throughout each campground. These camp site amenities serve as visual evidence of the many eras of construction and repair. The condition of the camp sites varies greatly. Almost all of the sites are in need of some sort of repair due to the extensive use of this campground over the years.

Many types of picnic tables exist. The most common type of table features concrete tops and wooden seats. The top of the table is formed by either two 1.5 feet by 6 feet concrete slabs butted together, or a single slab with the same approximate total dimensions. Both of these table tops are held in place by two monolithic poured supports. There are two types of central supports, a simple squared off version and one with added articulation in the concrete where the supports meet the table top. The seats also have poured concrete supports, but are topped with wood planks that do not appear to be original. The size and type of wooden seat plank varies greatly from camp site to camp site and in some cases different kinds can be found on an individual table. A catalog table made by the Pilot Rock Company that is constructed of wood with aluminum frame supports can also be found at several camp sites. A fourth table type that is made from precast concrete also appears at several sites, mostly along Loop C (Figure 3.121).

There are a number of different grill configurations present within the campground (Figure 3.122). The original grills were square shaped with slats as well as a continuous metal griddle surface to accommodate a variety of cooking methods. These were originally set on concrete bases, although limited evidence of these bases exist in the landscape today. The most intact original grills can be found on Loop B, although many of the

**Figure 3.121:** Picnic table types, (The Jaeger Company, 2010).

**Figure 3.122:** Grill types, (The Jaeger Company, 2010).

**Figure 3.123:** Lantern pole types, (The Jaeger Company, 2010).

concrete bases are badly damaged and/or eroded. The oldest square style grills have been replaced with circular catalog grills in many cases. The circular grills appear with or without concrete bases depending on their location. Accessible, raised grills are provided at the ADA camp sites.

There are two different types of lantern poles, both of which are catalog items (Figure 3.123). Most of the lantern poles are in good shape, although many are leaning and need to be reset.

Tent pads originally consisted of a square area of leveled earth outlined with narrow sections of concrete curbing and filled in with fine gravel. In many locations, the concrete curb sections have been removed and replaced with treated wood. Many tent pads are in a state of disrepair (Figure 3.124). A typical tent pad measures 10 feet by 10 feet, which cannot accommodate the larger, modern style tents that have become common among campers.

A detailed inventory of each campsite and its amenities is included in this report as Appendix B.

*Drainage Structures* – Original stone culverts and headwalls exist throughout the Campground. The majority of these structures can be found along Loops A and B. Several of the headwalls along Loop A are of the dry-laid stone variety, while others are simply faced with stone (Figure 3.125).

**Figure 3.124:** Damaged tent pad, (The Jaeger Company, 2010).

**Figure 3.125:** Typical stone headwall, (The Jaeger Company, 2010).

In general, these structures are in fair condition; however, one badly damaged example exits on Loop B and others are in poor condition due to their age and erosion (Figure 3.126).

*Stairs* – Several camp sites contain either stone or wooden steps. The stone steps are typically rough-cut native stone slabs that have been stacked and held in place with mortar. The wooden steps are usually logs set directly into earth, occasionally with markings carved into the surface of each stair tread to improve traction (Figure 3.127). The condition of the steps varies from fair to poor.

**Figure 3.126:** Damaged stone headwall, (The Jaeger Company, 2010).

**Figure 3.128:** Damaged stone curb, (The Jaeger Company, 2010).

*Stone Curb* – Original stone curb is found at all of the parking slips within the campground. Overall, the curbing is in fair condition, though some sections are in poor condition, missing, or in need of repair at specific locations (Figure 3.128). The stone gradually transitions back into the existing grade at the terminus of each section of curbing (Figure 3.129). This detail is intentional, character defining and occurs throughout Price Park and the entire length of the Parkway.

*Signs* – A variety of sign types exist on the site. Predominately the signs function to direct users to various campground amenities like the camping loops, the amphitheater, and comfort stations.

**Figure 3.127:** Wooden and stone steps, (The Jaeger Company, 2010).

**Figure 3.129:** Stone curb transitioning into grade, (The Jaeger Company, 2010).

**Figure 3.130:** Routed wood sign, (The Jaeger Company, 2010).

These signs are constructed of wood with routed lettering (Figure 3.130). The most prevalent type of sign within the campground serves to mark each camp site with a number. These signs are modern and constructed of recycled plastic. Most of these signs contain routed lettering similar to that found on the wooden signs and the concrete milepost markers found along the Parkway. At camp sites that can be reserved in advance, a thin metal plaque containing the camp site number is

**Figure 3.131:** Camp site markers, (The Jaeger Company, 2010).

**Figure 3.132:** Trail system sign, (The Jaeger Company, 2010).

**Figure 3.133:** Reflective metal sign, (The Jaeger Company, 2010).

attached to the face of the sign with rivets (Figure 3.131). Additionally, a three panel interpretive sign focusing on the southern highlands section of the Parkway is located adjacent to the registration kiosk. This sign is constructed of black metal framing posts, which hold a vandal resistant graphic board and are consistent with new interpretive signs on the Parkway. There is also a wooden trail system sign located near the registration kiosk. This sign is similar in character and construction to the gunboard signs found elsewhere on the Parkway (Figure 3.132).

**Figure 3.134:** Entrance gate, (The Jaeger Company, 2010).

Additionally, there are several standard reflective metal signs directing vehicular traffic to the various site features and loop roads. These signs are usually painted dark brown with white lettering (Figure 3.133).

*Entrance Gates* – There are three entrance gates located within the Julian Price Campground. One is positioned at the entrance to Loop A, another is located at the entrance to Loops B, C and D, and the third gate is located on the entrance road that leads to Loops E and F, just beyond the Ranger Cabin. All three are Parkway standard entrance gates constructed of solid wood timbers stained silver-grey, with painted steel structural elements that provide support and allow the gate to open and close (Figure 3.134). The gate at the entrance to Loop A is in good condition while the other two are in need of repainting and/or repair.

*Lighting* – The NPS added modern trail lights to the campground in 2003-2004. The lights are similar to the original lighting located around the

**Figure 3.135:** Original trailside lighting, (Parkway Archives, 1963).

**Figure 3.137:** Modern trailside light, (The Jaeger Company, 2010).

amphitheater, which is visible in historic photos (Figure 3.135). The original trailside lights consisted of a circular wood post with a cutaway portion to mount a metal light cover with a frosted globe (Figure 3.136). The original fixture was a Russell & Stoll catalog item. The replacement light fixtures attach to a square wooden post with a chamfered top. The fixtures themselves consist of a glass-diffusing panel surrounded by a protective painted metal cage (Figure 3.137). Some of the contemporary lighting has been placed in the same location as the original lights. None of the historic lighting remains

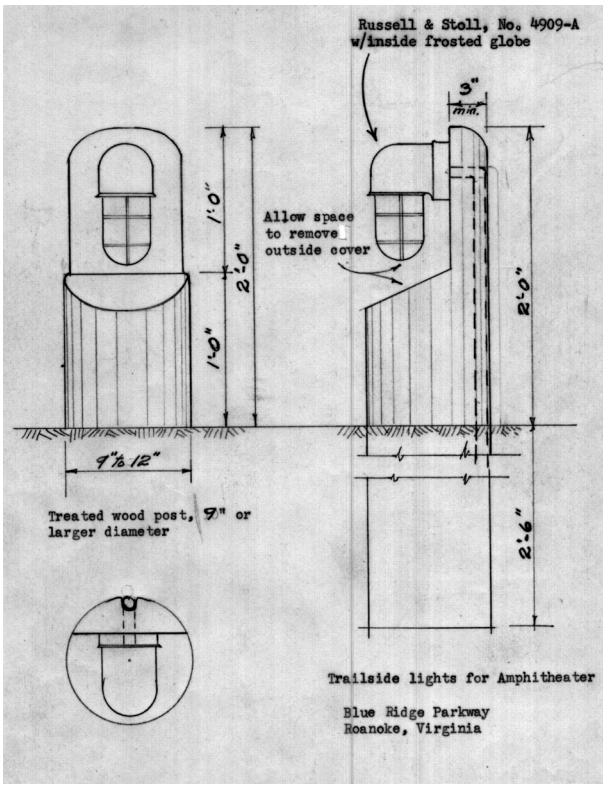



**Figure 3.136:** Trailside light detail, (Parkway Archives, 1962).

onsite. Historic plans and photographs show the presence of additional lighting under the aisles in the amphitheater. Russell & Stoll manufactured these lights, which were mounted underneath the wooden seat planks. None exist at the amphitheater today.

*Parkway Pedestrian Crossing* – An area for pedestrians to cross the Parkway and access amenities on either side of the roadway has been designated. The crossing point is marked with standard yellow pedestrian crossing signs from both directions on the Parkway and is located in the northwest portion of Loop A. On the Loop A side of the crossing, a stone staircase and a modern trail light direct pedestrians to the intended route. Due to overgrown vegetation, and the deteriorated condition of the staircase, the majority of users no longer utilize this route. Most pedestrians cross just a few feet from the staircase, as evidenced by a badly eroded gully created by foot traffic (Figure 3.138). On the opposite side of the roadway, two boulders mark the entrance to Loop B. A small paved area for parking is also located on this side of the roadway. This is the only point in the park that pedestrians are permitted to cross the Parkway, and as such, it is very well used.

## Other Cultural Features

### Boone Fork Rock Shelter [73]

A small, southwest-facing rock shelter provides evidence of both Archaic and Woodland Period settlement at Price Park along Boone Fork. NPS carried out limited archeology at this location in 1973 and prepared a short report on the findings. The report indicates occupation of the site from Middle Archaic though Middle Woodland times, by no more than half a dozen persons at a time. The condition of this site is presumed to be good, due to its remote location.

### Primitive Camping Area [74]

Located near the intersection of Old John's River Road and the former construction road for Julian Price's proposed dam, is a small area for backcountry camping. For a nominal fee, users can obtain a permit to camp here from NPS. Park staff issues permits on a first come first serve basis.

**Figure 3.138:** Pedestrian Parkway crossing, (The Jaeger Company, 2010).

[73] The Boone Fork Rock Shelter is a cultural resource within Julian Price Memorial Park. A detailed study of this site is not included in the scope of this Cultural Landscape Report, due to its remote location.

[74] The Primitive Camping Area is a cultural resource within Julian Price Memorial Park. A detailed study of this site is not included in the scope of this Cultural Landscape Report.

# Analysis

## Introduction

This chapter provides an analysis of the integrity and physical character of the historic landscape associated with Price Park. The analysis utilizes the methodology and criteria developed by the National Register of Historic Places and the National Park Service. The evaluation of integrity compares the history of the site with its existing conditions, discussed in previous sections, to identify which landscape features retain their physical and historic integrity. These features are then evaluated based on their continued ability to convey their historic significance so as to be contributing features in the cultural landscape. The evaluation of a cultural landscape benefits from considering a landscape as a continuum through history. A cultural landscape is the accumulation of features, often over long periods of time, which individually or in combination contribute to the historic significance of the property. Chapter 3: Existing Conditions includes photo comparisons of many resources, where historic photos are available through archives, and compares them to current photos to show changes over time.

## National Register Status

The National Historic Preservation Act of 1966 authorized the creation of the National Register of Historic Places as the official list of the Nation's historic places worthy of preservation. The National Park Service is responsible for maintaining the list and coordinating with public and private entities to identify, evaluate, and protect America's historic and archeological resources. The National Park Service has developed criteria for evaluating historic resources to determine their eligibility for listing on the National Register. The National Register Criteria for Evaluation examines a property's age, integrity, and significance. To be considered historic, a property needs to be at least fifty years old. To possess integrity, a historic landscape needs to look the way it did in the past. The categories of integrity used to evaluate a property include: location, design, setting, material, workmanship, and feeling or association. The property must also be associated with historical events, activities, or developments that were important in the past. The National Register evaluates a property's significance based on the following criteria:

A. Association with events that have made a significant contribution to the broad patterns of our history; or
B. Association with the lives of persons significant in our past; or
C. Embodiment of the distinctive characteristics of a type, period, or method of construction, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Yielding or potential to yield information in history or prehistory.

A National Register Nomination has not been filed for Price Park or the Blue Ridge Parkway. The Blue Ridge Parkway is currently undergoing a National Historic Landmark nomination.

## Statement of Significance

Price Park is significant through its association with Blue Ridge Parkway history and development as well as with the history of Julian Price, a regionally and nationally recognized businessperson, civic leader and philanthropist. Price Park is located along Section 2G-6 to 2G-12 of the Blue Ridge Parkway, and both the roadway and the Park are part of the Parkway system. The Parkway in its entirety is significant under National Register of Historic Places Criteria A and C, according to the Draft Historic Resource Study, commissioned to evaluate National Historic Landmark eligibility, which follows similar criteria to the National Register.[75] Price Park specifically meets Criterion B through association with Julian Price who

[75] Ian Firth. *Blue Ridge Parkway Historic Resource Study*. (Athens: U.S. Department of the Interior, National Park Service, Southeast Regional Office, 2005).

envisioned a recreation area on the land. Price Park and Section 2G-6 to 2G-12 meet Criterion C, in addition to the Parkway eligibility, due to the development of the Park under the Mission 66 program. Therefore, Price Park meets three of the four National Register Criteria: A, B and C.

The Blue Ridge Parkway is significant under Criterion A, "because of its association with the history of American parkways—an important part of the American Parks movement and the history of transportation. It is the premier example of a national parkway designed for long distance motoring through rural scenery".[76] The Parkway developed in several phases that are associated with events that made significant contributions to the broad patterns of NPS and United States history. The pre-war phase associated with the public works program initiated under Roosevelt's Neal Deal that helped build many parks and roadways, later followed by the post-war Mission 66 program that addressed recreational pressures on National Parks and facilitated the completion of Section 2G-6 to 2G-12 of the Parkway and Price Park.

Price Park's association with Julian Price makes this Park eligible for the National Register of Historic Places under Criterion B for association with the lives of persons significant in the past on a state level. Price made significant contributions to the development of many towns in the State of North Carolina and was recognized nationally for his success in the insurance business through his company, Jefferson Standard Life Insurance. There are currently two sites associated with Julian Price listed on the National Register (NR) of Historic Places. The first, listed in 1975, is The Jefferson Standard Building, a seventeen-story office building in downtown Greensboro, North Carolina, that housed Price's insurance business. The second site, listed in 1979 as "Hillside," was his residence at 301 Fisher Park Circle in Greensboro, NC designed by architect Charles C. Hartmann in 1928, and later built in 1929.

Julian Price appreciated the outdoors and the associated sports. He intended to develop a recreation area to share with his family, friends and employees. Price compiled land over an eleven-year period, which ultimately totaled 4,200 acres intended for the private retreat. This land ultimately became what is now Price Park and the second largest land transfer to the NPS for the construction of the Parkway. Price Park illustrates the planning, recreation and leisure ambitions of Julian Price. The Park complements the existing NR sites that illustrate both Price's private life and his more public business life. In concert with the two NR sites, the Park provides a fuller understanding of who Julian Price was and what he stood for.

The Blue Ridge Parkway meets Criterion C, as an exceptionally important work of design in the fields of landscape architecture, civil engineering and conservation. As a combination of scenic road and linear park, it represents a fusion of modern engineering with scenic landscape design. It was a recreational project of unprecedented scale and complexity and focused on the needs of motorists. The intent of the road design was to provide a model for others. Its design is particularly notable for presenting a sequence of carefully framed and composed pictures of the Southern Appalachians, in the spirit of the Regionalist Movement of the 1930s. After the Second World War, it became clear that there would be no national network of long distance, scenic parkways, but efforts redoubled to complete this Parkway as one of only two examples of its kind. The Blue Ridge Parkway illustrates a high point in the history of American parkways, as the first long distance scenic national parkway and is therefore the significant on a national level. Section 2G-6 to 2G-12 of the Parkway along Price Park is representative of the important contribution made to parkway engineering and design.

Additionally, facilities and structures at Price Park are representative of the style and craftsmanship associated with construction under the Mission 66 program, also meeting Criterion C. Design and construction of the Park occurred entirely under the federally sponsored Mission 66 program that was intended to improve visitor services within the National Park system. A draft National Register Nomination including all Mission 66 resources within the NPS states that The Mission 66 Era of National Park Development spanned the years from 1945 to 1972. A 2005 draft *Blue Ridge Parkway Cultural Resource Study* places

[76] Ibid.

those portions of the Parkway and associated developments under the Mission 66 construction period during the time frame from 1956-1966.

It is significant that Price Park is associated with Mission 66 development as this was the last major period of intense recreational planning, design and construction within the National Park system. Of all recreation areas associated with the Parkway, Price Park serves as the most distinct example of the Mission 66 style. Other recreation areas, many constructed before World War II, evolved over several periods of development and therefore represent multiple styles. Therefore, the Park is significant in Mission 66 history as well as Parkway development history.

## Period of Significance 1935 to 1964

This CLR proposes using a broad period of significance that reflects the full planning and development of Price Park. The overall history of the site follows these developmental periods:

- Regional Historical Context: Pre-Julian Price and Parkway Era (Pre-History – 1935)
- Julian Price (1867-1946) and Park Land Acquisition: (1935 – 1946)
- Julian Price Park Planning and Parkway Design: (1947 – 1954)
- Julian Price Park and Parkway Construction Era: (1955 – 1964)
- Post-Mission 66 Period: (1965 – present)

Planning of what ultimately became Price Park began with the vision of Julian Price, to create a recreational estate in the mountains of Watauga County, North Carolina. The first significant planning activity was the acquisition of land, which began in 1935 with 1600 acres and continued until his death—reaching 4,200 acres—in 1946. The damming of Boone Fork to create a fishing lake was part of Price's original vision. Construction of Price Lake was later carried out by the National Park Service after his death as stipulated in the 1948 land transfer agreement between the Jefferson Standard Life Insurance Board and the United States Government. The land transfer was final in 1949 and plans were underway to route a section of the Blue Ridge Parkway through the property. Parkway and Price Park planning continued concurrently through 1954 and construction began in 1955. The construction period for both the Parkway and Price Park closely align with the Mission 66 Construction Era (1956-1966). Price Park and Section 2G of the Parkway were complete in 1964, and all subsequent development has been related to maintenance and repairs of Price Park and Parkway.

Due to the significance of Julian Price, the Parkway itself, and the associated Mission 66 construction period, the period of significance for Price Park is determined to be the date of the start of Price Park land acquisition in 1935 to the completion of the Parkway in 1964.

## Contributing Landscape Characteristics and Features

This section evaluates the physical integrity of existing landscape characteristics and features by comparing the historic condition of features dating to the proposed period of significance (1935 – 1964) with the current condition of these features. Evaluation of integrity is based on the ability of the features to convey the historic significance of the property as defined in the Statement of Significance. Each feature is classified as either contributing or non-contributing to the over-all historic significance of Price Park.

In order to determine whether a landscape feature contributes to the historic significance of the landscape at the Price Park, this chapter compares the existing conditions of landscape features to its understood historic character. The object of this analysis is to identify the specific features associated with the historic periods and assess to what degree they continue to convey their historic significance. An analysis table at the end of this chapter compares existing conditions to historic scenes. To aid in this assessment, landscape features are categorized based on their

contribution to our understanding of the historic character of the landscape during the period or periods of significance. These categories are:

- Contributing
- Noncontributing
- Missing
- Undetermined

Contributing landscape features survive from the periods of significance and continue to reflect their historic appearance and function. Non-contributing landscape features include those added to the site since the periods of significance or that no longer retain enough physical integrity to convey their historic appearance or function. Missing features existed during the period of significance but have been removed, destroyed, or cannot be recognized in their current condition. Undetermined include features whose age cannot be determined or whose contribution to the historic landscape is unknown. Please refer to the table in Appendix C: Cultural Resource Analysis Chart, for a summary of this information.

## Natural Systems and Features

### Topography and Hydrology

These are the most important natural systems influencing the initial development of Price Park. The character of the land influenced Julian Price in the selection of parcels that became the core of the planned retreat and subsequent alignment of the Blue Ridge Parkway. The existing topography slopes from surrounding knobs valleys and stream corridors, some of which flow to Price Lake. The floodplain of Boone Fork and associated tributaries provided a natural site for development of the Lake. The rolling topography provided the NPS landscape architects and engineers the ability to manufacture pastoral vistas in keeping with the aesthetics of naturalistic landscape design of the Parkway.

The natural topography of Price Park is largely unchanged from the period of significance. There was minor alteration of the natural topography during the period of significance related to constructing the Parkway and structures associated with the damming of Price Lake. There has been additional grading during more recent construction of the campground and picnic areas. However, there is no evidence of significant alteration to the natural land form that would undermine its ability to convey its historic character. Therefore the topography of Price Park retains its integrity as a contributing aspect of the historic landscape.

Water supply was an important consideration for the selection of the site for Price Park. The natural hydrology needed to fill a recreational lake, along with the surrounding topography to contain the water, was found in the vicinity of Boone Fork and its spring-fed tributaries. These were dammed during the period of significance to create Price Lake. The hydrology of Price Lake has not changed significantly since the period of significance. The hydrology of the other secondary streams is essentially unchanged. There are no known changes in hydrology associated with Sims Pond. Integrity of these areas is intact.

### Soils

Price Park is sited in soils with high concentrations of stone with the exception of wetland areas. Park-wide, there no evidence that the geology or soils of Price Park have experienced changes since the period of significance that would undermine its ability to convey its historic character. However, there is evidence of severe soil compaction in the vicinity of Boone Fork and Sims Creek in the Price Park Picnic Area. The health of the streams and the vegetative buffer has been compromised. This condition may have been present during the period of significance due to heavy use during that time period. The health of the stream and riparian vegetation should be evaluated as per soil conditions, along-side the historic integrity, as the adjacent natural systems contribute to the integrity of the greater Park. The soil conditions, due to compaction in the Price Picnic Area are considered to be poor and therefore the integrity is moderate.

The geology of the Park contributes to the historic character of the property because of the use of local stone in the construction of building, structures, roads as well as road-side boulders and outcrops. Therefore the geology of the district is a contributing feature with historic integrity.

### Vegetation

Much of the Parkway vegetation is documented on the PLUMs, along with recommendations for management and maintenance. All plant material specified on the PLUMs is considered to be contributing. Beyond the Parkway corridor, Price Park contains a mixture of dry woodlands, moist woodlands, open meadows, agricultural fields and riparian areas. Of special note is the Natural Heritage Wetland Area along Cold Prong Creek. This varied landscape contributes significantly to the overall experience of Price Park Campground and trail system. Overall, the condition of the vegetation is good. These areas are considered to be contributing.

### Climate

Climate has influenced the establishment of the various ecosystems that exist along the Parkway and Price Park that add to the overall experience. Discovery and exploration of the flora and fauna associated with these ecosystems is also a part of the design intent of the Parkway and Price Park. While climate changes have occurred since the period of significance and ecosystems have evolved, there is no evidence that natural cyclical changes in climatic conditions have undermined its contribution to the cultural landscape.

### Summary

Natural landscape systems—most significantly topography, hydrology, and naturalized vegetation—influenced the initial establishment and subsequent development of Price Park. The natural systems were modified during the construction of Price Park. The natural systems continue to evolve because of natural ecological processes. Because these alterations largely occurred within the period of significance and the natural systems that have evolved are largely fulfilling the same design intent, they contribute to the historic character of the cultural landscape.

## Cultural Features

### Spatial Organization

The overall spatial organization of Price Park was historically shaped by three factors: the natural systems (topography, hydrology and vegetation), alignment of the Parkway and proximity to the natural and man-made amenities. The evolution of the development was chronologically as follows: Parkway and Price Lake; Campground Loop A; Campground Loop B and D; Campground Amphitheater; Campground Loops C and E; Campground Loop F; and the Picnic Area. Overall the spatial organization retains a high level of integrity.

**Parkway Section 2G-6 to 2G-12.** The linear road alignment that follows the contours of the existing topography that was part of the original design of the Parkway and remains in the landscape today is a contributing resource. The spatial organization of the Park amenities clustered along the Parkway remains intact as originally planned and therefore retains integrity.

**Price Park Picnic Area.** The original layout of the 100-unit picnic area and associated parking areas that loop off the two-way main access drive remains largely intact. The picnic area and associated parking are nestled between Sims Creek and Boone Fork on the north side of the Parkway. Overall, the Price Park Picnic Area retains its original spatial organization and integrity and is a contributing resource.

**Price Park Campground.** The configuration of Loop A, sited partially in a wooded area and partially within open meadow and laid out in a figure eight shape on the south side of the parkway, currently retains the same configuration with one-way circulation and 35 campsites. On the north side of the Parkway, outer Loop B and inner Loop D remain intact; however campsites have increased to 46 and 25 campsites respectively (71 total). Original plans reveal that there were approximately 67 camping spaces total, 55 of which were straight pull-in spaces, planned for the two loops. Loops C and E developed later in response to increased visitation. Loop C connected directly to Loop B and was a compact loop with 28 planned spaces which remain currently. Loop D forms a smaller loop of 25 spaces, as originally planned, followed by E and F with 63 spaces. The total on the original plans came to 200 campsites and currently there are 197. The configuration of campground loops has remained largely the same with alterations primarily made to individual campsites to accommodate ADA accessibility and recreational

vehicle camping. Overall, the campground spatial organization retains integrity and is a contributing resource.

## Land Use

Prior to the period of significance, land was predominantly rolling farmland. Much of the pre-settlement forested areas had been heavily logged. The larger landholders who conveyed property to Julian Price in the late 1930s and early 1940s included, Hunter Manufacturing & Commission Company, who handled the product of textile mills in North Carolina; W. S. Whiting, President of Boone Fork Lumber Company; and The Boone and Blowing Rock Light and Power Company. Smaller tracts were conveyed from local landholders, many of whom had families in the area for many generations. Family names in the land deeds included: Linney, Hollifield, Calloway, Wilcox, Brown, Greene, Walters, Barringer, Dula, Hatley, Hodges, Phillips and Woods.

The period of significance begins with Julian Price's first purchase of land to ultimately create a recreational estate to serve as a company retreat, which was to also include a large fishing lake. Upon Price's death, the land was given to the U.S. government to continue this vision under the jurisdiction of the National Park Service for continuing the planned route of a scenic motor road, the Blue Ridge Parkway. Parkway planning and construction was already under way at this point with recreational facilities planned at intervals along the route. The period of significance continues through the entire construction of Price Lake, the Parkway, Price Campground and Price Picnic Area, all of which were designed for recreational use. The use of the land remains consistent and conveys historic signifcance of the Park as a recreational area.

**Parkway Section 2G-6 to 2G-12.** This section of the Parkway continues to provide the originally intended purpose of scenic motor road connecting concession areas intended for overnight stay and/or recreational day use. Sims Pond Overlook continues to facilitate the intended views of Sims Pond, Price Overlook continues to facilitate panoramic views of Price Lake, and Boone Fork Overlook continues to provide views of Price Lake, its feeder streams and boat access for fishing.

**Price Park Picnic Area.** This area continues to facilitate recreation along the Parkway, primarily in the form of picnicking. It continues to be one of the most heavily used picnic areas on the Parkway. During the academic calendar year, students from nearby Appalachian State University frequently use the grounds for softball, Frisbee, studying and other activities. In addition, the picnic area serves as a trailhead for the Boone Fork Trail.

**Price Park Campground.** Currently all sections of the campground are still providing their intended recreational role along the Parkway.

**Agricultural Leases.** Historically, over 420 acres of Price Park were leased as part of the Blue Ridge Parkway's Agricultural Leasing Program. Currently, NPS manages and maintains 280 acres through the program as either pasture or hay. All of the current leases are either visible from the Parkway or the Price Park trail system. Approximately 140 acres have been removed from the program for various reasons and some were growing up through natural succession and were determined to be not readily visible to the public. Most of the leases serve to protect views as intended during the period of significance, but the management of the land has changed. The agricultural leases are a major contributing resource to the Park and retain a moderate level of integrity due to reduction in landholdings and changes in management of the lands.

## Vegetation

Vegetation includes indigenous or introduced trees, shrubs, vines, ground covers and herbaceous materials. Plantings are specified on the PLUMs for each section. All plant material specified on the PLUMs is considered to be a major contributing resource.

**Parkway Section 2G-6 to 2G-12.** Some plantings have been lost and some are overgrown where views are intended, therefore Parkway vegetation retains a moderate level of integrity.

**Price Park Picnic Area.** The picnic area has a significant number of trees and shady areas, many of the trees are in poor condition due to the heavy use of the site, soil compaction and erosion. There are several stumps cut close to grade where mature trees have been removed. The open meadow

areas near the picnic area are turf and in good condition, however the lawn in the vicinity of picnic tables extending to the edge of Sims Creek and Boone Fork are heavily compacted. Most areas immediately adjacent have exposed soil and show signs of severe erosion. Rhododendron that appears in historic photos of the comfort stations, no longer exists. Overall the vegetation in this area has been heavily altered by human activity and the integrity is low.

**Price Park Campground.** The PLUMs do not list specific species for reforestation in the campground and there are no known planting plans for this area, so change in vegetation is difficult to assess, however it is clear on the PLUMs that the area was intended to return to a forested state. Some of the open areas indicated on the original plans for the campground, such as loop A, are currently maintained as open lawn. The condition of vegetation in the campground is good, however some plants are showing signs of stress from heavy use during peak seasons therefore the integrity is moderate.

## Circulation

**Parkway Section 2G-6 to 2G-12.**
*Vehicular Circulation* – The alignment of the Parkway is the most significant circulation feature of Price Park and the period of significance. The alignment of the Parkway and the location of overlook areas remain true to the original design. The Parkway is considered a major contributing resource that retains a high level of integrity.

*Trails and Pedestrian Walkways* – The construction dates for the trail systems are unknown; however, details along the trail can provide clues, such as older NPS style benches located along Green Knob Trail and Price Lake Trail indicate that the trail alignment has been in place for some time, perhaps dating to the 1960s. An older style trail marker along the Green Knob Trail may be another clue as to the date of the trail. The Green Knob Trail also follows what appears to be a historic roadbed for a short distance. These trails facilitate exploration to the far reaches of Price Park, such as wooded areas, agricultural lands and strategic views not visible from the Parkway. While the trails may have evolved over time, one can assume that trail access has been in place since Price Park opened or shortly after. Beaver activity has disrupted the trail alignment or hydrology along Price Lake Trail. The trails and pedestrian systems are considered a contributing resource and retain a moderate level of integrity.

**Price Park Picnic Area.** The roads, trails and pedestrian systems are considered a contributing resource to the Picnic Area and retain their original alignment. Level of integrity is high.

**Price Park Campground.**
*Vehicular Circulation* – The campground roads are a contributing resource. Some alterations have been made to the camping loops, including a short service road paved with asphalt that connects Loop C to Loop E. This route was originally intended to provide vehicular access to the camp sites located at Loop E. This is now used as a service route for NPS staff and a pedestrian trail for park visitors. Otherwise, originally planned road alignments appear to be intact and retain a moderate level of integrity.

*Pedestrian circulation* – The asphalt paths within the Price Park Campground are believed to have been developed during the period of significance. Very few trails/paths are ADA accessible and some portions are in poor condition, showing signs of erosion and asphalt deterioration. The path alignment and width is intact, but the materials are failing resulting in a change in appearance. Alterations have been made around comfort stations where planting areas were originally in place and now paved over. Overall, the paths retain a moderately high level of integrity.

## Buildings and Structures

**Parkway Section 2G-6 to 2G-12.** Many structures on the Parkway are associated with pond and lake damming. The construction of Sims Pond and raceway are unknown, but pre-date the period of significance. This area has become an amenity for the Parkway with an overlook dedicated to view its roadside location, thus giving it relative significance to the construction of the Parkway. The associated raceway may have played a role in fishing as a recreational amenity for Price Park. Price dam was constructed within the period of significance and is associated with the construction of Price Lake as well as the Parkway. The integrity of the contributing features is high.

*Sims Barn* – This building pre-dates the period of significance, but is a contributing resource as it was retained for visual character along the Parkway.

*Boat Rental Facility* – This building is a non-contributing resource due its recent date of construction. In addition to the building, there is also a small wooden dock and canoe rack.

*Boat House* – This building is considered contributing and retains a moderate level of integrity.

**Price Park Picnic Area.** Two comfort stations are located at the picnic area and are similar to comfort stations #446, #447, and #483 which are located in the Campground and were built in the same year by the same contractor. Both buildings retain a high level of integrity and are contributing resources.

Just beyond the first comfort station, a pedestrian bridge of unknown age crosses Boone Fork. A vehicular bridge on the main drive crosses Sims Creek before the last parking loop was constructed during the period of significance and therefore contributing and retains a high level of integrity.

**Price Park Campground.** The Julian Price Campground features several buildings and one prominent structure, the amphitheater. Comfort Stations dispersed throughout the site (#361, #445, #446, #390, #447 and #483) are considered to be in good condition with some alterations. The addition of new roofing compromises the integrity of the Comfort Stations to a small degree. The condition of the pump house and underground water storage tank are unknown, but are presumed to be in good condition since the water system within the Price Park is functional. The amphitheater is in good condition with some alterations. All of these buildings were built during the period of significance and are considered contributing resources.

The following buildings were constructed after the period of significance: Ranger Cabin, Utility Shed and the Registration Kiosk. These buildings are in good condition, but are considered to be non-contributing.

## Views and Vistas

All intended views and vistas, indicated on the PLUMs, are considered contributing resources. Based on evolutionary changes to vegetation described below, some views have been diminished and therefore retain a moderate level of integrity.

**Parkway Section 2G-6 to 2G-12.** Canopy shrub vistas and open pasture land comprise much of the intended vistas along this stretch of Parkway. The pastures appear to be similar to their original configuration as shown on the historic PLUMs except at the location of the Picnic Area, which was developed after the original PLUMs were produced. There are three overlook areas located on this stretch of the Parkway each with an intended view: Sims Pond Overlook, Price Lake Overlook and Boone Fork Overlook. At Sims Pond Overlook views are maintained (kept open) from STA 205-210 to allow for views of Sims Pond at Parkway left. Price Lake Overlook offers a panoramic view of Price Lake at Parkway left and the falls of the dam at Parkway right (viewed on foot). A dense shrub bay on Parkway left buffers the Boone Fork Overlook from the Parkway. Once in the parking area, this overlook offers panoramic views of Price Lake as well as Boone Fork and Cold Prong Creek to the west.

**Price Park Picnic Area.** Views at the picnic area are generally contained by adjacent woods and are somewhat limited by the low-lying elevation of the site relative to adjacent areas. Depending upon vegetation there are filtered views of the pasture to the north and mountain/hillsides to the northeast and further away to the west.

**Price Park Campground.** Consistent with the PLUMs, no planned views or vistas exist within the Campground Area; however, several campsites contain nice views of Price Lake.

## Constructed Water Features

**Parkway Section 2G-6 to 2G-12.**

*Price Lake* – the construction of Price Lake falls within the period of significance and continues to be used for recreation, primarily boating and fishing, and serves as an overlook point for the Parkway and Price Park. As a site amenity, Price Lake is the most significant feature to Price Park. It

is also the most important feature that is associated with Julian Price. The lake is a contributing resource that retains a high level of integrity.

*Sims Pond* – this pond pre-dates Price Park and is believed to be associated with Julian Price's early planning for construction of the lake. However, the exact date of construction is not known. The stone raceway had a partial or full reconstruction in 1979. The original footbridge with hand-hewn railing has also been replaced with a Steadfast bridge. The pond appears to be an intended preserved resource as the Parkway was routed around it during construction and it now serves as an overlook site for the Parkway. While some component of Sims Pond have been repaired or replaced outside of the period of significance, the site as a whole is considered to be a contributing resource and retains a moderate level of integrity due to alterations.

**Price Park Picnic Area.** There are no constructed water features at Price Park Picnic Area.

**Price Park Campground.** There are no constructed water features at Price Park Campground.

## Small Scale Features

**Parkway Section 2G-6 to 2G-12.**

*Fences* – The original PLUMs indicate fence types along the Parkway. Existing fences appear to be consistent with the PLUMs, except where new facilities have been added. Post and wire fencing also occurs throughout the trail systems dividing agricultural lands. Fences are a contributing resource and retain a high level of integrity.

*Trail bridges, rails and steps* – The detailing for hand-hewn trail bridges, step treads and hand railing are NPS standards in keeping with those found throughout the Parkway and other NPS sites. These features add to the natural quality of the trail are considered contributing with a high level of integrity.

*Trail benches* – A few hand-hewn benches exist along the trails that are NPS standards in keeping with those found throughout the Parkway and other NPS sites. These features are contributing. Newer catalog items are more prevalent along the Price Lake trail and are non-contributing.

**Price Park Picnic Area.** Of the original features from the period of significance, the water fountains and stepping stones are the only contributing features that are still intact and they retain a high level of integrity.

*Picnic tables* – Most of the tables have replacement planks which have been cut from standard 2" x 12"s. Approximately ten percent of the tables have been replaced with a catalog table manufactured by the Pilot Rock Company. The replaced tables are not from the period of significance and therefore are not contributing.

*Grills* – Two grill models exist, both are catalog items. The original grills are Belsin Outbacks. Replacement grills are Pilot Rock models. The grills are not from the period of significance and therefore are not contributing.

*Water fountains* – Two stone fountains from the period of significance remain, though neither is functioning. The style and craftsmanship of the fountains is similar to NPS details that date from the 1930s and 1940s. The fountains are a contributing resource with a high level of integrity.

*Stepping stones* – These stones appear to be the original stream crossing route and material and are contributing with integrity.

**Price Park Campground.** Of the small-scale features found in the Campground, the following are considered contributing.

- Camp Sites
- Drainage Structures
- Stairs
- Stone Curb
- Signs
- Entrance Gates

Of the small-scale features found in the Campground, the following are considered non-contributing:

- *Two-rail Fence* – Built in the 1990s.
- *Water Fountains* – No historic fountains exist in the campground.
- *Sanitary Dump Station* – Added in 1977, this feature was not part of the original

design of the Campground.
- *Litter Deposit Area* – Added after the period of significance.
- *Lighting* – None of the historic trailside or amphitheater lights remain.
- *Parkway Pedestrian Crossing* – Added after the period of significance.
- *Bollards* – Added after the period of significance.
- *Camp Site Markers* – These contemporary additions are a visual intrusion on the camping area.

## Evaluation of Landscape Integrity

The National Register of Historic Places has identified seven aspects, or qualities, that define integrity. These include location, design, setting, materials, workmanship, feeling, and association. Analysis of the aspects of integrity is a subjective measure that varies from site to site, but the determination is always based on a thorough knowledge of the historical significance of the property and how well its current features convey that significance. To be listed in the National Register, a property not only must show significance under one of the four criteria, but also it must retain a degree of its historic integrity. Assessing integrity of landscapes, which by their very nature are changing, can be a challenging exercise. However, the key to evaluating cultural landscapes is to assess historic landscapes by their continuing ability to convey their significance consistently over time. Part of this evaluation is looking at the sum of the individual parts of the landscape and determining the gradual changes that over time may affect the landscape as a whole. The type of landscape resources being evaluated also guide the assessment of integrity. For instance, one way to assess the significance of the Blue Ridge Parkway experience is to measure the continued ability of the parkway landscape to "read" as it did historically from a vehicle—the most common experience for a typical parkway visitor.

The following analysis reveals that overall a high level of historic integrity remains for Price Park. Evaluation of the seven aspects of integrity show the cultural landscape along Parkway Section 2G-6 to 2G-12, including the significant characteristics and features of Price Park retains much of its integrity to the 1935-1964 period of significance.

### Location

Price Park demonstrates a high level of integrity of location due to its continual use as a recreational area within the Parkway and its associated development within the mountains and valleys of northern North Carolina. For the most part, the boundaries of the NPS property through this section of the Parkway have remained consistent since initial land acquisition under Julian Price from 1935 to 1946. The locations of Price Park, Price Lake, Price Park Campground and Price Picnic Area have remained in the same locations since their completion in 1964 and therefore retain a high level of integrity.

### Design

The combination of elements that create the form, plan, space, and style of a cultural landscape or historic property fall under this category. The design of Section 2G-6 to 2G-12 and Price Park by landscape architects and engineers is documented in the Parkway Land Use Maps (PLUMs) that show the implementation of these areas. The current roadway alignments, parking lot layouts, overlook configuration, overall vegetative patterns, and detailing of small-scale features match those drawn on the PLUMs. Some designed landscape characteristics such as "open woods views" and adjacent agricultural areas have changed in character since the original designs for the Parkway were created due to lack of maintenance or additional needed buffer areas. However, the design of this section of the Parkway is still legible and largely intact. The developed portions of Price Park as a designed recreational area reads as its own "district" within the property in that it features a distinct period of architecture and construction from the Mission 66 period. When entering Price Park on the Parkway, a visitor gets a sense of being in a uniquely designed area along the Parkway. Consequently, Price Park retains a high level of integrity of design.

### Setting

Setting is the physical environment within and surrounding a property. Influences to the setting of a site include natural systems and land uses. Price Park has retained a high integrity of setting. This

Parkway section displays the variety of settings found throughout the Parkway ranging from stream valleys with open woods, to traditional agricultural scenery, to views and vistas along the road. Of particular note are views of Price Lake and Grandfather Mountain in the distance. The range of elevations, variety of vegetation and scenery, and juxtaposition of enclosed spaces with broad open views across ridges and rolling hills all contribute to the setting of these sections of Parkway. Unlike some portions of the Parkway, Section 2G-6 to 2G-12 as well as Price Park is not compromised by modern visual intrusions such as buildings and signs on private land owners that are visible from the Parkway. The experience of Price Park via trail offers another perspective on the setting as the experience is equally varied and scenic. Views throughout Price Park remain largely intact, are consistent with historic planned views, and contribute to the high level of integrity for setting.

## Materials

Materials include physical elements that were combined or deposited during the particular periods of time and in a particular pattern or configuration to form the cultural landscape. All types of construction materials, such as paving, plants, and other landscape features, as well as the materials' placement in the landscape, should be considered in this evaluation. The materials throughout Price Park are largely intact, however many are in poor condition. Materials for drainage structures, trail materials and site furnishings are in particular need of repair. Therefore, Price Park has moderate integrity of materials.

## Workmanship

This aspect of integrity refers to the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship of the original construction throughout Price Park, including: bridges, dams, roads, drainage structures, and buildings exhibit quality construction following NPS standards. Therefore, the workmanship of Price Park retains a high level of integrity.

## Feeling

A cultural landscape's expression of the aesthetic or historic sense of a particular time period is evaluated under this aspect of integrity. The majority of current land use practices along Section 2G-6 to 2G-12 are similar to those envisioned by Parkway planners. There is a distinct feeling associated with the Parkway as a whole that is consistent with the Parkway section within Price Park. Price Park itself has a unique expression as a recreation area with associated Lake, Picnic Area and Campground. The existing land use is in keeping with that envisioned by NPS planners. Price Park also exhibits a distinct aesthetic and historic sense associated with the Mission 66 period, all contributing to high integrity of feeling.

## Association

This aspect of integrity refers to the direct link between the significant historic event or person and the cultural landscape. Section 2G-6 to 2G-12 of the Parkway and Price Park were constructed during the Mission 66 period. Many of the construction methods, design and engineering represented in the buildings and structures are important examples of the minimalist style of the Era. This section of Parkway is clearly associated with the rest of the Parkway in its history, appearance, design, and significance. An association with Julian Price is also evident in the consistency in the use as a recreation area named for him. Therefore, Price Park and the corresponding Parkway sections retain a high level of integrity for the association to the Parkway, Mission 66 planning and design and with the original landowner, Julian Price.

Summary of seven aspects and level of integrity for each:

- *Location* – Price Park retains a high level of integrity for location.
- *Design* – Price Park retains a high level of integrity of design.
- *Setting* – Price Park demonstrates a high level of integrity of setting.
- *Materials* – Price Park has moderate integrity of materials.
- *Workmanship* – Price Park retains a high level of integrity of workmanship.
- *Feeling* – Price Park exhibits high integrity of feeling.
- *Association* – Price Park retains a high level of integrity for the association.

## Integrity of Price Park as a Whole

In assessing Price Park as a whole, three significant factors rise to the surface: 1) The significance of the Parkway itself and the continuation of the scenic motor road experience through Section 2G-6 to 2G-12. This includes the engineering and design of the Parkway as well as the scenic quality experienced from the Parkway throughout Price Park. 2) The significance of the Mission 66 period in the completion of Price Park and Parkway and the influence it had on the aesthetics of the construction. 3) The visionary for the area responsible for acquiring the land and its subsequent gift to the US Government, Julian Price. Price Park has continued to uphold this significance not only in the name of the Park and associated Price Lake but also in through interpretive material. These factors combined, contribute to the overall high level of integrity of Price Park.

# Treatment and Use

The following treatment recommendations are provided by the authors to guide long-term management of the cultural landscape at Julian Price Memorial Park. As funding becomes available the recommendations should be considered to facilitate the preservation and rehabilitation of the cultural landscape thus ensuring the integrity of the resources as per the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes and Director's Order No. 28: Cultural Resource Management Guidelines.

## Introduction

The treatment recommendations for this Cultural Landscape Report (CLR) articulate a preservation strategy for long-term management of the cultural landscape based on research, inventory and analysis. The evolution of the landscape is considered alongside significance, existing conditions, and current use in recommending an appropriate preservation approach. The CLR combines the site history and analysis of integrity, with input from the current landscape managers, to outline appropriate treatment and a management philosophy.

Recommendations follow National Park Service policy, including the *Director's Orders No. 28: Cultural Resource Management Guidelines*, and the *Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*. These documents identify four types of treatment: preservation, rehabilitation, restoration, and reconstruction. Each treatment ranges by level of physical intervention and includes specific guidelines and standards.

Preservation is the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the on-going maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

Rehabilitation is the act or process of making possible a compatible use of a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values.

Restoration is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other historic periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make the property functional is appropriate within a restoration project.

Reconstruction is the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, or objects for the purpose of replicating its appearance at a specific period of time in its historic location.[77]

## Secretary of the Interior's Standards for Treatment

### Standards for Preservation

A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and spatial

[77] Charles A. Birnbaum, ed. *The Secretary of Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes.* Washington, D.C.: National Park Service, 1996, 9.18, 48, 90, 128.

relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.

The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate, and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Changes to a property that have acquired historic significance in their own right will be retained and preserved. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color, and texture.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

## Standards for Rehabilitation

A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### Standards for Restoration

A property will be used as it was historically or be given a new use which reflects the property's restoration period.

Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces, and spatial relationships that characterize the period will not be undertaken.

Each property will be recognized as a physical record of its time, place, and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection, and properly documented for future research.

Materials, features, spaces, and finishes that characterize other historical periods will be documented prior to their alteration or removal.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.

Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials.

Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Designs that were never executed historically will not be constructed.

### Standards for Reconstruction

Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.

Reconstruction of a landscape, building, structure, or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts which are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.

Reconstruction will include measures to preserve any remaining historic materials, features, and spatial relationships.

Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties.

A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color, and texture.

A reconstruction will be clearly identified as a contemporary re-creation.

Designs that were never executed historically will not be constructed.

## Treatment Period/Date

The period of significance (POS) for the Park has been determined to be 1935 to 1964.

The following recommendations for treatment in the study area were made with respect to a

much larger context, which considers the limits of construction for the Parkway corridor and the natural areas beyond the top of cut to toe of fill lines. Recommendations emphasize preservation of existing features along the Parkway.

Recommended treatment for the Parkway areas and component landscapes in Julian Price Memorial Park focuses primarily on a rehabilitation/preservation strategy that provides for maintenance and small appropriate improvements to each area, without a loss of original character.

## General Recommendations

### Vegetation

**General.** The PLUMs provide direction for the implementation and management of vegetation. This includes reestablishment of vegetation, removal of vegetation, preservation of existing specimen species, framing of views and vistas with vegetation and highlighting native plant material both with clearing and supplementary plantings. Specific recommendations are provided on the PLUMs for maintaining views at Sims Overlook, Price Lake Overlook, and Boone Fork Overlook. Open pasture along Boone Fork and Cold Prong Creek are also designated on the PLUMs. Canopy lines drawn on the PLUMs designate canopy and open areas and individual trees are indicated along with species.

- Preserve and restore landscape and amenity areas to reflect the original design intent as indicated on the historic Parkway Land Use Maps (PLUMs) to the extent possible.
- Rehabilitate areas that are suffering from wear and tear with appropriate improvements.

*Pruning* – Properly prune and remove any damaged, dead, or diseased plant material, especially in high use areas where safety, accessibility, and views may be compromised. Pruning should be performed during the dormant season.

*Pest Control* – Continue to monitor vegetation for disease and insect infestation, treat using Integrated Pest Management (IPM) practices. The NPS has been actively battling the woolly adelgid along the Parkway since 2004. The NPS has also begun to combat the woolly adelgid in the Great Smoky Mountains National Park with "systematic injections of pesticides, insecticidal oils and soaps, and biological control."[78] According to Saveourhemlocks.org, "pesticide-based methods work best on individual trees and small stands, but are impossible to apply in backwoods areas, where the most promising treatment option is biological control."[79] These sections of parkway should be monitored for invasion by the pest and appropriate approved pest control applications should be used when it is encountered. The NPS should continue to monitor pines along these sections of Parkway for pine beetle invasion. If pine beetle infestation is found, it should be treated using NPS approved methods.

*Invasive Plants* – Japanese stilt grass (*Microstegium vimineum*)—also known as Nepalese browntop—is known to be a problem along some portions of the Parkway. This low grass is well-adapted to low light conditions and threatens the viability of native groundcovers and grasses. According to the NPS Plant Conservation Alliance, "Stilt grass can be mowed in late summer (i.e., August through September) when the plants are flowering but preferably before seed is produced. This can be done using a lawn mower or "Weed Whacker" type machine or a scythe. Because stilt grass is primarily an annual plant, cutting late in the season before the plants would die back naturally avoids the possibility of regrowth. Recent information suggests that stilt grass plants cut early in the summer respond by and regrowing and flowering soon after cutting, much earlier than they would normally flower."[80]

**Parkway Section 2G-6 to 2G-12.** Rehabilitate canopied shrub vista through selective pruning and replanting with native species. Preserve or replant

[78] "Saving our Hemlocks from the Hemlock Woolly Adelgid," http://www.saveourhemlocks.org/; accessed via internet 7/6/06.

[79] Ibid.

[80] "Japanese Stilt Grass", Jil M. Swearingen, National Park Service, Washington, DC http://www.nps.gov/plants/alien/fact/mivi1.htm, accessed via internet 7/6/06

specimen trees indicated on the PLUMs. Where plantings are missing at entrances, overlooks, and in planting islands, replant using PLUMs for location. Species information is not always included on the PLUMs for this section of the Parkway, but neighboring sections or sections of parkway that are around 3000-3500 feet in elevation contain appropriate species information.

Restore diversity in roadside plantings. For example, in shrub bay areas, where rosebay rhododendron (*Rhododendron maximum*) has become the dominant species, existing plantings should be supplemented with flame azalea (*Rhododendron calendulaceum*), catawba rhododendron (*Rhododendron catawbiense*), mountain laurel (*Kalmia latifolia*) and native evergreen groundcover.

*Mowing* – Mowing adjacent to Parkway should be performed per *Superintendent's Order #12: 2005 Roadside Mowing Standards*. Maintain diversity in mowing regime to encourage variety along Parkway in types of vegetative edges (mown edges and meadow edges). Maintain consistent mown road shoulder.

*Overlooks* – Restore median and roadside plantings per original PLUMs where indicated at overlooks.

*Shoulder Condition* – Maintain with mowing regime of grass swales as outlined in *Superintendent's Order #12: Mowing Standards*. Regrade to maintain positive drainage as needed. If the grass edge condition of the Parkway is such that the grass has built-up along the road so that it is above pavement grade and therefore impeding flow of positive drainage, the grass in these areas should be removed (1'-3' wide strip or as needed) and the shoulder fine graded to accept new sod that is below road grade.

**Picnic Area.** Revise mowing policy for stream bank so that mowing to the edge is not permitted. Reestablish a riparian buffer consisting of low native woody and herbaceous plants to prevent erosion of the stream bank.

**Campground Area.** Strategic pruning of evergreen shrubs by a professional will result in fuller, stronger growth as well as insuring longevity of the plant. The evergreen understory is desirable in creating outdoor rooms and privacy screening within the campground. These areas should be supplemented with the same species, where re-growth has been impacted by human use.

**Trails.** Management of vegetation along trails should allow for strategic views but also take into account the value of dense woody plant material as an erosion control measure in riparian areas. In riparian areas, vegetation may be selectively thinned to allow for filtered views, leaving the root structure intact.

**Natural Features.** Natural features such as rock outcrops and wetlands should be preserved and protected. While the PLUMs state, "return pasture leaving good trees" in the wooded vicinity of the wetland, this area has been maintained as woodland and should remain as such to protect the wetland area.

## Land Use

**Recreation.** Recreational land use is appropriate to the POS as part of the original mission set by Julian Price as well as the later mission of the NPS. Recreation should be the continued use for this park.

**Interpretation.** This important use facilitates the understanding of the significance of the park as well as the Park's association with Julian Price and should continue. It is recommended that oral histories be conducted with former park workers, including: Dayton Gragg, Steve Suddreth, Harley E. Jolley, Ted Pease and Charley Icenhour, if possible.

**Agricultural Leases.** This land use is valuable to the scenic quality and experience of the parkway and trails. Those leases that are visible from the Parkway, Park, and trails should be retained in order to maintain views without intrusion. Remote areas such as the Green Knob Trail, feature pocket views of these leased areas that contribute greatly to the visitor experience. If maintenance of these areas becomes too great, the BLRI should consider diversifying the agricultural lease program beyond cattle and hay production. Introducing a mobile unit of grazing animals for Parkway-wide management of agricultural lands is also an alternative. Cattle can be a water resource management issue, as they cause erosion and contaminate waterways. Livestock species that have less impact on the ground and are easier

to transport, such as sheep or goats, may be an alternative.

Original agricultural leases should be maintained, where feasible. Evidence exists for prehistoric clearing of areas for agricultural purposes. This resource contributes significantly to maintaining the integrity of the entire Parkway and Price Park. Illustrations 2.4 and 2.23 show locations of open areas prior to development of the Parkway and open locations today.

Additional research should be conducted into the agricultural leases at the Park, with the intention of possibly returning each lease to the original use. While some uses may not be economically feasible, such as row crops, areas could be overseeded with appropriate wildflower species to provide a low-maintenance alternative while also providing habitat for avian species. Partnerships with Appalachian State University should be explored for research in these areas. A portion of the former lease at parcel number 2G-116 is currently being managed as a grassland bird and wildlife habitat by Resource Management in conjunction with Audubon North Carolina, which could serve a model or evaluated for feasibility.

## Circulation

**Parkway Section 2G-6 to 2G-12 and Overlooks.**
Preserve original Parkway road alignment, width and material.

- Maintain the Parkway road, preserving existing alignments, widths, and surface treatments.
- Mill down asphalt along Parkway road before replacing to maintain proper drainage to asphalt gutters and other drainage structures.
- Regrade shoulder as necessary to ensure proper drainage from asphalt surface to grass shoulder.
- Maintain current striping patterns (middle stripe only, no shoulder striping.)
- Maintain consistent grassed shoulder between road edge and walls, gutters, bridges, etc.
- Repair and regrade eroded roadside areas for positive drainage to existing drainage structures.
- Mill down old asphalt paving in overlook parking areas and replace using a method that does not obscure the stone curbing materials and maintains original drainage design.
- Replace chipped, cracked, broken, or missing stone curbing at overlooks.
- Retain all original stone curbing. Do not replace original stone curbing with granite. If additional stone is required, consider obtaining from the quarry mentioned in the Final Construction Reports for Section 2G and in the existing conditions chapter of this document.

*John's River Road* – Preserve historic road bed and continue use as a walking path and NPS service access road and access for the primitive camp site and shooting range.

*Picnic Area* – Rehabilitate by remilling and resurfacing asphalt roads and parking. Maintain existing road width and alignment as well as parking configuration. Rehabilitate medians with reinforced turf to withstand overflow parking during peak visitation (Figure 3.79).

*Camping Area* – Rehabilitate by remilling and resurfacing asphalt roads throughout camping area. If it is necessary to expand in order to accommodate visitor use, one of the existing "trailer only" camping loops (Loop E or F) could be rehabilitated by expanding parking slips and turning radii and to accommodate larger trailers. Other camping loops should be left intact.

**Pedestrian.**
*General* – Maintain alignment, width, and material of pedestrian routes according to historic patterns. Introduce universal access to amenity areas where appropriate. When replacing asphalt sidewalks at overlooks, remove accumulations of asphalt paving and replace in a manner which does not obscure stone curbing and maintains original drainage design.

*Overlooks* – Preserve historic alignment, width and material of overlook paths except where ADA accessibility is necessary, such as the location on the west end of Price Overlook parking lot to accessible fishing dock. This location needs assessment to verify if it meets ADA requirements.

Provide universal access ramp to sidewalk level at all overlooks. Repaving of overlooks should ensure that same height of reveal of curbing is continued. Repair and retain all original stone curbing, reset as needed.

*Campground* – Rehabilitate paths in of need repair. Consider use of permeable material in place of asphalt such as stabilized granite or slate. Maintain historic width and alignment of paths. Edge restraint should not be added.

*Trails* – Preserve the Green Knob Trail including retention and repair of original hand-hewn rails, benches and stair treads. Preserve historic concrete trail markers. Rehabilitate Price Lake Trail by replacing the failing recycled plastic edging with wood edging that will simply deteriorate in place over time before replacement. The current product is failing and will have to be removed and disposed of, likely in a landfill. Portions of trail where boardwalk has been lost need to be replaced with consideration given to the changes that have occurred through beaver infestation. This portion of the trail may require some realignment. Retain and repair original details such as hand-hewn benches, stair treads, handrails and stepping stones on all trails throughout the park as these are important character-defining features. Historic stone wall of unknown origin and stone trail steps along Boone Fork Trail should be preserved. Reset steps as necessary.

### Views and Vistas

**Parkway Section 2G-6 to 2G-12.**

*General* – Preserve / rehabilitate views indicated on PLUMS through selective clearing and no installation of guardrails.

*Overlooks* – According to the 2005 *Blue Ridge Parkway Scenic Vista Cutting Management Plan*, "Most overlooks are cyclically cleared of vegetation to maintain scenic vistas and provide the visitor with the opportunity to enjoy a scene for a long duration of time."[81] Maintain views and vistas using appropriate maintenance regime as outlined in the *Blue Ridge Parkway Scenic Vista Cutting Management Plan*.

*Roadway Vistas* – According to the 2005 *Blue Ridge Parkway Scenic Vista Cutting Management Plan,* "Along the roadway, cleared scenic vistas provide the greatest duration of viewing opportunity to the motorist who is traveling along the Parkway at an average speed of 45 miles per hour."[82] Maintain diversity in types of views and vistas along the Parkway including canopy.

*Mapping Vistas* – As stated in the S*cenic Vista Cutting Management Plan*, "Survey nails and washers have been set into the pavement to mark the extents of the cut but these are often lost or difficult to find. . .new GPS technology and digital photographic documentation must be implemented so that the footprint area of each vista cut can be mapped in detail."[83]

*Trails* – All scenic resources within the viewshed of the trails add to the quality of the trail experience, including Price Lake, Sims Pond, and agricultural fields. Views of these resources that contribute to the viewshed of the trails should be preserved.

### Small-scale Features

The Rocky Knob archives hold Parkway standard details for many small-scale features. Drawings for features such as drinking fountains, tent pads, entrance gate and comfort stations are among those found in the archives. Details for other small-scale features such as signage can be found at BLRI archives and online through the NPS Technical Information Center. Some in-place examples are modified versions based on the original parkway standard detail from the POS. The details at Rocky Knob archives should be secured and scanned so that they are readily available for treatment use, throughout the Parkway.

## Treatment Recommendations for Specific Resources

### Parkway Section 2G-6 to 2G-12

**Sims Pond Overlook.** Preserve historic overlooks road and parking configuration signage, curbing

[81] Hultquist, Larry and Dott Abernathy, *Blue Ridge Parkway Scenic Vista Cutting Management Plan*, (US Department of the Interior, NPS, March 08, 2005), 1.

[82] Hultquist and Abernathy, 1-2.

[83] Hultquist and Abernathy, 2.

and grass median. Pedestrian access to the pond at this overlook has been altered to accommodate service vehicles, impacting the adjacent slope and requiring the need for a retaining wall. Visitors created a "cow-path" along this slope, as it is the intuitive route down to the pond. This route is unsafe and eroding the slope (Figure 3.58). The fence along the retaining wall on the south side of the overlook needs extending to prevent this pedestrian "desire line" and help guide the visitor to the correct path.

**Price Lake Overlook.** Preserve historic overlook road and parking configuration. Preserve overlook signage and curbing. Vegetation changes have occurred over time in this overlook that deviate from the PLUMs including the loss of rhododendron planting in median and pines trees along lake edge. Plant material may not have thrived in those locations, but could be restored using historic photographs and the PLUMs (Figure 2.19, Figure 2.20).

**Boone Fork Overlook.** Preserve historic overlook road and parking configuration. Preserve overlook signage, curbing, and drainage structures.

**Buildings and Structures.**
*General* – Preserve all bridges and grade-separated crossings. Bridges that show degradation on the underside of the structure may require cleaning and/or restoration. Consult annual bridge inspection reports.

*Sims Barn* – This pre-parkway resource should be preserved as it contributes to the experience and integrity of the parkway. Preserve the original barn materials and red paint color. Restore views of barn by from the Parkway by clearing volunteer trees and preserving specimen trees indicated on the PLUMs and documented in historic photographs (Figure 3.42, Figure 3.43).

*Price Lake Dam and Bridge* – This major contributing resource is to be preserved for its association with Julian Price, supporting alignment of the Parkway and its function to create a recreational lake.

*Boone Fork Timber Dam* – This resource should be interpreted for its association with Julian Price and his plans to build a much larger lake for recreational use. Interpretation should occur in the location proposed by retired Parkway landscape architect, Ted Pease.[84]

*Remnant Logging Railroad Tracks* – NPS should consider interpreting the history of logging at the site. Contact Joe Quinn, a local expert on the history of logging in Watauga County for additional information on the logging activities within the park. NPS already interprets early 20th logging practices along the Parkway at Yankee Horse Ridge Parking Area (milepost 34.3), so additional interpretation of logging along the Parkway may not be desired. Yankee Horse Ridge, contains a short stretch of reconstructed narrow-gauge railroad track once known as the Irish Creek Railway, along with an exhibit on logging.

*Boat House* – This contributing feature may be maintained as storage for the NPS boat.

*Boat Rental Facility* – Retain as an amenity for recreational use of Price Lake. Retain materials and board and batten construction as an appropriate style relative to other structures in the park. This non-contributing resource serves a functional need and does not create a visual intrusion to the cultural landscape.

*Sims Creek Viaduct* – Preserve structure by maintaining and repairing with in-kind replacement as necessary. While outside of the study area, this feature is visible from the Parkway and the walking trail system and adds to the visitor experience of unique roadway and bridge design and construction.

**Constructed Water Features.**
*Price Lake* – This major contributing resource needs to be preserved. Retain riparian buffer so that erosion does not occur or continue and therefore preserve the form, size and shape of the lake.

*Sims Pond* – This contributing resource has been altered over time. Changes have included regrading of the dam, removal of the rail fence, and realignment of the trail from overlook and construction of retaining wall/stair removal. A wider pedestrian bridge replaced the original to

[84] A specific location for interpretation of Julian Price's dam was identified in an interview with Ted Pease, conducted by Robert G. Bruce and Harley E. Jolley of the National Park Service on August 5, 1980, p.11-12 (Parkway Archives).

allow for maintenance vehicles. Preserve size and shape of pond, earthen dam, stone raceway, stone abutments, stone steps and stone boat access.

**Small-scale Features.**
*Smokehouse, Remnant Trout Rearing Ponds and Remnant Barn Foundation* – The smokehouse building does not show up on early parkway alignment maps therefore it is unclear if this building was moved to current location. Smokehouse may be retained as a roadside feature. Additional research should be conducted of trout rearing program if there is interest in continuing use at the site. Fish rearing ponds may be rehabilitated for future use in stocking Price Lake for recreational fishing or as part of the interpretive program, depending on findings and interest. Partnership with local state or federal agencies may help support this use.

*Drainage Structures* – Stone faced culverts and stone faced headwalls are character-defining features of the Parkway. Preserve all drainage structures. Repair or replace material in kind as needed.

*Fencing* – Retain all fencing where noted on the PLUMs. Locate existing fence locations using GPS technology. Overlay locations with digitized PLUMs to evaluate amount of fencing that has been lost over time and areas that could be restored. The Rocky Knob Recreation Area uses locust posts with poplar rails. Locust is not as rot-resistant as chestnut, which was used in the construction of fencing in the early days of Parkway construction, but it is a good alternative for its resistance to decay

Fencing recently added as a visual barrier in some areas is not historically accurate but may be needed for safety; guardrail would not be an acceptable alternative in these locations. An example of new fencing installed for safety is the snake rail fence on Parkway right north of Price Lake Dam. All fencing as noted on the PLUMS shall be retained, not just snake rail and post and rail. The post and wire fences that are typically associated with agricultural leases are also important and should be retained, where feasible.

*Stone Curb* – Repair and retain original stone curbing, reset as needed. Original stone curbing should not be replaced with granite.

**Figure 5.1:** Recycled plastic bench along Price Lake Trail, (The Jaeger Company, 2010).

*Asphalt Gutters*- Preserve asphalt gutters. While stone gutters were originally intended for much of the parkway—particularly areas where stone is a local resource—the asphalt gutter in this section of the parkway reflects the original Mission 66 design intent and should be retained. Replace with new asphalt as needed.

*Signs* – Wood signs should be retained such as the gunboard signs and other wood identification signage. Recycled plastic signs should be removed/ replaced with routed redwood signs as they are a character-defining feature of the Parkway that is diminished through use of plastic signs. Aside from aesthetics, wood simply deteriorates, while plastic becomes waste when changes need to be made, requiring disposal in a landfill. Milepost markers should be preserved in current locations. Materials and style of marker should also be preserved.

*Site furnishings* – Avoid haphazard placement of modern elements such as picnic tables and trash receptacles. Remove non-compatible units from developed areas and trails as they detract from overall character and visitor experience (Figure 5.1). Utilize indigenous materials and Parkway standard details dating from the POS.

## Picnic Area

**Buildings and Structures.**
*Comfort stations #463 and #464* – These two comfort stations are located at the picnic area and are identical to comfort stations #446, #447, and #483 located in the campground. Both buildings appear to be in good condition, but some alterations have been made over time. Both of these comfort stations should be preserved. A

detailed discussion of the evolution of comfort station design throughout the Parkway is included later in this chapter in the campground section. Recommendations made for comfort stations #446, #337 and #483 apply to the picnic area comfort stations as well.

*Vehicular Bridge* – A structural engineer should evaluate this bridge for safety, as it appears to be in fair to poor condition. No original construction plans or historic photographs of this bridge were located during this project. Additional archival research to locate original plans and photos should be undertaken. Rehabilitation is the prescribed treatment at this time, due to lack of documentation.

*Pedestrian Bridge* – This contemporary feature is in good condition overall, however, the transition from the bridge to the adjacent grade is unsafe. Wooden steps should be added to improve safety for users.

**Small-scale Features.**
*Picnic tables* – A detailed discussion of the evolution of picnic tables throughout the Parkway is included in the campground section, later on in this chapter. Recommendations made concerning picnic tables apply to the tables in the picnic area as well.

*Grills* – It could not be determined if any of the grills at the site today are original to the picnic area. The tradition of replacing the grills as needed should be continued. A parkway standard replacement grill model should be determined and installed throughout the parkway. See campground section at the end of this chapter for a detailed discussion of the evolution of grills throughout the Parkway.

*Stone Curb* – Repair and retain original stone curbing, reset as needed. Original stone curbing should not be replaced with granite.

*Water fountains* – The two original stone drinking fountains should be preserved. One is functioning and the other is not. Consider reconstructing the five missing fountains in their original locations using construction plans available at Rocky Knob Archives and original material stockpiled along Old John's River Road. A modification to the original construction detail should be made to allow access to internal plumbing for maintenance and repairs.

*Split rail fence* – Preserve split rail fence at the entrance to the picnic area. Though no fencing is shown on the PLUMs at this location, the PLUMs were created before the construction of the picnic area and fencing in this area was likely part of the design of the picnic area. Posts and rails should be replaced as needed, but fence configuration should remain the same.

*Drainage Structures* – Stone culverts are character defining and should be preserved or repaired in kind with the same materials.

*Stepping Stones* – Preservation is the recommended treatment for all existing stepping stones in the picnic area.

## Campground

**Buildings and Structures.** Because specific styles of comfort stations can be tied to other parks within the Parkway, the comfort stations should be considered within the context of Parkway-wide development and the evolution of the architecture. The chronology of style is as follows:

- *Site specific* – The earliest Parkway comfort stations were site specific designs based on vernacular forms. Examples include the integrated restroom at Cumberland Knob and Comfort Station #102 at Doughton Park (Figure 5.2). This type of comfort station was deemed too costly to construct and a more standard building was later adopted. This type of comfort station is not present at Julian Price Memorial Park.
- *Rustic Type* – The regional, rustic aesthetic of early Parkway design character is seen in the materials, massing and rooflines of these buildings (Figure 5.3). Examples are present at comfort stations #97 and #98 at Doughton Park, comfort station #9 at Rocky Knob, and the comfort station Smart View Picnic Area. No comfort stations of this design are present at Julian Price Memorial Park.
- *Mission 66 (early period)* – A utilitarian design aesthetic was adopted for the

**Figure 5.2:** Comfort Station #102 at Doughton Park, (The Jaeger Company, 2005).

**Figure 5.3:** Rustic style comfort station at Doughton Park, (Parkway Archives, 1974).

**Figure 5.4:** Example of an early Mission 66 period comfort station (Parkway Archives, 1964).

**Figure 5.5:** Example of an late Mission 66 period comfort station (Parkway Archives, 1964).

construction of these buildings and a modern material palette was employed in their construction. The massing of these buildings is similar to the previous style of comfort station, but the materials and rooflines evolved to reflect 1950s architectural tastes (Figure 5.4). Three of these buildings are present at Julian Price (comfort stations #361, #390 and #445). Identical examples exist at Rocky Knob (comfort station #84) and Doughton Park (comfort station #396). Original construction drawings for this type of comfort station are found in the Rocky Knob Archives and at the ETIC archives in Denver.

- *Mission 66 (later period)* – Probably the most common type of comfort station along the Parkway, this design appears to be a refinement of the previous period's design (Figure 5.5). Concrete block is used, along with board and batten siding to create a simple, clean aesthetic. The board and batten siding makes an understated reference to the earlier vernacular building forms on the Parkway. The exterior windows of the previous style have been removed completely and skylights have been added to the roof to light the interior instead. The remainder of the comfort stations at Julian Price are of this type. Other examples of this type are found at Rocky Knob (comfort stations #238, #239, #450 and #451), Doughton Park (comfort station #370) and Groundhog Mountain. Original construction drawings for this type of comfort station are found in the Rocky Knob Archives and at the ETIC archives in Denver.

The following are comfort stations at Julian Price, all of which should be rehabilitated:

- *Comfort Station #361* – Some alterations have been made to this Mission 66 (early period) comfort station. Preserve in current condition and use. Remove applied veneer as it deteriorates. Consider reconstructing original door type using available construction details, once current door deteriorates. Consider returning to original contrasting paint scheme.
- *Comfort Station #445* – Some minor alterations have been made to this Mission 66 (early period) comfort station, including replacement doors. Preserve in current condition and use. Remove applied veneer as it deteriorates. Consider reconstructing original door type using available construction details, once current door deteriorates. Consider returning to original contrasting paint scheme.
- *Comfort Station #446* – Some minor alterations were made to this Mission 66 (later period) comfort station to original board and batten upper and replacement doors. This example has the most integrity of this style of comfort station, due to its lack of applied veneer. Preserve in current condition and use. Consider returning upper board and batten portion to natural wood finish.
- *Comfort Station #390* – Some minor alterations to this Mission 66 (early period) comfort station have occurred, including replacement doors. This example has the most integrity of this style comfort station. Preserve in current condition and use. Consider reconstructing original door type using available construction details, once current door deteriorates. Consider returning to original contrasting paint scheme.
- *Comfort Station #447* – Door appears to be original along with original board and batten upper on this Mission 66 (later period) comfort station. The concrete block base has been altered with a veneer. Preserve in current condition and use. Remove applied veneer as it deteriorates.
- *Comfort Station #483* – Some alterations to original board and batten upper have occurred on this Mission 66 (later period) comfort station. Preserve in current condition and use. Consider returning upper board and batten portion to natural wood finish.

Because original construction details are available for the original doors, consideration should be given to replacing newer doors with reconstructed doors when replacements become necessary (Figure 5.6). The applied veneer should be handled the same way. It should be removed as it deteriorates. The original wooden board and batten portions of the later period Mission 66 comfort stations were left natural or stained with a darker appearance than the lower masonry units, which were painted. The entirety of each comfort station has since been painted a pale grey color that is in keeping with the rest of painted structures within the campground, likely for maintenance reasons. Early Mission 66 comfort stations were painted with a contrasting color scheme, which featured darker colored doors, windows, trim, and eaves. Consider returning to this paint scheme.

*Ranger Cabin* – This non-contributing structure is not compatible with standards found within the Park and detracts from the overall character. Consideration should be given to its removal and replacement with a Parkway standard structure or a more compatible feature.

*Registration Kiosk* – The modular retaining wall that surrounds this structure is not in keeping with parkway standards. A new wall should be built using Parkway standard details and materials, such as stone. It should be noted that a new Parkway standard for campground registration kiosk has been adopted and may eventually be implemented at all campground areas.

*Amphitheater* – This is a major contributing resource with alterations that include: replacement recycled lumber bench seating, the removal of the under seat lighting system, and the addition of paint to the exterior of the building. The original wooden portions of the amphitheater were left unpainted, but they have since been painted a

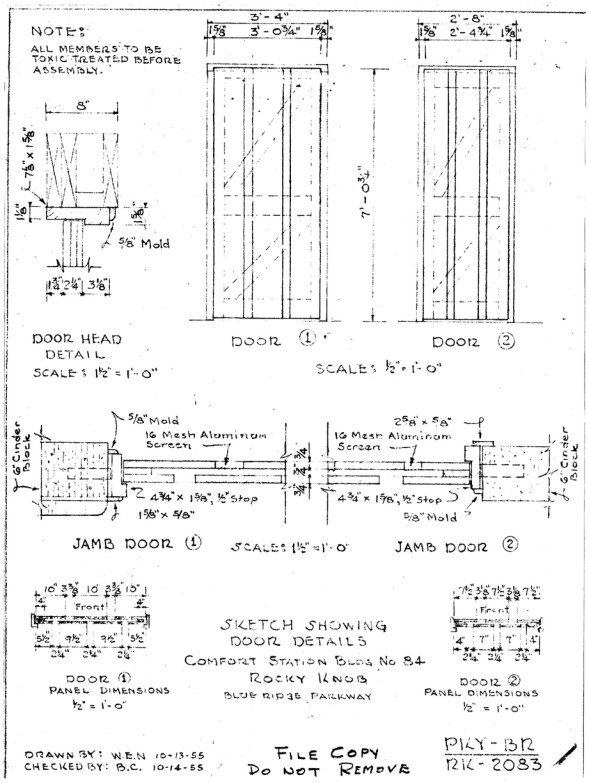



**Figure 5.6:** Comfort station door detail, (Parkway Archives, 1955).

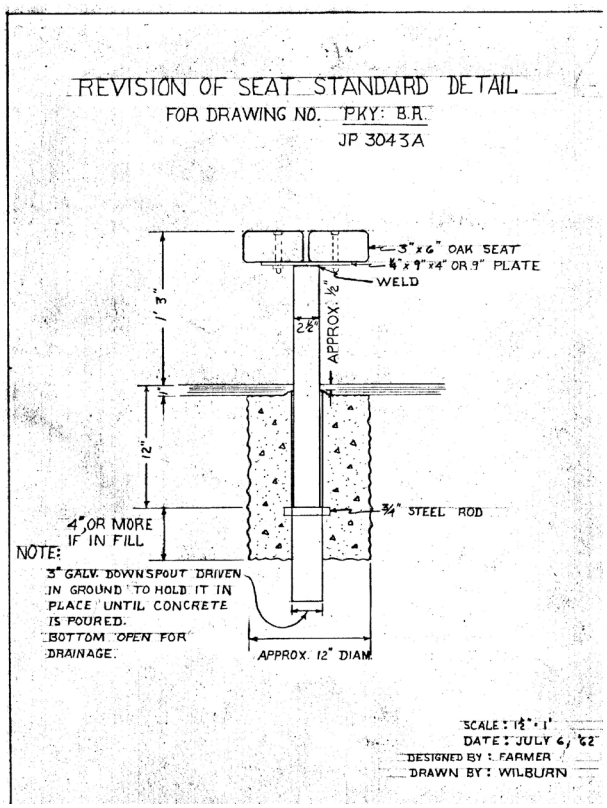



**Figure 5.7:** Wood seating at Amphitheater, (Parkway Archives, 1962).

pale grey color that is in keeping with the rest of painted structures within the campground, likely for maintenance reasons. NPS removed the under seat lighting system, possibly for maintenance reasons. NPS replaced the original trailside lighting recently, but the original locations are intact. The amphitheater layout, structures and lighting locations should be preserved. The recycled lumber bench seating should be replaced with wood seating as the current material starts to fail (bow). Figure 5.7 provides the original construction detail for wood seating at the amphitheater.

**Small-scale Features.** Small-scale features should be restored or reconstructed according to Parkway standard details as outlined in the general Treatment Recommendations, as well as historic photographs and in-place examples elsewhere in the Park.

*Water fountains* – NPS should consider reconstructing some or all of the original stone drinking fountains in the campground using construction documents from the Rock Knob Archives, historic photographs and original stone materials stockpiled along Old John's River Road.

*Camp sites* – tent pads are in need of repair. Tent pad size and parking space size may need to be altered to accommodate current use. Original tent pad construction drawings exist at the Rocky Knob archives. Any existing original concrete tent pads should be preserved. If expanded tent pads are required to accommodate current use, they should be added to camp sites that no longer have original pads.

*Drainage Structures* – many need repair. Repair as needed using original materials. If additional stone is required, consider obtaining from the quarry mentioned in Final Construction Reports for Section 2G and in the existing conditions chapter of this document.

*Stairs* – most need repair of some kind. Repair as needed using original materials.

*Stone Curb* – repair and retain all original stone curbing, reset as needed. Original stone curbing should not be replaced with granite. If additional stone is required, consider obtaining from the quarry mentioned in Final Construction Reports

**Figure 5.8:** Wooden picnic table at Rocky Knob, (Parkway Archives, 1938).

**Figure 5.9:** Picnic table with stone base and supports at Doughton Park, (The Jaeger Company, 2005).

**Figure 5.10:** Concrete table with wooden seat slats, Loop E, Julian Price Memorial Park, (Parkway Archives, 1985).

for Section 2G and in the existing conditions chapter of this document.

*Signs* – preserve wooden signs throughout the campground. Recycled plastic signs should be returned to routed redwood.

*Camp Site Markers* – These contemporary recycled plastic signs were recently installed to identify each camp site. Standing approximately two feet tall, these markers visually intrude into the historic landscape. As these markers deteriorate, consider returning to the historic method of camp site delineation – numbers hand painted in white on the asphalt at the parking slip for each individual site.

*Entrance Gates* – preserve entry gates.

*Picnic Tables* – Because specific styles of picnic tables can be tied to other recreation areas within the Parkway, the picnic tables at Price Park should be considered within the context of Parkway-wide development and the evolution of their design. The chronology of style is as follows:

- *Wooden* – The first tables designed for the use on the Parkway were simple wooden structures, built of chestnut logs and planks (Figure 5.8). No picnic tables of this type exist along the Parkway, today.
- *Stone Bases with Wooden Slats* – These tables were built of native stone bases and seat supports, with thick chestnut planks provided as slats for seating and either concrete or wood table tops (Figure 5.9). Examples of this type are found at Doughton Park and Peaks of Otter, though many of the chestnut slats have deteriorated.
- *Concrete with Wooden Seats* – These tables share similar dimensions with the previous table type, but concrete is used for the table and seat supports instead of stone. This change coincided with a shift toward more utilitarian site elements along the Parkway. This is the table type originally installed at both the campground and picnic area at Julian Price Memorial Park. Examples also appear at Doughton Park and the picnic area at Rocky Knob (Figure 5.10).
- *Wood and Aluminum* – This table type is constructed of wood with metal frame supports (Figure 5.11). The wooden portions of each table were usually been a reddish brown color with the

**Figure 5.11:** 1960s Parkway standard picnic table at Rocky Knob, (The Jaeger Company, 2011).

**Figure 5.12:** Pilot Rock picnic table at Julian Price Memorial Park, (The Jaeger Company, 2010).

**Figure 5.13:** Precast concrete picnic table at Julian Price Memorial Park (The Jaeger Company, 2010).

**Figure 5.14:** Rehabilitated concrete picnic table at Cumberland Knob, with proper seat slat dimension (The Jaeger Company, 2011).

supports painted off-white. Sometimes the wood and aluminum portions were left unpainted. The aluminum frame supports feature a distinctive circular curve design. These tables were standard on the Parkway in the 1960s, as additional examples appear at Rocky Knob, Groundhog Mountain, and Smart View further north on the Parkway. None of these tables exist at Julian Price Memorial Park.

- *Pilot Rock and other contemporary replacement tables* – A variety of replacement table types have been used on the Parkway over the years. The most common type is a simple wooden table with metal supports manufactured by the Pilot Rock Company (Figure 5.12). Another type is a precast concrete version, whose manufacturer is unknown (Figure 5.13). Both of these types are found at the campground and picnic areas of Julian Price Memorial Park.

Most of the original concrete tables at Julian Price Memorial Park need repair and all contain replacement seat slats that are significantly thinner than the originals. A recent rehabilitation of a picnic table at Cumberland Knob was noted as good model for rehabilitation of original concrete tables. This example illustrates the appropriate thickness of wooden seat slats and craftsmanship (Figure 5.14). Replacing seat slats with recycled plastic has occurred at Rocky Knob and is not recommended. A replacement picnic table standard should be established for the entire Parkway. Pilot Rock and other contemporary tables should be replaced with the new standard as needed.

**Figure 5.15** Stone Fireplace at Doughton Park, (Parkway Archives, 1940).

*Grills* – Original grills set on concrete bases to be preserved where possible. No original construction details or historic photos were found for this resource, so restoration is not an option. All other grills can be replaced with the current parkway standard grill as they degrade.

Because specific styles of grills can be tied to other recreation areas within the Parkway, the grills should be considered within the context of Parkway-wide development and the evolution of their design. The chronology of style is as follows:

- *Stone fireplaces* – The earliest grill type designed for the use on the Parkway were ingeniously designed to look like they were set in natural stone outcrops (Figure 5.15). Fireplaces of this type remain at both Doughton Park and Rocky Knob.
- *Metal grills set on concrete bases* – These grills reflect the shift from early period rustic design along the Parkway to more utilitarian and standardized designs. Consisting of a hinged metal grill mounted on top of a concrete slab, these grills offered an easy to clean, efficient, and lower cost grill set up for campground users. This is the type of grill originally designed for the campground at Julian Price Memorial Park. Examples are also present at the Rocky Knob Campground, built around the same time (Figure 5.16).
- *Catalog items* – A variety of replacement catalog grills have been used over the years. Manufactured by the Pilot Rock Company and other similar manufacturers, these grills are low cost and easy to install (Figure 5.17).

**Figure 5.16:** Metal grill set on concrete base at Rocky Knob, (The Jaeger Company, 2011).

**Figure 5.17:** Contemporary catalog grill (The Jaeger Company, 2011).

## Other Cultural Features

**Boone Fork Rock Shelter.** Consider additional archeology at this location, for possible interpretation of the Native American history within the park.

**Primitive Camping Area.** Consider interpretation of Julian Price and original dam construction road at this location. A building complex associated with the building of Julian Price's Original Dam and was mentioned in the Ted Pease oral history. It is recommended that further archeological study be conducted in this area to determine what structures remain and to assess their interpretive value to the park.

## Implementation Priorities

The Project Management Information System (PMIS) is used by the NPS to plan schedules, budget and execute work to be accomplished in project management. The following are existing PMIS statements for the Blue Ridge Parkway park/unit, specifically for Julian Price Memorial Park. As an outcome of the Treatment Recommendations made in this report, additional guidance is provided below for each statement.

### Existing PMIS Statements:

**PMIS 148280: Rehabilitate Price Park Campground and Picnic Area**

*Project Total Cost:* $9,091,014.90

*Description:* The 198-site Price Park Campground receives the heaviest visitation of any campground on the Blue Ridge Parkway with the number of campers using this facility exceeding 31,000 annually. The adjacent Price Picnic Area, open year round, is also highly popular with an estimated 160,000 annual visitors. The camping and picnic roadways, parking slips, curbing, walkways, paved waterways and site amenities have deteriorated to such a degree that the safety of our visitors is compromised. These features will be replaced or upgraded to correct many safety concerns and improve function and sustainability. The project will also address facility deficiencies related to accessibility by providing building and site upgrades necessary to meet ADA requirements. This statement replaces BLRI 081817.

*Recommendations:* The General Recommendations section found at the beginning of this chapter provide guidance on managing vegetation for the Picnic Area and Campground, specifically. Within Treatment Recommendations for Specific Resources, follow specific treatment recommendations for buildings and structures as well as small-scale features in the Campground and Picnic Area sections. These sections provide recommendations for features such as picnic tables, grills, water fountains, stone curbing, and steps. Any alterations to buildings and structures should follow the Secretary of Interior Standards for Rehabilitation of Historic Properties.

**PMIS 179377: Repave/Repair Price Park Campground Roads at MP 297**

*Project Total Cost:* $911,783.91

*Description:* Repave and Repair Price Park Campground Roads at MP 297. This contract work will repair areas of serious damage and renew the entire surface. Completing this work will ensure visitor safety and prolong the life as part of a cost-effective plan. Repaving is planned in accordance with FHWA treatment recommendations as follows: Route/Name/Treatment, 0208ZZ/Price Park CG Roads PWR/Pulverize + Ovly 3", 1201/Price Park CG Dump Station/Mill 2 + Ovly 2".

*Recommendations:* Rehabilitate campground roads by remilling and resurfacing asphalt roads throughout camping area. Maintain historic road configuration/alignment. If it is necessary to expand any area in order to accommodate visitor use, the approach should be conservative. One of the existing "trailer only" camping loops (Loop E or F) could be rehabilitated by expanding parking slips and turning radii and to accommodate larger trailers. Other camping loops should be left intact. Protect existing stone curbing during milling and paving operations. Replace chipped, cracked, broken, or missing stone curb. Retain all original stone curbing. Do not replace original stone curbing with granite. If additional stone is required, consider obtaining from the quarry mentioned in the Final Construction Reports for Section 2G and in the existing conditions chapter of this document.

**PMIS 186567: Cyclic Replacement of Price Park Campground Amphitheater Amenities**

*Project Total Cost:* $114,572.12

*Description:* Funding for this project will be used to replace damaged and worn out amenities to Price Park Campground Amphitheater on the Blue Ridge Parkway. The necessary work will include the replacement of 10 plastic seating units that are warped and cracked; replace 40 walkway lighting fixtures with high efficiency light fixtures, remove and replace support post and wiring for the audio system, repave deteriorated asphalt walkways and repair rock retaining wall adjacent to stage.

*Recommendations:* Alterations to the historic fabric include: replacement recycled lumber bench seating, the removal of the under seat lighting system, and the addition of paint to the exterior of the building. The original wooden portions of the amphitheater were left unpainted, but they have since been painted a pale grey color that is in keeping with the rest of painted structures within the campground. This was likely for maintenance reasons and could be continued for that purpose. NPS removed the under seat lighting system, possibly for maintenance reasons. NPS replaced the original trailside lighting recently, but the original locations are intact. The path lighting in the amphitheater area should remain consistent with the modern trailside lighting found throughout the camping area. The amphitheater layout, structures and lighting locations should be preserved. The recycled lumber bench seating should be replaced with wood seating as the current material starts to fail (bow). Figure 5.7 provides the original construction detail for wood seating at the amphitheater.

**PMIS 187302: Convert Campsite in Price Park Campground for Use by VIP**

*Project Total Cost:* $9,556.84

*Description:* In order to attract volunteers, the park has implemented a plan to place one campsite in each campground for VIP use. Each site will have full hookups. Funding will be used to establish a level pad and to install hookups for water, sewer, and electrical. Campsite will be located adjacent to facilities that already have utilities in place in order to minimize the cost.

*Recommendation:* One of the existing "trailer only" camping loops (Loop E or F) could be rehabilitated to accommodate VIP use by expanding parking slips and turning radii and to accommodate larger trailers. Other camping loops should be left intact. Protect existing features and landscape during expansion. Minimize disturbance during activities associated with grading for level pad and utility installation.

## Proposed PMIS Statements:

**Proposed Project: Trail Repair**

*Project Total Cost:* $3,500,000

*Description:* Maintenance of trails has not kept up with the impact of nature and human use. Portions of the trails system are not ADA accessible and should be updated accordingly. Price Lake Trail: Repair and replace portions of the Price Lake Trail that have been impacted by flooding and beaver activity by installing boardwalk through this section. Replace the failing recycled plastic edging with wood edging that will simply deteriorate in place over time before replacement, as the current product is failing. Mulch areas of trail where tree roots are causing uneven surfaces. A product such as slate may also be used to provide a level surface at extra cost. Preserve historic concrete trail markers. Historic stone wall of unknown origin and stone trail steps along Boone Fork Trail should be preserved. Reset steps as necessary. Repair original hand-hewn rails, benches and stair treads in historic location with same materials and craftsmanship and location Add trail head at Holloway Mountain Road with orientation kiosk, directional signage and gravel surface parking area for five cars.

**Proposed Project: Drinking Fountain Rehabilitation Design and Construction Documents**

*Project Total Cost:* $6,000

*Description:* Conduct design research and prepare construction documents for a rehabilitation of the historic drinking fountain based on the original plans found at Rocky Knob Park archives. New construction details shall provide plumbing details and access to plumbing for repairs.

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# Appendix A

**Notes from JPMP Deed Research:**

Discrepancies have been found in the total acreage for the JPMP, these are as follows:

1) The Jaeger Company's internal area take off of the GIS boundary = **4,200** acres.
2) Some information on the Park sates **4,300** acres.
3) A letter from the Office of the Attorney General in Washington D. C., dated June 19, 1952 and addressed to the Honorable Oscar L. Chapman, Secretary of the Interior, Washington D.C., states describes "the title data relating to **34 tracts of land containing 4,116.11** acres of land, more or less, in Watauga County, North Carolina. This land was conveyed to the United States of America under the provisions of existing legislation for an addition to the Blue Ridge Parkway to be known as Julian Price Park by the Jefferson Standard Life Insurance Company, a company under deed dated July 1, 1949 filed for record on January 11, 1950… and recorded by correction deed dated July 24, 1951, filed for record on January 8, 1952…"

*The deed dated July 1, 1949 by Jefferson Standard Life Insurance Company to the United States of America has some missing information, some of which TJC has been able to uncover. However the adding up the acreage associated with each land conveyance in the deed does not make sense to us.*

**The deed transfers are as follows:**

The deed dated July 1, 1949 by Jefferson Standard Life Insurance Company to the United States of America:

1. January 19, 1935—One tract of land conveyed to Julian Price by **Hunter Manufacturing and Commissioning Company**, a corporation duly created, organized, and existing under and by virtue of the laws of the State of North Carolina, with its principal office at Erlanger, NC.

   Donald Comer, President, company founded in New York, New York. Hunter Manufacturing & Commission Company handled the product of textile mills in Boston, Philadelphia, Baltimore, Chicago, St. Louis, San Francisco, Los Angeles Greensboro, N. C, Caracas, Venezuela, Buenos Aires, Argentina, and Havana, Cuba.

   The land was sold for $100 being, "all those certain tracts or parcels of land situate, lying and being in Watauga Township, Watauga County, State of North Carolina, containing sixteen hundred (1600) acres, more or less, known as the Boone Fork Property."

   *This area comprises what is now the core developed area of the park from Boone Fork Creek west to Halloway Mountain Road.*

2. March 1938—Two tracts of land, one containing 214 acres and the other containing 8 acres, was conveyed to Julian Price by **Mrs. J. A. Linney**. The land was surveyed by I. A. Bumgarner in March 1938.

   *Land southeast of the confluence of Boone Fork with Cold Prong and Halloway Mountain Road.*

3. August 1, 1938—One tract of land conveyed to Julian Price by **W. S. Whiting** (President of Boone Fork Lumber Company) and Caroline Whiting.

   *Property located on both sides of Boone Fork Creek west of Halloway Mountain Road.*

   *September 17, 1938—All riparian and water course rights conveyed to Julian Price by W. S. Whiting and Caroline Whiting.*

4. December 1939—Eight tracts of land totaling 1, 184 acres including: 636 acres, 7 acres, 31 acres, 41 acres, 62 acres, 7 acres, 45 acres and 355 acres (the later conveyed to the Sims family by E. S. Coffey et al, Walter S. Sims et ux, Mrs. Clara E. Keever, W. B. & Caroline Whiting, F. A. & Hessie M. Linney). These tracts conveyed to Julian Price by **The Boone and Blowing Rock Light and Power Company** (boundary description later revised in the July 24, 1951, Deed of Correction). Land originally conveyed to the Boone and Blowing Rock Light and Power Company by W. S. Whiting on Sept 17, 1938.

   *Land east of John's River Road to Cone Estate, includes Sim's Pond and former Sims house/tract, some along the northern part of Boone Fork and some near Halloway Mountain Road.*

5. January 1940—One tract of 7 acres of land conveyed to Julian Price by **Ed H. Hollifield and Victoria Hollifield**

   *Land located between John's River Road and Hwy 221.*

6. April 23, 1940—Two tracts of land containing 25 1/3 acres were conveyed to Julian Price by W. **M. Calloway and wife Lula Calloway** (sold to the Calloway's in 1922 and 1924 by H. M. Linney).

7. May 29, 1940—One 2-acre tract of land conveyed to Julian Price by **N. R. Walters and Emma Brown Walters**.

8. May 9, 1941—Three tracts of 26, 27 and 10 ½ acres of land conveyed to Julian Price by **Z. V. Brown**

9. May 10, 1941—One 10 acre tract of land conveyed to Julian Price by **Lester Brown and wife Alice Brown**.

10. July 26, 1941—One 6-acre and one 10 ½ acres tract (mentioned later in the deed) of land conveyed to Julian Price by **B. F. Wilcox and Delia Wilcox**
    *Tract contains a twenty four square foot graveyard along John's River Road (northern end at curve to the west).*

11. November 28, 1941—One 139.4 acre tract of land conveyed to Julian Price by **C. M. Barringer**

12. September 1, 1942—One tract of land containing 113 ½ acres conveyed to Julian Price by **W. S Greene and Dessie Mae Greene** *This tract houses the Henley House and barn, but we have no found reference to Henley ownership*

13. September 17, 1942—One 140-acre tract of land conveyed to Julian Price by **G. M. Suddert and Cora Mae Sudderth** (boundary description later revised in the July 24, 1951, Deed c Correction).

14. June 9, 1942—One 198-acre tract of land conveyed to Julian Price by **W. S. Whiting and Carolin Whiting**

15. November 10, 1942—One 7-acre tract of land conveyed to Julian Price by **A. H. Dula and Mar Jane Dula**

16. December 17, 1943—One 154-acre tract of land conveyed to Julian Price by **Robert L. Hatle and wife Clara Hatley**

17. May 16, 1945—One 36-acre tract of land conveyed to Julian Price by **Sarah Hollers Hodges an J. M. Hodges**

18. May 18, 1946 One 257-acre tract of land conveyed to Julian Price by **Mrs. Cordelia Phillips**

19. July 16, 1946—One 92–acre tract of land conveyed to Julian Price by **L. R. Woods and Ros Woods**

20. August 2, 1946—One 32-acre tract of land conveyed to Julian Price by **W. S. Whiting an Caroline Whiting**

July 24, 1951—Deed of correction

A from the Office of the Attorney General in Washington D. C., dated June 19, 1952 and addressed t the Honorable Oscar L. Chapman, Secretary of the Interior, Washington D.C., states describes "the titl data relating to 34 tracts of land containing 4,116.11 acres of land, more or less, in Watauga County North Carolina. This land was conveyed to the United States of America under the provisions of existin legislation for an addition to the Blue Ridge Parkway to be known as Julian Price Park by the Jefferso Standard Life Insurance Company, a company under deed dated July 1, 1949 filed for record on Januar 11, 1950… and recorded by correction deed dated July 24, 1951, filed for record on January 8, 1952…"

# Appendix B

| JULIAN PRICE MEMORIAL PARK CAMPGROUND RESOURCE ASSESSMENT | | | | | |
|---|---|---|---|---|---|
| CAMP SITE | GRILL | PICNIC TABLE | TENT PAD | LANTERN POLE | REMARKS |
| A1 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Good Condition | Square Metal | |
| A2 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Square Metal | |
| A3 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Square Metal | slanted picnic table base |
| A4 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | Stone Steps, mortar needs to be reset |
| A5 | Original Metal, damaged concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Square Metal | |
| A6 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | Stone Steps and wooden fence |
| A7 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Square Metal | Small Section of Curb is Missing |
| A8 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A9 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A10 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood, Poor Condition | Square Metal | |
| A11 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A12 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Square Metal | |
| A13 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Square Metal | |
| A14 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | Wooden Steps Present |
| A15 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A16 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A17 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A18 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | Lantern Post slanted, needs to be reset |
| A19 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A20 | Circular Metal Replacement and Accessible Grill | Wood and Aluminum Catalog Table, Accessible | Original Concrete, Fair Condition | Square Metal | |
| A21 | Circular Metal Replacement and Accessible Grill | Wood and Aluminum Catalog Table, Accessible | Original Concrete, Fair Condition | Square Metal | |
| A22 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Square Metal | |
| A23 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A24 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Square Metal | Lantern Post slanted, needs to be reset |
| A25 | Original Metal, on concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A26 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A27 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Square Metal | |
| A28 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | None (Lawn) | Square Metal | |
| A29 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | None (Lawn) | Square Metal | |
| A30 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | None (Lawn) | Square Metal | |
| A31 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | None (Lawn) | Square Metal | |
| A32 | Circular Metal Replacement | Wood and Aluminum Catalog Table | None (Lawn) | Square Metal | |
| A33 | Original Metal, no concrete base | Original Concrete with Single Top and Replacement Seat Planks | None (Lawn) | Square Metal | |
| A34 | Circular Metal Replacement and Accessible Grill | Original Concrete with Single Top and Replacement Seat Planks, Accessible | None (Lawn) | Square Metal | |
| A35 | Circular Metal Replacement and Accessible Grill | Original Concrete with Single Top and Replacement Seat Planks, Accessible | None (Lawn) | Square Metal | |
| B1 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | Section of Stone Curb is missing |
| B2 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B3 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B4 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B5 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B6 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks, Poor Condition | Original Concrete, Poor Condition | Circular Metal | Section of Stone Curbing needs to be reset |
| B7 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B8 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B9 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B10 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B11 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B12 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B13 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B14 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B15 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B16 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B17 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B18 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| B19 | Original Metal on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B20 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B21 | Original Metal on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | None | Circular Metal | Original Asphalt Campsite Numbering? |
| B22 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | Stone Curbing needs to be reset |
| B23 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | None | Circular Metal | |
| B24 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | None | Circular Metal | |
| B25 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B26 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B27 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B28 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B29 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B30 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B31 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B32 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |

| JULIAN PRICE MEMORIAL PARK CAMPGROUND RESOURCE ASSESSMENT | | | | | |
|---|---|---|---|---|---|
| CAMP SITE | GRILL | PICNIC TABLE | TENT PAD | LANTERN POLE | REMARKS |
| B33 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | Stone Curbing needs to be reset |
| B34 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | None | Circular Metal | |
| B35 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | Stone Curbing needs to be reset |
| B36 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B37 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B38 | Original Metal on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B39 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | Stone Curbing needs to be reset |
| B40 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B41 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | Stone Curbing needs to be reset |
| B42 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B43 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| B44 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | Stone Curbing needs to be reset |
| B45 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| B46 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Replacement Wood | Circular Metal | |
| C1 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C2 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C3 | Circular Metal Replacement and Accessible Grill | Precast Concrete Table, Accessible | Wood | Square Metal | |
| C4 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C5 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C6 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C7 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Wood | Square Metal | |
| C8 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Wood | Square Metal | Stone Curbing needs to be reset |
| C9 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C10 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C11 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C12 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Wood | Square Metal | |
| C13 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C14 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Wood | Square Metal | |
| C15 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C16 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C17 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C18 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C19 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C20 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C21 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C22 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C23 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C24 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C25 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C26 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| C27 | Circular Metal Replacement | Precast Concrete Table | Wood | Square Metal | |
| C28 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | Wood | Square Metal | |
| D1 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D2 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D3 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D4 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | Original Concrete, Poor Condition | Circular Metal | |
| D5 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | Original Concrete, Poor Condition | Circular Metal | |
| D6 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D7 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D8 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D9 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D10 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D11 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | Stone Curbing needs to be reset |
| D12 | Original Metal on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D13 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D14 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | Stone Curbing needs to be reset |
| D15 | Original Metal on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| D16 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| D17 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D18 | Original Metal on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D19 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D20 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D21 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |
| D22 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| D23 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Wood | Circular Metal | |
| D24 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Poor Condition | Circular Metal | |
| D25 | Circular Metal Replacement | Original Concrete with Single Top and Replacement Seat Planks | Original Concrete, Fair Condition | Circular Metal | |

| JULIAN PRICE MEMORIAL PARK CAMPGROUND RESOURCE ASSESSMENT | | | | | |
|---|---|---|---|---|---|
| CAMP SITE | GRILL | PICNIC TABLE | TENT PAD | LANTERN POLE | REMARKS |
| E1 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E2 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E3 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E4 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E5 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E6 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E7 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E8 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E9 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E10 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E11 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E12 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E13 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E14 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E15 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E16 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| E17 | Circular Metal Replacement | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Circular Metal | |
| F1 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F2 | Original Metal, no concrete base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F3 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F4 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F5 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F6 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F7 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F8 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F9 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F10 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F11 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F12 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F13 | Original Metal on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F14 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F15 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F16 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F17 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F18 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F19 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F20 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | Table top is completely covered with moss |
| F21 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F22 | Original Metal on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F23 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F24 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F25 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F26 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F27 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F28 | Original Metal on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F29 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F30 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F31 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F32 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F33 | Original Metal on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F34 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F35 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F36 | Original Metal on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F37 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F38 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F39 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F40 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F41 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F42 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F43 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F44 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |
| F45 | Circular Metal Replacement on Original Concrete Base | Original Concrete with Double Top and Replacement Seat Planks | None (Trailer Only) | Square Metal | |
| F46 | Circular Metal Replacement on Original Concrete Base | Wood and Aluminum Catalog Table | None (Trailer Only) | Square Metal | |

# Appendix C

| Julian Price Memorial Park - Cultural Resource Analysis Chart | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Resource Category** | **Resource Name** | **Date** | **Condition** | **Contributing** | **Alterations after POS** | **Integrity** | **Treatment** |
| **General** | | | | | | | **Overall: Preservation** |
| | **Natural Systems and Features** | | | | | | |
| | Topography and Hydrology | pre-parkway | Good | Contributing | minimal / natural | high | Preservation |
| | Soil | pre-parkway | Good | Contributing | compaction in Picnic Area | moderate | Preservation |
| | Wetland | | | | minimal / natural | high | Preservation |
| | Rock Outcrop | pre-parkway | Good | Contributing | minimal / natural | high | Preservation |
| | **Vegetation** | | | | | | |
| Pkwy | Vegetation | varies | Good | Contributing | some plantings are gone; many have matured | moderate | Preservation / Rehabiliation |
| Picnic | Vegetation | varies | Good | Contributing | human impact; | low | Rehabilitation |
| Camp | Vegetation | varies | Good | Contributing | | moderate | Rehabilitation |
| | **Land Use** | | | | | | |
| | Agricultural Leases | pre-parkway | Good | Contributing | 140 acres lost from original total | moderate | Preservation |
| | **Circulation** | | | | | | |
| Pkwy | Parkway Section 2G-6 to 2G-12 | 1960 | Good | Contributing | minimal | high | Preservation |
| Pkwy | John's River Road | pre-parkway | Good | Contributing | minimal / natural | high | Preservation |
| Picnic | Vehicular Drives | 1964 | Fair | Contributing | normal wear of materials; alginment intact | high | Rehabilitation |
| Camp | Vehicular Drives | 1958 - 64 | Fair-Poor | Contributing | alterations to connection between Loop C and E | moderate | Rehabilitation |
| Picnic | Pedestrian Paths | 1964 | Fair-Poor | Contributing | normal wear of materials; alignment intact | high | Rehabilitation |
| Camp | Pedestrian Paths | 1958 - 64 | Fair-Poor | Contributing | normal wear of materials; alignment in tact | high | Rehabilitation |
| Trails | Boone Fork Trail | unknown | Good | Contributing | normal wear of materials; alignment in tact | high | Rehabilitation |
| Trails | Price Lake Trail | unknown | Good | Contributing | normal wear of materials; alignment altered by beaver activity | high | Rehabilitation |

| Julian Price Memorial Park - Cultural Resource Analysis Chart | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Resource Category** | **Resource Name** | **Date** | **Condition** | **Contributing** | **Alterations after POS** | **Integrity** | **Treatment** |
| Trails | Tanawha Trail | unknown | Good | Contributing | normal wear of materials; alignment intact | high | Rehabilitation |
| Trails | Mountains to Sea Trail | unknown | Good | Contributing | normal wear of materials; alignment intact | high | Rehabilitation |
| Picnic | Pedestrian Paths | 1964 | Poor | Contributing | normal wear of materials; alignment intact | high | Rehabilitation |
| | **Views and Vistas** | | | | | | |
| Pkwy | Views | varies | Good | Contributing | overgrown or lost vegetation | high | Preservation / Rehabilitation |
| Trails | Views | varies | Good | Contributing | overgrown or lost vegetation | high | Preservation |
| **Parkway Section 2G-6 to 2G-12** | | | | | | | **Overall: Preservation** |
| | **Overlooks** | | | | | | |
| Pkwy | Sims Pond Overlook | 1960 | Good | Contributing | normal wear of materials; alignment intact | high | Preservation |
| Pkwy | Price Lake Overlook | 1960 | Good | Contributing | normal wear of materials; alignment intact | high | Preservation |
| Pkwy | Boone Fork Overlook | 1960 | Good | Contributing | normal wear of materials; alignment intact | high | Preservation |
| | **Buildings and Structures** | | | | | | |
| Pkwy | Sims Barn | pre-parkway; rehabilitated in 1991 | Good | Contributing | normal wear of materials | high | Preservation |
| Pkwy | Price Lake Dam and Bridge | 1960 | Good | Contributing | alterations to bridge and stone raceway | high | Preservation |
| Pkwy | Boone Fork Timber Dam | 1940s | Poor | | normal wear | high | |
| Pkwy | Boat House | 1961 | Fair | Contributing | normal wear | high | Rehabilitation |
| Pkwy | Boat Rental Facility | 1984 | Good | Non-contributing | constructed after POS; security bars on windows added | n/a | Non-contributing Resource |
| Pkwy | Sims Creek Viaduct | 1959 | Good | Contributing | normal wear of materials; alignment in tact | high | Preservation |

| Julian Price Memorial Park - Cultural Resource Analysis Chart | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Resource Category** | **Resource Name** | **Date** | **Condition** | **Contributing** | **Alterations after POS** | **Integrity** | **Treatment** |
| | **Constructed Water Features** | | | | | | |
| Pkwy | Price Lake | 1960 | Good | Contributing | minimal / natural | high | Preservation |
| Pkwy | Sims Pond | pre-parkway | Good | Contributing | minimal / natural | high | Preservation |
| | **Small-scale Features** | | | | | | |
| Pkwy | Smokehouse | pre-parkway | Poor | Non-contributing | moved to location after POS | n/a | Non-contributing Resource |
| Pkwy | Remnant Trout Rearing Ponds | pre-parkway | Fair | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Pkwy | Remnant Barn Foundation | pre-parkway | Poor | Non-contributing | Non-contributing Resource | n/a | |
| Pkwy | Drainage Structures | 1960 | Good | Contributing | normal wear of materials | high | Preservation |
| Pkwy | Fencing | varies | Good | Contributing | fencing added | high | Preservation |
| Pkwy | Stone Curb | 1960 | varies | Contributing | some replaced | high | Preservation / Rehabilitation |
| Pkwy | Asphalt Gutters | 1960 | Fair | Contributing | normal wear of materials | high | Preservation |
| | Stone Staircase at Boone Fork Overlook | post-66 | Good | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |
| | **Signs** | | | | | | |
| Pkwy | Mile Post Markers | 1960 | Good | Contributing | normal wear of materials | high | Preservation |
| Pkwy | Wood Signs | varies | Good | Contributing | some replaced with recycled plastic | high | Preservation |
| Pkwy | Recycled Plastic Signs | varies | Good | Non-contributing | | n/a | Non-contributing Resource |

| Julian Price Memorial Park - Cultural Resource Analysis Chart | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Resource Category** | **Resource Name** | **Date** | **Condition** | **Contributing** | **Alterations after POS** | **Integrity** | **Treatment** |
| **Picnic Area** | | | | | | | **Overall: Rehabilitation** |
| Picnic | Comfort Station #463 | 1964 | Good | Contributing | painting of natural/stained wood; covering concrete block with untreated wood panels; original corrugated roofing material has been replaced | high | Rehabilitation |
| Picnic | Comfort Station #464 | 1964 | Good | Contributing | painting of natural/stained wood; covering concrete block with untreated wood panels; original corrugated roofing material has been replaced | | Rehabilitation |
| Picnic | Vehicular Bridge | 1964 | Fair-Poor | Contributing | normal wear of materials | high | Rehabilitation |
| Picnic | Pedestrian Bridge | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| | **Small-scale Features** | | | | | | |
| Picnic | Picnic Tables | 1964 | varies | Contributing | normal wear of materials | high | Rehabilitation |
| Picnic | Grills | 1964 | varies | Contributing | normal wear of materials | high | Rehabilitation |
| Picnic | Water Fountains | 1964 | Poor | Contributing | normal wear of materials | high | Restoration |
| Picnic | Water Fountains | 1964 | Removed | Contributing | normal wear of materials | high | Reconstruction |
| Picnic | Water Fountains | contemporary | Good | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |
| Picnic | Stepping Stones | unknown | Good | Contributing | some stones are missing | high | Preservation |
| Picnic | Snake Rail Fence | unknown | Good | Contributing | normal wear of materials | high | Preservation |
| Picnic | Stone Curbs | 1964 | Fair | Contributing | normal wear of materials | high | Rehabilitation |
| Picnic | Drainage Structures | 1964 | Poor | Contributing | normal wear of materials | high | Rehabilitation |
| Picnic | Trash/Recycle Station | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Picnic | Entry Gate | unknown | Good | Contributing | normal wear of materials | high | Preservation |
| Picnic | Entry Culvert, Headwalls | 1964 | Good | Contributing | normal wear of materials | high | Preservation |

| Julian Price Memorial Park - Cultural Resource Analysis Chart | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Resource Category** | **Resource Name** | **Date** | **Condition** | **Contributing** | **Alterations after POS** | **Integrity** | **Treatment** |
| **Campground Area** | | | | | | | **Overall: Rehabilitation** |
| Camp | Comfort Station #361 | 1958 | Good | Contributing | addition of veneer over the original concrete block; boxing in of the exposed beams; doors replaced; restroom signs relocated; addition of modern metal drinking fountain has been added to the outside of the southern wall. | high | Preservation |
| Camp | Comfort Station #445 | 1961 | Good | Contributing | addition of veneer over the original concrete block; boxing in of the exposed beams; doors replaced | high | Rehabilitation |
| Camp | Comfort Station #446 | 1964 | Good | Contributing | corrugated roofing replaced; five large skylights no longer exist; original stone drinking fountain removed | high | Rehabilitation |
| Camp | Comfort Station #390 | 1961 | Good | Contributing | replacement doors | high | Rehabilitation |
| Camp | Comfort Station #447 | 1964 | Good | Contributing | roof replaced with different material; original corrugated plastic skylights removed; large wooden sign removed | high | Rehabilitation |
| Camp | Comfort Station #483 | 1964 | Good | Contributing | corrugated metal roof with corrugated plastic skylights replaced; contemporary drinking fountain added | high | Rehabilitation |
| Camp | Underground Water Storage Tank | contemporary | Unknown | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Ranger Cabin | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Pump House | contemporary | Unknown | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Registration Kiosk | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |

| Julian Price Memorial Park - Cultural Resource Analysis Chart | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Resource Category** | **Resource Name** | **Date** | **Condition** | **Contributing** | **Alterations after POS** | **Integrity** | **Treatment** |
| Camp | Amphitheater | 1963 | Good | Contributing | painting of natural/stained wood; wood seating replaced with recycled plastic | high | Preservation |
| Camp | Water fountains | 1958 - 64 | Removed | N/A | removed | n/a | Rehabilitation |
| Camp | Water fountains | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Fence | contemporary | Fair | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Bollards | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Sanitary Dump Station | unknown | Good | Contributing | normal wear of materials | high | Rehabilitation |
| Camp | Litter Deposit Area | contemporary | Good | Non-contributing | Non-contributing Resource | n/a | Non-contributing Resource |
| Camp | Camp Sites | 1958 - 64 | varies | Contributing | human impact | high | Rehabilitation |
| Camp | Drainage Structures | 1958 - 64 | Fair - Poor | Contributing | normal wear of materials | high | Rehabilitation |
| Camp | Stairs | unknown | Fair - Poor | Contributing | normal wear of materials | high | Rehabilitation |
| Camp | Stone Curb | 1958 - 64 | Varies | Contributing | some missing | high | Rehabilitation |
| Camp | Signs | unknown | Good | Contributing | normal wear of materials | high | Rehabilitation |
| Camp | Entrance Gates | unknown | Good - Fair | Contributing | normal wear of materials | high | Rehabilitation |
| Camp | Original Lighting - Amphitheater | 1963 | Removed | N/A | Removed | | Removed |
| Camp | Lighting | 2003-2004 | Good | Non-contributing | replaced original lights; original locations intact | n/a | Non-contributing Resource |
| Camp | Parkway Pedestrian Crossing | unknown | Poor | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |
| | Furnishings: | | | | | | |
| Camp | Original Grills | Varies | Poor | Contributing | normal wear of materials | high | Preserve / Reconstruct /Replace |
| Camp | Replacement Grills | Varies | Varies | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |
| Camp | Original Picnic Tables | Varies | Varies | Contributing | normal wear of materials | high | Preserve / Reconstruct /Replace |
| Camp | Replacement Picnic Tables | Varies | Varies | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |
| Camp | Original Tent Pads - Concrete | Varies | Varies | Contributing | normal wear of materials | high | Preservation |
| Camp | Replacement Tent Pads | Varies | Varies | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |
| Camp | Lantern Poles | Modern | Good | Non-contributing | normal wear of materials | n/a | Non-contributing Resource |

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