National Park Service
U.S. Department of the Interior

Blue Ridge Parkway
Virginia

Humpback Rocks

Cultural Landscape Report



Cultural Resources

Southeast Region

Humpback Rocks
Blue Ridge Parkway, Virginia

Cultural Landscape Report

Prepared by:
Wiss, Janney, Elstner Associates, Inc.
330 Pfingsten Road
Northbrook, Illinois 60062
(847) 272-7400

and

John Milner Associates, Inc.
300 West Main Street, Suite 201
Charlottesville, Virginia 22903
(434) 979-1617

Prepared for:
National Park Service
Southeast Regional Office
100 Alabama Street SW
Atlanta, Georgia 30303
(404) 562-3117

October 2012



Cultural Resources Division
Southeast Regional Office
National Park Service
100 Alabama Street, SW
Atlanta, Georgia 30303
(404) 562-3117

About the front cover: The Mountain Farm exhibit at Humpback Rocks, May 2010.

This manuscript has been authored by Wiss, Janney, Elstner Associates, Inc., and John Milner Associates, Inc., under Contract Number C5038080020 with the National Park Service. The United States Government retains and the publisher, by accepting the article for publication, acknowledges that the United States Government retains a non-exclusive, paid-up, irrevocable, world-wide license to publish or reproduce the published form of this manuscript, or allow others to do so, for United States Government purposes.

Humpback Rocks, Blue Ridge Parkway
Cultural Landscape Report

Approved by: Philip D. Francis Jr. January 9, 2013

Superintendent, Blue Ridge Parkway — Date

Recommended by: 1/28/13

Chief, Cultural Resources Division, Southeast Regional Office — Date

Recommended by: Sherri L Ste 2/12/13

Deputy Regional Director, Southeast Region — Date

Approved by: 2/14/13

Regional Director, Southeast Region — Date

Contents

Figures vii
Figure Credits xiv
Foreword xvii
Acknowledgements xviii

Introduction

Management Summary 1
Historical Summary 3
Scope of Work and Methodology 7
Description of Study Boundaries 13
Summary of Findings 15
Recommendations for Further Research 18

Site History

Early Settlement and Development 19
A Scenic Roadway through the Blue Ridge Mountains 21
Early Parkway Planning at Humpback Rocks 27
Mission 66 32
Post-Mission 66 Development 34

Existing Conditions Documentation

Introduction 65
Environmental Context and Setting 66
Cultural Context and Setting 84
Park-wide Landscape Systems and Features 85
Landscape Character Areas 89
Existing Conditions Documentation by Landscape Character Area 95
- Visitor Center 95
- Mountain Farm 112
- Humpback Gap and Trail 132
- Picnic Area 150
- Water Supply and Storage 162

Analysis and Evaluation

Introduction 165
Current National Register Status of the Blue Ridge Parkway 165
Evaluation of Significance 168
Comparative Analysis of Historic and Existing Conditions 173
- Overview 173
- Natural Systems and Features 183
- Responses to Natural Resources 185
- Patterns of Spatial Organization 188
- Topographic Modifications 195
- Land Uses and Activities 197
- Circulation 200
- Cultural Vegetation 207
- Buildings and Structures 210
- Views and Vistas 223
- Small-scale Features 225

Integrity Assessment 232

Treatment Plan

Introduction 247
Management Issues, Goals, and Concerns 248
Recommended Treatment Approach 250
General Management and Design Guidelines for Treatment 252
Treatment Concept 258
Treatment Recommendations 259
- Park-wide Recommendations 259
- Visitor Center 265
- Humpback Gap and Trail 269
- Mountain Farm 274
- Picnic Area 277
- Water Supply and Storage 281

Implementation Projects 281
- 1. Prepare a vegetation management plan 282
- 2. Rehabilitate historic road corridors and parking areas, and associated features 286
- 3. Rehabilitate the Mountain Farm Trail 289
- 4. Rehabilitate the Humpback Rocks Trail 291
- 5. Clear and thin non-contributing woody vegetation 293
- 6. Interpret missing features 296
- 7. Address site furnishings needs 298
- 8. Adopt best management practices for storm water management 300

Bibliography 305

Appendices

Appendix A: Landscape Resource Inventory
Appendix B: Blue Ridge Parkway Design Information

Figures

Introduction

1 Humpback Rocks was envisioned as one of the "gems" located along the linear roadway.
2 Context Map.
3 Location Map.
4 A glimpse of the Blue Ridge Parkway and a view of the Shenandoah Valley from Humpback Rocks.

Site History

5 A 1958 view of the picnic area at Humpback Rocks.
6 An undated photo of the William Ramsey house at its original location.
7 The dismantling of the Ramsey house in 1952.
8 The rehabilitation of the relocated Ramsey house at Humpback Rocks in 1952.
9 The rehabilitated Ramsey house in 1968.
10 Detail of right-of-way map for parkway, 1940, showing original location of Ramsey house.
11 The chicken house at the John C. Clark Farm in 1952 before relocation to Humpback Rocks.
12 Rehabilitation of the root cellar at Humpback Rocks in 1953.
13 An undated photo of the rehabilitated root cellar at Humpback Rocks.
14 A view of the John C. Clark farm in 1952, before the moving of farm structures.
15 Detail of right-of-way map for parkway, showing original location of John C. Clark farm structures.
16 Detail of right-of-way map for parkway, showing original location of Cash Hollow structures.
17 The newly constructed reproduction pig pen at Humpback Rocks in 1953.
18 The mountain farm exhibit at Humpback Rocks in 1957.
19 The Ramsey house and chicken house at Humpback Rocks in 1970.
20 An undated photo of the original Humpback Rocks visitor center.
21 Map showing right-of-way for proposed parkway construction, 1940, Cash Hollow.
22 Map showing the right-of-way for proposed parkway construction, 1940, Clark Farm.
23 Map showing the right-of-way for proposed parkway construction, 1940, Ramsey Farm.
24 Property map showing proposed parking area at Humpback Gap, 1941.
25 Proposed picnic area at Humpback Rocks, 1942.
26 Plan of the proposed picnic area and parkway, no date.
27 Existing conditions at the site of the future Mountain Farm exhibit, no date (prior to the 1950s).
28 As-built drawing of the picnic area, 1950s.
29 Land ownership and roads that preceded the parkway, 1967.
30 Utility plan showing water supply to the visitor center, 1996.
31 Proposed recreation areas along the parkway, 1941.
32 Interpretation of pioneer culture along the parkway, 1953.
33 Period Plan 1 (1940–1952).
34 Period Plan 2 (1940–1952).

Existing Conditions

35 Site Context and Location Map.
36 Humpback Rocks developed area, mile marker 4.4 to mile marker 9.6, over USGS quadrangle.
37 The Blue Ridge Parkway extends for 469 miles through Virginia and North Carolina.
38 The Appalachian Trail runs from Maine to Georgia.
39 Physiographic Regions of Virginia.
40 The Blue Ridge province and divisions of the rock record based on geologic age.
41 Humpback Rocks Developed Area soils.
42 Watersheds of Virginia.
43 Potential natural vegetation groups.
44 George Washington National Forest.
45 Wilderness areas of George Washington National Forest and the Lesesne State Forest.
46 Regional Transportation Corridors.
47 Humpback Rocks.
48 Key features of the Humpback Rocks developed area and surrounding context.

49 Humpback Rocks Developed Area Character Areas.
50 Existing Conditions: Visitor Center Character Area.
51 Existing Conditions: Visitor Center Character Area detail.
52 View towards the Humpback Rocks Visitor Center from the north meadow.
53 The landscape around the visitor center is maintained as a meadow through mowing.
54 Stormwater is managed through the use of ditches along road and parking margins.
55 A drop inlet in the visitor center parking lot.
56 A stone headwall and culvert near the visitor center.
57 A culvert and stacked stone headwall below the parking area.
58 PVC pipes convey stormwater beneath the asphalt walk leading to the Mountain Farm exhibit.
59 A drainage ditch south of the visitor center.
60 The flagstone terrace at the visitor center.
61 An asphalt walk leads between the visitor center and the Mountain Farm exhibit.
62 There is evidence of several underground utility features behind the visitor center.
63 A road trace extends between the visitor center and the Mountain Farm.
64 A hard-packed earth and gravel access road leads to the overflow parking area.
65 Cars and other vehicles often park along the shoulders of the south access road.
66 View north along the Blue Ridge Parkway near the visitor center access road.
67 An asphalt ramp links a universally-accessible parking space with the walk leading to visitor center.
68 The asphalt sidewalks around the visitor center are cracked and patched.
69 Trees are growing into the sidewalk near the visitor center, resulting in damage to the sidewalk.
70 The wooden gate and interpretive signage at the Mountain Farm exhibit entrance.
71 Grading associated with the Howardsville Turnpike trace is visible to the east.
72 Ornamental plantings are set within two-rail post-and-peg fencing around the visitor center.
73 A shagbark hickory is located in the field near the visitor center.
74 Groundcover and understory vegetation are part of the thicket.
75 Visitor center vegetation.
76 The new visitor center, as seen from the adjacent parking lot.
77 The front gable portion of the visitor center.
78 The north wing containing the lobby, office, and restrooms.
79 The interior of the visitor center.
80 Detail of visitor center exterior showing a stone lintel over a double hung window.
81 The pump house behind the visitor center.
82 The view south along the Blue Ridge Parkway from the entrance to the visitor center.
83 View of the visitor center and Humpback Mountain looking south from the Blue Ridge Parkway.
84 View of Humpback Mountain and the Humpback Rocks formation.
85 The view south to Humpback Mountain from the visitor center is partially obscured by vegetation.
86 Benches and signage outside the visitor center.
87 A drawing of a typical bench outside the visitor center.
88 Details of the visitor center bench near the restroom.
89 A bear-proof metal trash receptacle near the visitor center.
90 Trash receptacles are secured by round, metal poles set in concrete.
91 A drinking fountain in front of the visitor center.
92 The buck fence around the septic drain field north of the visitor center.
93 Post-and-rail fencing edges the walk to the Mountain Farm exhibit.
94 Five rail post-and-rail fencing edges a small pasture near the Mountain Farm.
95 Post-and-rail fencing edges the Mountain Farm exhibit.
96 Stone rings a tree by the visitor center.
97 A stone tree well at the south entrance to the visitor center.
98 The wood identity sign in front of the visitor center.
99 Kiosk at the Humpback Rocks Visitor Center.
100 A road sign along the parkway indicating the location of the visitor center and restrooms.
101 A road sign indicating the location of the visitor center.
102 Utility meter board in the field south of the visitor center.
103 A fire hydrant and concrete pad beside the visitor center.
104 Existing Conditions: Mountain Farm Character Area.
105 The spring located in the Mountain Farm exhibit is marked by stacked stone and a wooden sign.

106 A stone-lined pool captures water in the interior of the spring house.
107 Log water bars are employed along the trail near its southern end to help manage stormwater.
108 Drainage flows from a culvert beneath the parkway into the Mountain Farm.
109 The contemporary pump house structure.
110 The log cabin and lock-style worm fencing along the Mountain Farm self-guiding trail.
111 An interpretive agricultural plot at the north end of the Mountain Farm exhibit.
112 The meat house and root cellar is edged by stone steps to accommodate the grade change.
113 The log barn is surrounded by a stacked stone wall.
114 The access path to the pump house.
115 A stone-lined planting bed with herbs near the log cabin.
116 Mountain farm vegetation.
117 A small apple orchard has been planted near the log cabin.
118 The self-guiding trail and the cultivated field at the north end of the Mountain Farm exhibit.
119 At the south end of the Mountain Farm Character Area visitors enter through the "kissing gate."
120 A large black walnut overhangs the trail at the north end of the Mountain Farm exhibit.
121 Barberry and other non-natives are present within the area.
122 The log cabin and its environs.
123 Detail of half-dovetailed corner joints and soil-cement chinking.
124 Clapboard at the gable end.
125 Detail of the front porch showing supports.
126 A small opening is cut into one of the logs on the south wall west of the chimney.
127 View west of the log cabin showing the chimney and small opening to the left.
128 The chicken house and its environs.
129 Detail of the roof construction at the eave of the chicken house.
130 Detail of the chicken house foundation.
131 The chicken house showing the two doors on the front facade and the interpretive sign.
132 The meat house and root cellar is edged by stone steps to accommodate the grade change.
133 View of the log gable ends supporting the pole purlins that form the roof.
134 A view of the small batten door along the east side of the meat house and root cellar.
135 Detail of stone masonry cellar walls.
136 View of the barn. The cow shed addition to the barn can be seen on the right.
137 The south side of the barn is the cow shed.
138 The barn is made up of unsquared logs with wood chinking.
139 A small entrance is present on the south side of the cow shed.
140 The bear-proof pig pen located behind the log barn.
141 The spring house environs, including several cherry trees.
142 Detail of the spring house roof.
143 Detail of the spring house foundation and wall construction.
144 The front facade of the spring house.
145 A drawing of the spring house.
146 View northwest of the wooden performance stage at the north end of the character area.
147 A view of the Mountain Farm exhibit including the log cabin, agricultural field, and trail.
148 The rear facade of the chicken coop and a wooden barrel used as a trash receptacle.
149 Several benches are placed near the log cabin. Apple tree saplings were planted nearby in 2010.
150 The fencing at the south end of the Mountain Farm exhibit includes this "kissing gate."
151 The wooden gate at the northern entrance to the Mountain Farm exhibit.
152 There are several other seasonally used small scale features that interpret pioneer farm life.
153 The ash hopper used to interpret the production of lye used for soap.
154 A hollowed-out tree trunk interprets a laundry basin.
155 A wooden plow near the log barn illustrates the types of equipment used to break the ground.
156 One of the metal interpretive signs used within the Mountain Farm Character Area.
157 Rock circles define a fire pit and a planting bed beside the log cabin.
158 Rock piled near the spring house is of unknown use and origin.
159 A well cover near the pump house.
160 Existing Conditions: Humpback Gap and Trail Character Area.
161 A rock outcrop set within the stone and rider fence along the Humpback Gap parking area road.
162 The asphalt-lined ditch at the entrance to the Humpback Gap parking area.

163 The grass-lined ditch near the entrance to the Humpback Gap parking area.
164 Stone curbing inset with a culvert along the parking area margin at Humpback Gap.
165 Erosion below the parking area where the culvert empties.
166 A stone-faced headwall associated with a culvert conveying stormwater under the parkway.
167 The stacked stone and rider fence around the field beside the Humpback Gap parking area.
168 View of the field and the parkway from the Humpback Rocks trailhead.
169 The Humpback Gap parking area loop road.
170 The sidewalk along the parking area is deteriorating.
171 Stone curbing edges the parking area and tapers to meet the asphalt.
172 Plan of trails in the Humpback Rocks area.
173 The gravel trail is inset with wooden water bars near the Humpback Rocks trailhead.
174 Stone steps and a stone water bar along the Humpback Rocks Trail.
175 Wooden timber steps along the Humpback Rocks Trail.
176 The Appalachian Trail connector trail.
177 An apple tree along the Humpback Gap access road recalls the orchards once found in the area.
178 Humpback Gap and Trail Vegetation.
179 View of Humpback Rocks from the entrance drive looking south.
180 Southwest view of the Blue Ridge parkway and the Shenandoah Valley from Humpback Rocks.
181 View west of the Shenandoah Valley from Humpback Rocks.
182 View north of the parking area and the parkway from Humpback Rocks.
183 A wooden bench along the lower Humpback Rocks Trail.
184 A bear-proof metal trash receptacle near the picnic table at the Humpback Gap parking area.
185 The picnic table at Humpback Gap parking area.
186 A break in the fence for maintenance access is gated with a wooden rail.
187 Remnant fencing along the Humpback Rocks Trail.
188 Metal gate blocking access to the Howardsville Turnpike road trace.
189 A remnant hog-wall along the Humpback Rocks Trail.
190 The interpretive kiosk at the Humpback Rocks trailhead.
191 Drawing of the interpretive kiosk at the Humpback Rocks trailhead.
192 The Humpback Gap Overlook identity sign.
193 The interpretive wayside at the Humpback Gap parking area.
194 Wayfinding signage near the parking area.
195 Directional signage at Humpback Gap parking area.
196 Signage along the Humpback Rocks Trail indicating the direction and distance to the parking area.
197 Signage along the Humpback Rocks Trail indicating the way to the rock formation.
198 The sign near the Humpback Rocks formation indicating direction to the Appalachian Trail.
199 Milepost marker 6 at the entrance to the Humpback Gap parking area.
200 A concrete boundary marker dated September 1941 near the start of the Humpback Rocks Trail.
201 A stone fire ring near Humpback Rocks.
202 A rock cairn near Humpback Rocks.
203 Existing Conditions: Picnic Area and Water Supply and Storage Character Area.
204 A metal grate drop inlet with stone surround.
205 A stacked-stone headwall and culvert.
206 A wooden retaining wall and bear-proof metal trash receptacle near comfort station B.
207 The entrance to the picnic area loop drive and informational kiosk.
208 The asphalt paving of the parking pull-offs is cracking and patched.
209 Some picnic area parking pull-offs are covered in moss indicating infrequent use.
210 Stone edging is used around parking spaces at the picnic area.
211 The universally accessible picnic area has concrete wheel stops instead of slate edging.
212 A metal gate restricts vehicular access to the Water Supply and Storage area.
213 The universally-accessible path to comfort station B.
214 VA maintenance access road leading to picnic area comfort station A.
215 A view from the Catoctin View Trail to the stone viewing platform.
216 Metal fence posts along the start of the Catoctin View Trail.
217 The precast concrete bridge along the Catoctin View Trail.
218 A boulder marks the start of the Appalachian Trail connector trail and the Catoctin View Trial.
219 Some of the trees along the picnic area loop drive may need to be evaluated.

220 Comfort station A at the picnic area.
221 Comfort station B at the picnic area.
222 A stone viewing platform is located at the end of the Catoctin View Trail.
223 The view from the end of Catoctin View Trail.
224 A typical picnic site.
225 A concrete top picnic table with recycled plastic benches.
226 Condition problems associated with some picnic tables include spalling concrete.
227 A metal grill at the picnic area.
228 Dumpsters are screened using wooden fences.
229 A double-arm swinging wood gate restricts access to the picnic area.
230 The hog wall remnant that runs through the western half of the picnic area.
231 Directional signage at the picnic area.
232 The entrance to the picnic area loop drive and informational kiosk.
233 New advisory signage at the picnic area entrance.
234 The septic drain field in the picnic area.
235 A fire suppression water hydrant at the picnic area.
236 Grading associated with Water Supply and Storage Character Area.
237 The Water Supply and Storage Character Area.
238 A metal and wood picnic table and trailhead at the edge of the Water Supply and Storage Area.
239 A cluster of ferns along the Water Supply and Storage Character Area access road.
240 A shed and well covers at the Water Supply and Storage Character Area.

Analysis and Evaluation

241 Contributing Features: Visitor Center Character Area.
242 Contributing Features: Mountain Farm.
243 Contributing Features: Humpback Gap and Trail.
244 Contributing Features: Picnic Area and Water Supply Reservoir.
245 Map of internal improvements of Virginia, prepared by C. Crozet, 1848.
246 Detail of the 1848 map depicting the Humpback Rocks area.
247 A map showing portions of Nelson and Augusta County including the Howardsville Turnpike, 1863.
248 Detail of the 1863 map showing the Humpback Rocks area.
249 Map of Riverheads Magisterial District, Augusta County, Virginia, 1884.
250 Detail of 1884 map showing Humpback Rocks area.
251 Visitor center and access road, 1953.
252 Visitor center and access road, 2010.
253 Walk to Mountain Farm exhibit, 1973.
254 Walk to Mountain Farm exhibit, 2010.
255 Walk to Mountain Farm exhibit, 1973.
256 Walk to Mountain Farm exhibit, 2010.
257 Visitor center, 1953.
258 Visitor center, 2010.
259 Log cabin and the chicken house at the Mountain Farm exhibit, 1970.
260 Log cabin and the chicken house at the Mountain Farm exhibit, 2010.
261 Log cabin at the Mountain Farm exhibit, 1953.
262 Log cabin at the Mountain Farm exhibit, 2010.
263 Back of the log cabin at the Mountain Farm exhibit, 1975.
264 Back of the log cabin at the Mountain Farm exhibit, 2010.
265 Log cabin at the Mountain Farm exhibit, 1973.
266 Log cabin at the Mountain Farm exhibit, 2010.
267 Log cabin at the Mountain Farm exhibit, 1953.
268 Log cabin at the Mountain Farm exhibit, 2010.
269 Log cabin and chicken house at the Mountain Farm exhibit, 1971.
270 Log cabin and chicken house at the Mountain Farm exhibit, 2010.
271 Log cabin and chicken house at the Mountain Farm exhibit, 1971.
272 Log cabin and chicken house at the Mountain Farm exhibit, 2010.
273 The chicken house at the Mountain Farm exhibit, 1971.
274 The chicken house at the Mountain Farm exhibit, 2010.

275 The meat house and root cellar at the Mountain Farm exhibit, 1971.
276 The meat house and root cellar at the Mountain Farm exhibit, 2010.
277 The barn at the Mountain Farm exhibit, 1975.
278 The barn at the Mountain Farm exhibit, 2010.
279 The barn and stone fence at the Mountain Farm exhibit, 1968.
280 The barn and stone fence at the Mountain Farm exhibit, 2010.
281 The barn and stone fence at the Mountain Farm exhibit, 1975.
282 The barn and stone fence at the Mountain Farm exhibit, 2010.
283 The pig pen at the Mountain Farm exhibit, 1975.
284 The pig pen at the Mountain Farm exhibit, 2010.
285 The spring house and the ash hopper at the Mountain Farm exhibit, 1971.
286 The spring house and the ash hopper at the Mountain farm exhibit, 2010.
287 The spring house at the Mountain Farm exhibit, 1975.
288 The spring house at the Mountain farm exhibit, 2010.
289 The pump house, 1957.
290 The area where the old pump house once stood as seen from behind the new pump house, 2010.
291 Visitor center, 1971.
292 Visitor center, 2010.
293 Visitor center, 1971.
294 Visitor center, 2010.
295 Visitor center, 1958.
296 Visitor center, 2010.
297 Visitor center, 1970.
298 Visitor center, 2010.
299 Visitor center, 1950s.
300 Visitor center, 2010.
301 March 1958 view of possible former pump house is at left; structure at center no longer exists.
302 View of Humpback Rocks with a dirt road in the foreground (possibly the Howardsville Turnpike).
303 View of Humpback Rocks, 2010.
304 View of Humpback Rocks, 2010.
305 A picnic table in the picnic area, 1957.
306 A picnic table in the picnic area, 2010.
307 The Blue Ridge Parkway from the Humpback Gap parking access road,1973.
308 The Blue Ridge Parkway from the Humpback Gap parking access road, 2010.
309 Humpback Rocks and Humpback Gap parking access road,1953.
310 Humpback Rocks and Humpback Gap parking access road, 2010.
311 The fence along the Blue Ridge Parkway at milepost 6, 1973.
312 The fence along the Blue Ridge Parkway at milepost 6, 2010.
313 Historic informational signage along the parkway.
314 Historic directional signage along the parkway.
315 Concrete post adjacent to the Mountain Farm exhibit, 1973.
316 View of Humpback Rocks from milepost 6 along the Blue Ridge parkway, 1953.
317 View of Humpback Rocks from milepost 6 along the Blue Ridge parkway, 2010.
318 Parkway Land Use Map, Section 1-B, sheet 12, visitor center and Mountain Farm exhibit.
319 Parkway Land Use Map, Section 1-C, sheet 1, showing the Humpback Gap parking area.
320 Parkway Land Use Map, Section 1-C, sheet 5, showing the north part of the picnic area.
321 Parkway Land Use Map, Section 1-C, sheet 6, south part of the picnic and Greenstone parking.
322 Topographic plan of the picnic area and water supply area, 1954.
323 Developed Area Plan showing proposed campgrounds near the visitor center, 1967.

Treatment Plan

324 Plan of Visitor Center Area.
325 Plan of Visitor Center Area Detail.
326 The unplanted island between the visitor center parking area and the parkway.
327 Flagstone patio, present condition.
328 Flagstone patio, following repair.

329 The sidewalk leading to the visitor center is in great need of repair, as are the seams between pavement surfaces, and the mortar joints between paving stones.
330 The margins of the universally-accessible walk between the visitor center and the Mountain Farm.
331 Existing condition at the margin of the parking bay.
332 Proposed rehabilitation of the margin of the parking lot.
333 Existing condition of the walk.
334 Proposed rehabilitation of the walk.
335 The erosion and exposed PVC pipe associated with this walk should be repaired.
336 Existing location of trash receptacle.
337 Proposed location for trash receptacle.
338 This wayside is in poor condition and no longer conveys interpretive information to visitors.
339 A steep grade and stormwater flow from parking area drop inlets have contributed to erosion.
340 Plan of Humpback Gap.
341 Plan of Mountain Farm Area.
342 Plan of Picnic Area.
343 Historic photographs like this 1934 view of the meadow below Humpback Rocks can be used.
344 Individual specimen trees of native woodland species are present throughout the developed area.
345 The vegetation management plan should address monitoring visitor use areas.
346 This parking space at the picnic area is an example of one that merits rehabilitation.
347 The stone edging associated with parking pull-offs at the picnic area requires rehabilitation.
348 Several of the asphalt walks within the developed area should be rehabilitated.
349 The parking areas associated with the visitor center and Humpback Rocks trailhead.
350 Visitors would benefit from the rehabilitation of the Mountain Farm trail.
351 The Humpback Rocks Trail.
352 Historic view of the meadow below Humpback Rocks, September 1953.
353 Comparison with a contemporary view indicates that woodland is encroaching on the open space.
354 The Humpback Rocks Visitor Center was designed to afford a view of the rocks.
355 To depict aspects of mountain life prior to parkway development, research should be conducted.
356 Mow patterns can also be used to depict the location and configuration of missing features.
357 Signs and vegetation patterns can also be used to interpret missing features.
358 The landscape of the Blue Ridge before the parkway.
359 The historic stone drinking fountain at the Humpback Rocks Visitor Center, October 1970.
360 The historic stone drinking fountain has been replaced with a metal fountain.
361 Original wood plank benches, October 1957.
362 Recycled plastic benches used to replace earlier wood plank benches should be removed.
363 Bike racks should be added to the park.
364 Current trash receptacles are large in scale and detract from the park's historical appearance.
365 Several products are available to facilitate construction of porous pavement.
366 A rain barrel could be used in association with the downspouts at the visitor center.
367 Rain gardens could be used in non-historic locations to collect stormwater.
368 The grass-lined swale near the visitor center could be converted to a vegetated swale.
369 Example of a vegetated swale.

Figure Credits

Introduction

1 By the authors.
2 Environmental Systems Research Institute, Inc. (ESRI). United States (Generalized). GIS Dataset. Redlands, California: ESRI Data & Maps, 2002.
3 USGS 100,000 (30 x 60 minute) quadrangles (Charlottesville 1986 and Dillwyn 1979).
4 By the authors.

Site History

5 Blue Ridge Parkway archives, photo files.
6 Blue Ridge Parkway archives, photo files.
7 Blue Ridge Parkway archives, photo files.
8 Blue Ridge Parkway archives, photo files.
9 Blue Ridge Parkway archives, photo files.
10 (detail).
11 Blue Ridge Parkway archives, photo files.
12 Blue Ridge Parkway archives, photo files.
13 Blue Ridge Parkway archives, photo files.
14 Blue Ridge Parkway archives, photo files.
15 (detail).
16 (detail).
17 Blue Ridge Parkway archives, photo files.
18 Blue Ridge Parkway archives, photo files.
19 Blue Ridge Parkway archives, photo files.
20 Blue Ridge Parkway archives, photo files.
21 NPS Denver Service Center Technical Information Center.
22 NPS Denver Service Center Technical Information Center.
23 NPS Denver Service Center Technical Information Center.
24 NPS Denver Service Center Technical Information Center.
25 NPS Denver Service Center Technical Information Center.
26 NPS Denver Service Center Technical Information Center.
27 NPS Denver Service Center Technical Information Center.
28 NPS Denver Service Center Technical Information Center.
29 NPS Denver Service Center Technical Information Center.
30 NPS Denver Service Center Technical Information Center.
31 NPS Denver Service Center Technical Information Center.
32 NPS Denver Service Center Technical Information Center.
33 JMA, 2010.
34 JMA, 2010.

Existing Conditions

35 USGS, 1:24000 Stuarts Draft, Waynesboro West, Waynesboro East, Big Levels, Sherando, Greenfield, Massie's Mill, Horseshoe Mountain, and Lovingston quadrangles.
36 JMA 2010; NPS GIS data; USGS, 1:24000 Sherando Quadrangle.
37 NPS, Blue Ridge Parkway HAER Record, Sheet 2.
38 http://www.appalachiantrail.org.
39 JMA, 2010; Virginia Department of Conservation and Recreation and College of William and Mary.
40 http://csmres.jmu.edu/geollab/vageol/vahist/PhysProv.html.
41 JMA 2010; USDA Soil Conservation Service.
42 JMA 2010, http://qwickstep.com/search/physiographic-provinces-of-va.html, accessed October 15, 2010.
43 USDA, 2000.
44 U.S. Forest Service, 1973 in Virginia in Maps, 302, annotated by JMA 2010.

45 GIS DATA U.S. Forest Service, USGS. Map created by Kristin Taverna, annotated by JMA 2010.
46 Environmental Systems Research Institute, Inc. (ESRI). United States (Generalized). GIS Dataset. Redlands, CA: ESRI Data & Maps, 2002.
47 National Park Service.
48 JMA, 2010; NPS GIS data
49 USGS Sherando Quadrangle, 1987. Annotated by JMA.
50 JMA 2010; NPS GIS data.
51 JMA, 2010; NPS GIS data
75 JMA, 2010; NPS GIS data.
87 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway* (Washington, D.C.: U.S. Government Printing Office, National Park Service, January 1997), 285.
104 JMA, 2010; NPS GIS data.
116 JMA, 2010; NPS GIS data.
145 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway* (Washington, D.C.: U.S. Government Printing Office, National Park Service, January 1997), 180.
151 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway* (Washington, D.C.: U.S. Government Printing Office, National Park Service, January 1997), 272.
160 JMA, 2010; NPS GIS data.
172 JMA, 2010; NPS GIS data.
178 JMA, 2010; NPS GIS data.
203 JMA, 2010; NPS GIS data.

Analysis and Evaluation

245 Library of Congress Geography and Map Division, Washington, D.C.
246 Library of Congress Geography and Map Division, Washington, D.C.
247 Library of Congress.
248 Library of Congress.
249 David Rumsey Map Collection, http://www.davidrumsey.com, images copyright 2000 by Cartography Associates.
250 David Rumsey Map Collection, http://www.davidrumsey.com, images copyright 2000 by Cartography Associates.
251 BLRI Archives.
253 BLRI Archives.
255 BLRI Archives.
257 BLRI Archives.
259 BLRI Archives.
261 BLRI Archives.
163 BLRI Archives.
265 BLRI Archives.
267 BLRI Archives.
269 BLRI Archives.
271 BLRI Archives.
273 BLRI Archives.
275 BLRI Archives.
277 BLRI Archives.
279 BLRI Archives.
281 BLRI Archives.
283 BLRI Archives.
285 BLRI Archives.
287 BLRI Archives.
289 BLRI Archives.
291 BLRI Archives.
293 BLRI Archives.
295 BLRI Archives.
297 BLRI Archives.
299 BLRI Archives.
301 BLRI Archives, print card file.

302 BLRI Archives.
305 BLRI Archives.
307 BLRI Archives.
309 BLRI Archives.
311 BLRI Archives.
113 BLRI Archives.
314 BLRI Archives.
315 BLRI Archives.
316 BLRI Archives.
318 NPS Denver Service Center Technical Information Center.
319 NPS Denver Service Center Technical Information Center.
320 NPS Denver Service Center Technical Information Center.
321 NPS Denver Service Center Technical Information Center.
322 NPS Denver Service Center Technical Information Center.
323 NPS Denver Service Center Technical Information Center.

Appendix B: Design Information

B-1 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway* (Washington, D.C.: U.S. Government Printing Office, National Park Service, January 1997), 232.
B-3 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway*, 236.
B-4 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway,* 240–241.
B-5 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway,* 247.
B-7 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway*, 266.
B-9 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway*, 268.
B-21 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway*, 285.
B-27 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway*, 297.
B-30 Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway*, 142–143.
B-34 Library of Congress, Historic American Engineering Record.
B-35 Library of Congress, Historic American Engineering Record.

Other maps and photographs in this document were prepared by the authors in 2010.

Foreword

Humpback Rocks developed area was designed to give visitors to the Blue Ridge Parkway a sense of what life may have been like for the pioneer farmers who lived in the region. The pastoral quality of farm life created by parkway planners evokes nostalgia for the past that many visitors enjoy. This carefully crafted scene allows visitors to understand how different life must have been like a century ago. The importance of this cultural landscape to the quality of the parkway experience cannot be overstated. The guidance offered in this report will allow us to preserve this experience for future generations.

We would like to thank the staff of Wiss, Janney, Elstner Associates, Inc., in particular project leader Deborah Slaton, and researchers architects/historians Ken Itle and Tim Penich, as well as landscape architects Jane Jacobs, Laura Knott, Liz Sargent, Christina Osborn, and Lauren Noe of John Milner Associates, Inc., 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 careful reviews and tireless work as the primary NPS liaison on this and many other projects currently underway. 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

Acknowledgements

National Park Service – Southeast Regional Office

Laurie Chestnut, Contracting Officer

Tracy Stakely, Chief, Cultural Landscapes Branch, and Contracting Officer's Technical Representative

National Park Service – Blue Ridge Parkway

Phil Francis, Superintendent

Gary Johnson, Chief of Planning (Retired)

Bambi Teague, Branch Chief, Resource Management and Science

Steven Kidd, Cultural Resource Specialist

Jackie Holt, Curator

Daniel Myrtle, Facility Manager, Ridge District

Peter Givens, Interpretive Specialist, Ridge District

Kurt Speers, District Ranger, Ridge District

James Fraser, Maintenance Supervisor, Humpback Rocks

Wiss, Janney, Elstner Associates, Inc.

Deborah Slaton, Project Manager and Historian

Kenneth Itle, Historical Architect

Tim Penich, Graduate Historical Architect/Historian

John Milner Associates, Inc.

Laura Knott, Principal Landscape Architect

Jane Jacobs, Historical Landscape Architect

Liz Sargent, Historical Landscape Architect

Christina Osborn, Landscape Designer

Lauren Noe, Landscape Designer

Introduction

> And then we accept another responsibility when we make the determination to let people into the park or preserve in order that they 'may enjoy.' Then we do indeed commit ourselves to design. Good design implies restraint, which is creative of itself. We should not minimize the art we practice. We thought positively: Now we are coming in here amidst this natural beauty. We had better design and build thoughtfully, sensitively, creatively. We had better not have dull, insensitive people doing it. It requires sensitivity to design even such a comparatively minor detail as a sign and a signpost, as you usher men and women into the presence of the natural gods, as at the foot of Old Faithful.[1]
>
> —Stanley Abbott, Blue Ridge Parkway Landscape Architect, 1958

Management Summary

The Blue Ridge Parkway is a designed historic roadway that connects Shenandoah National Park in Virginia with Great Smoky Mountains National Park in North Carolina. The 469 miles of roadway that link these two treasures of the National Park System were carefully designed by a team of landscape architects, engineers, and others during the challenging years of the Great Depression to create a recreational driving experience that offered an ever-changing series of breathtaking views of the Blue Ridge Mountain scenery and its cultural lifeways. It allowed visitors to escape the frenetic pace of modern life while experiencing the natural wonders and unspoiled scenery of the Appalachian region.

The Blue Ridge Parkway was the first federally-administered roadway designed for long-distance recreational motoring. Parkway designers devised an approach to roadway alignment, views, aesthetics, and use of materials and a vocabulary of design that set a precedent for other projects around the country. The original design intent for the parkway remains apparent throughout the length of the road corridor today, and continues to delight motorists.

Within the lexicon of parkway design prior to the 1930s, the Blue Ridge Parkway offered a unique feature in the addition of a series of expanded recreation and service areas developed at regular intervals along the route where motorists could refresh themselves and further connect with the landscape through interpretive exhibits and hiking trails. The integration of these recreation and developed areas into the design of the parkway expanded its role from a simple driving corridor to that of a park. The selection of sites to be developed to provide recreational opportunities and visitor services was an important consideration of the early parkway designers, as indicated by Stanley Abbott, the landscape architect responsible for much of the parkway's character:

> As we traveled through the mountains on general reconnaissance, favorite places came into our thinking and we might say to ourselves or out loud 'We ought to control this,' or 'A gem.' Then we were guided, too, by some sense of need for rhythm or pattern—or a jewel on the string of beads occurring every so often, so there was a comprehensive plan, but not a rigid one. Our theory was a major park every sixty miles, and in between two lesser day-use areas,

1. Stanley Abbott, quoted in Carlton Abbott Associates, *Visual Character of the Blue Ridge Parkway* (Washington, D.C.: U.S. Government Printing Office, National Park Service, January 1997), 15.

as against night-use or larger, more rounded development.[2]



FIGURE 1. Humpback Rocks was envisioned as one of the "gems" along the linear parkway that would be developed to provide recreational and educational opportunities as well as food and lodging amenities for visitors.

Eighteen sites along the parkway were identified as potential recreation and service areas by parkway designers in their initial plans for the corridor prepared in the 1930s. These sites were selected for the opportunities they presented to enjoy spectacular natural features, while taking advantage of amenities such as food, fuel, lodging, and recreational activities. The northernmost of these recreation areas was proposed for the landscape around Humpback Rocks, a dramatic geologic formation that had served as a local landmark for more than a century (Figure 1). While the site was one of the first identified by the National Park Service for inclusion as a recreation area, the land proved difficult to acquire and planned visitor amenities were not completed for another thirty years. During this time, several of the original features envisioned for the Humpback Rocks recreation area (now referred to as a developed area) by parkway designer Stanley Abbott were eliminated from the program.

Nonetheless, Humpback Rocks today remains a popular stopping place for parkway motorists, and includes several visitor amenities: a visitor center, picnic grounds, hiking trails, and an exhibit of pioneer mountain life. The Humpback Rocks Visitor Center is the first such facility encountered by motorists traveling south from milepost 1 of the Blue Ridge Parkway. Adjacent to the visitor center is an exhibit of historic pioneer farm buildings, moved to the site from elsewhere, that interprets late nineteenth and early twentieth century mountain life. The trailhead and trail to the summit of Humpback Rocks, from which views of the Shenandoah Valley to the west are afforded, are located nearby. Further south along the parkway is a picnic area where travelers can enjoy amenities such as picnic tables, grills, drinking fountains, and comfort stations situated in a natural, tree-shaded setting.

Many of the landscape resources associated with the Humpback Rocks developed area today are more than fifty years of age and therefore considered historic. Their design characteristics reflect an aesthetic that can be recognized throughout the 469-mile Blue Ridge Parkway corridor, including features of rustic construction intended to blend seamlessly with the natural mountain environment.

Over the years, routine maintenance and evolving park management and visitor use needs have led to proposals for change within the Humpback Rocks developed area. The National Park Service is currently evaluating the need for expanded parking facilities; rehabilitation of asphalt-paved roads, parking areas, walks, and storm water ditches; enhanced picnic area facilities; replacement of orientation exhibits at the visitor center; and repair of historic stone walls. These activities have the potential to affect the integrity of the designed historic landscape unless considered carefully within the parameters of the parkway's original design intent and the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. The National Park Service is also interested in developing informed preservation management and maintenance guidance for this site to meet the needs of the aging facility.

In spring 2010, the National Park Service engaged a consultant team comprised of Wiss, Janney, Elstner Associates, Inc. (WJE) of Northbrook, Illinois, and its subconsultant John Milner Associates, Inc. (JMA) of Charlottesville, Virginia,

2. Stanley Abbott, quoted in Carlton Abbott Associates, 18.

to prepare a Cultural Landscape Report (CLR) for the Humpback Rocks developed area to help guide the design and implementation of proposed changes, as well as the repair and rehabilitation of features now and in the future. In support of this goal, this CLR documents historic and existing conditions of the Humpback Rocks developed area, identifies character-defining features, and evaluates significance and integrity in accordance with the National Register of Historic Places. The CLR also conveys treatment recommendations intended to assist park staff in improving the condition of park resources while furthering planned improvements.

Historical Summary

Historic occupation of the Humpback Rocks area, which straddles Augusta and Nelson counties, Virginia, occurred gradually due to the mountainous terrain, with the first permanent European settlement near Humpback Rocks established in the 1830s.[3] This early settlement was comprised of several families living on modest subsistence farms composed of cultivated crop fields and pastured livestock. Fields were primarily sited on relatively level terrain where rocks could be removed, while livestock were pastured on less arable lands. Much of the mountainous landscape remained wooded due to the challenges posed by topography and stony soils. Over time, the region would become known for its commercial apple production. Chestnuts and timber were also important local agricultural products. In 1848, construction began on the Howardsville and Rockfish Gap Turnpike, which was to extend from Howardsville east of the Blue Ridge Mountains in Nelson County to Greenville west of the range in Augusta County, and to connect farms with markets via larger transportation systems such as rail lines and canals.[4] Construction of the turnpike continued through 1855. The road allowed the small farm communities to either side of the Blue Ridge Mountains to transport produce and livestock to towns.[5]

By the late nineteenth century, families of means began to purchase land in the vicinity of Humpback Rocks for the construction of summer residences. One of the wealthy individuals who purchased property in the vicinity of Humpback Rocks was Edgar Miller, a resident of Afton in Nelson County. Miller owned approximately 800 acres in the area including an orchard and two saw

3. Jean Haskell Speer, Frances H. Russell, and Gibson Worsham, Virginia Polytechnic Institute and State University, *Cultural Resource Inventory: Wintergreen Tract, Humpback Rocks* (1993), 3.
4. Edward G. Speer and Jean Haskell, *Historic Resource Study of Humpback Rocks Farm* (Asheville, North Carolina: US Department of the Interior, National Park Service, Blue Ridge Parkway, 1999), 44–46.
5. Jean Haskell Speer, 4–5, 13.

mills.[6] Circa 1900, much of the land near Humpback Rocks featured commercial apple orchards. In addition to agricultural uses, the region began to attract visitors as a summer resort area around this time. By 1900, two hotels established in nearby Afton Station and Augusta were advertised as vacation destinations that offered beautiful scenery and healthful breezes.[7]

In 1925, Edgar Miller sold his land at Humpback Rocks to financier and Nelson County native Thomas Fortune Ryan. In 1939, Ryan sold 340 acres to the Commonwealth of Virginia, which deeded the land to the federal government for the construction of the Blue Ridge Parkway, for which planning had begun in 1934.[8]

Following his inauguration as President in 1933, Franklin Delano Roosevelt proposed a series of programs and regulations referred to as the "New Deal," which were designed to help the United States of America emerge from the Great Depression that had struck the nation four years earlier. The National Industrial Recovery Act (NIRA) was an early piece of "New Deal" legislation which authorized the Public Works Administration (PWA) to finance large public works projects such as public highways. Within months of the passage of the National Industrial Recovery Act in 1933, , a group of businessmen and politicians from Virginia, North Carolina, and Tennessee began lobbying the PWA to consider the construction of a parkway to connect Shenandoah and Great Smoky Mountains national parks.[9] By October 1933, a small committee was established to develop a formal proposal for the parkway, first referred to as the Appalachian Parkway. While the proposal did not specify a route for the new road, it did recommend that the parkway be composed of a 20-foot-wide roadway surrounded by a 1,000 foot right-of-way.

PWA administrator and Secretary of the Interior Harold L. Ickes was skeptical of the initial proposal for the parkway, largely because it relied on funding from the federal government.[10] Despite Ickes's initial opposition, supporters of the proposal from North Carolina continued to lobby in Washington on behalf of the parkway. As a result of these meetings and after conferring with President Roosevelt in November 1933, Ickes announced his support for a parkway to link Shenandoah and Great Smoky Mountains national parks. On November 19, 1933, the Blue Ridge Parkway was officially approved.[11] Shortly thereafter it was decided the National Park Service should be placed in charge of building the parkway and $4 million was appropriated to the agency for its construction.[12]

A preliminary development plan was prepared for the parkway in 1934. The plan identified the proposed route of the narrow corridor that would wind through the mountains, punctuated by several larger reservations where recreation areas, such as Humpback Rocks, would be developed. The plan also discussed the need for facilities to supply gas, food, and overnight lodging.[13] Teams of landscape architects and engineers then surveyed the proposed route to identify a corridor that would meet the grade and alignment criteria they had established. The majority of the proposed parkway route was subsequently flagged by survey teams in 1934 and 1935, although portions of the route were not surveyed until 1941.[14] As the majority of the survey work concluded in 1935, detailed design of the planned parkway began. Engineers and landscape architects collaborated on the design of what they hoped would be a

6. Ibid., 6.
7. Ibid., 8–9.
8. Edward G. Speer, 85.
9. Anne Mitchell Whisnant, *Super-scenic Motorway: A Blue Ridge Parkway History* (Chapel Hill, North Carolina: University of North Carolina Press, 2006), 35–36.
10. Ibid., 36–37.
11. Ibid., 37–38.
12. Harley E. Jolley, *The Blue Ridge Parkway* (Knoxville, Tennessee: University of Tennessee Press, 1969), 43–44.
13. *Appalachian National Parkway from Shenandoah National Park to Great Smoky Mountains National Park, Master Plan*, 1934. Blue Ridge Parkway Archives.
14. Ian Firth, "Historical Significance of the Blue Ridge Parkway," *Appalachian Cultural Resources Workshop Papers* (1993). http://www.nps.gov/history/history/online_books/sero/appalachian/index.htm, accessed November 10, 2010.

scenic road that allowed its users to enjoy the surrounding landscape in a leisurely way. The parkway would follow the Blue Ridge Mountains for 355 of its 469 miles. Federal legislation was passed in 1936 formally naming the scenic parkway connecting Shenandoah National Park and Great Smoky Mountains National Park the "Blue Ridge Parkway."[15]

Initial construction on the parkway began in September 1935 on a twelve-mile stretch of the road just south of the North Carolina/Virginia border near Low Gap, North Carolina.[16] During the early years of construction much of the work was conducted by the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA). The two sections that extend through Humpback Gap were built later, between 1939 and 1941.

Humpback Rocks was one of the recreation areas proposed in a 1934 development plan for the parkway and a 1936 master plan.[17] The development plan called for the construction of a gasoline station, a small restaurant, a camping store, restrooms, and a large picnic area at Humpback Rocks. Hiking trails and paths for horseback riding were also a part of the initial plan. The development would occur on a combination of privately-owned land acquired by the federal government for this purpose, as well as property obtained from the U.S. Forest Service.[18] The 1936 master plan recommended the expansion of the Humpback Rocks recreation area and called for land at the foot of Humpback Mountain to be acquired for the parkway that would be developed to include a service station, inn, cabins, campground, picnic area, and hiking trails.[19] Parkway development at Humpback Rocks proceeded slowly, however, due to problems encountered by the National Park Service in acquiring the land needed for the proposed developments.

The first construction project after completion of the parkway road corridor was a parking area located at Humpback Gap to the east of the parkway. This parking area provided access to an existing trail up Humpback Rocks that had been in use as part of the Appalachian Trail since at least 1937. This was completed in 1943. Nearby, a stone fence was constructed by Civilian Public Service employees around a meadow at the base of the Humpback Rocks formation that continued along the southern end of the parking area.[20]

The next development to be completed within the Humpback Rocks recreation area was the Mountain Farm exhibit. The exhibit was based in part on the vision of early parkway designers to preserve the cultural history of the landscape surrounding the parkway, but was also an example of the approach taken to interpreting pioneer farm life on the parkway as well as elsewhere within the National Park System during the late 1940s, 1950s, and 1960s. Other examples of pioneer farms interpreted by the National Park Service during this period include Mabry Mill at milepost 176.2 of the Blue Ridge Parkway and the mountain farm at Great Smoky Mountains National Park. The exhibit at Humpback Rocks featured farm buildings relocated from elsewhere along the parkway, some of which were threatened with loss due to parkway construction. The buildings were moved to the site of the former Charlie Carter Farm on the land across the road from the Humpback Gap parking lot. Because the farmhouse at Carter Farm was said to be beyond repair, the National Park Service demolished the structure and moved another mountain cabin, known as the William Ramsey house, from its original location below Robinson Gap to the new mountain farm exhibit site. A chicken house, stable, and root cellar were also relocated to the site from the former John C. Clark Farm, located

15. William G. Lord, Park Naturalist, *History of the Blue Ridge Parkway*, circa 1955. Blue Ridge Parkway Archives.
16. Whisnant, 45–46.
17. Jolley,119.
18. Richard Quin, *Blue Ridge Parkway HAER Report, Report No. NC-42*, (1997),177.
19. Blue Ridge Parkway, "Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan Thereof, Drawn June 3, 1936" (National Park Service, Branch of Plans and Design, Salem, Virginia, 1936); Quin, 177.
20. Quin, 178.

near milepost 36, while the springhouse was moved from Cash Hollow near milepost 29. A reproduction hog pen was constructed at the mountain farm, as were landscape features such as stone fences, a barnyard, an orchard, and a vegetable garden. The Mountain Farm exhibit opened to the public in 1956.[21]

Prior to opening the exhibit, the National Park Service completed construction of a visitor center nearby at milepost 6 in 1955. Designed by the architectural firm of Brown and Shank of Roanoke, Virginia, the one-story wood and stone structure contained an information room and restrooms.[22] At the same time, the picnic area was built south of Humpback Rocks near milepost 8.

It was also in 1955 that the National Park Service envisioned the so-called Mission 66 program to update park facilities. In February 1955, National Park Service Director Conrad Wirth conceived a comprehensive conservation program to revitalize the national parks, which had seen a spike in attendance but little in the way of an increase in their budgets since World War II. The ten year capital program aimed to modernize and expand the national park system.[23] Wirth chose to name the program "Mission 66," as he thought the word "mission" successfully expressed the urgency of the park's situation to Congress, while "66" was used to signify the end date of the program and coincided with the fiftieth anniversary of the establishment of the National Park Service. The Mission 66 plan not only sought to improve conditions at the parks through the construction of new roads, trails, and visitor facilities, but identified the need for increased operating budgets to maintain the parks in the future.

The Mission 66 program provided much needed funds to bring to completion the unfinished sections of the Blue Ridge Parkway. The parkway was identified by the National Park Service as a priority for improvement, and $32.1 million was allocated for projects to be developed as part of the Mission 66 program. The funds would be used not only to finish the roadway itself, but also to develop lodging, restaurants, and other visitor facilities at the recreation areas along the parkway. By the end of the Mission 66 program in 1966, all but 5.5 miles of the parkway in Section 2-H near Grandfather Mountain had been completed.[24]

In 1960, Park Superintendent Sam Weems recommended the expansion of the Humpback Rocks developed area using Mission 66 funding. Weems sought to acquire more than 20,000 additional acres of land for inclusion in the developed area. The expansion plans called for the construction of a small lake, a campground, and an enlarged picnic area. None of these plans were realized, although the picnic area was expanded to include thirty-five additional units in 1962.[25] Comfort station B was constructed at the Humpback Rocks Picnic Area in 1965.

The Humpback Rocks Visitor Center was destroyed by fire in 1981. A new, expanded visitor center was constructed on the foundation of the original building and opened in 1982. The new visitor center was similar in style and configuration to the original building and included restrooms, an information room, and an office and storage area, but was larger, including a wing to the north that housed the restrooms, among other features.

In 1985, the park added a water supply and storage area on the hill above the picnic area to support the comfort stations and other water needs. The complex featured a well and pump, and water collection structures powered by solar cells. New interpretive signage and other signs were also

21. Ibid. The farms from which these buildings were moved are shown on right-of-way maps 1-E and 1-G, as further discussed in Chapter Two.
22. As-built drawings.
23. Ethan Carr, *Mission 66: Modernism and the National Park Dilemma*, (Amherst: University of Massachusetts Press, 2007), 10.
24. Whisnant, 268. For administration and construction purposes, the Blue Ridge Parkway was divided into forty-five sections. Roadway sections in Virginia were labeled with the number 1 followed by letters of the alphabet, while sections in North Carolina were labeled with the number 2 followed by letters of the alphabet. The letters "I" and "O" were omitted as section identifiers because they resembled the numbers one and zero. The sections in both states were lettered from north to south.
25. Quin, 180.

added during the 1980s and 1990s. Modifications were made to features as they deteriorated or were damaged or destroyed due to natural processes or visitor use. In the picnic area, the wood-plank benches of some picnic tables were replaced with plastic, and a stone drinking fountain near the visitor center was replaced with a metal one. Paving improvements were also made to render portions of the site and the buildings universally accessible in the 2000s. A well house was constructed near the Mountain Farm in 2000. Other changes that affected the developed area included the realignment of the Appalachian Trail away from Humpback Rocks in 2007. The popularity of the hike had led to overcrowding that was considered anathema to the original goals of primitive hiking espoused by the Appalachian Trail Conference. The trail to the rocks continues to be used by parkway visitors, however.

Several studies and investigations have been conducted in association with the Humpback Rocks developed area by the National Park Service and others since the 1970s. Archeological investigations were conducted by the Southeast Archeological Center (SEAC) near the visitor center in 1978, 1993, and 1997. Further archeological investigation was conducted at the pioneer garden exhibit near milepost 6 in 1997.

In 1990, the National Park Service published a *Historic Structure Report* of Blue Ridge Parkway buildings that summarized information about the Mountain Farm exhibit structures at Humpback Rocks. Historical documentation of the cultural use and occupation of the Humpback Gap area prior to parkway development was prepared by Dr. Jean Haskell Speer, Frances H. Russell, and Gibson Worsham of Virginia Polytechnic Institute and State University in 1993. The resulting report is titled *Cultural Resource Inventory: Wintergreen Tract, Humpback Rocks*. The Center for Appalachian Studies and Services at East Tennessee State University published a *Historic Resource Study of the Humpback Rocks Farm*, written by Edward G. Speer and Dr. Jean Haskell, in 1999.

Scope of Work and Methodology

Project Scope

As described in the project scope of work developed by the NPS:

> The CLR serves two important functions: it is the principal treatment document for cultural landscapes and the primary tool for long-term management of those landscapes. A CLR guides management and treatment decisions about a landscape's physical attributes, biotic systems, and use when that use contributes to historic significance.
>
> A CLR must establish preservation goals for a cultural landscape. The goals must be grounded in research, inventory, documentation, and analysis and evaluation of a landscape's characteristics and associated features. The content of a CLR provides the basis for making sound decisions about management, treatment, and use. Information about the historical development, significance, and existing character of a cultural landscape is also valuable for enhancing interpretation and maintenance.
>
> A CLR clearly identifies the landscape characteristics and associated features, values, and associations that make a landscape historically significant (according to the National Register criteria). A CLR may include information spanning numerous disciplines in order to evaluate a landscape's historical, architectural, archeological, ethnographic, horticultural, landscape architectural, and engineering features, along with ecological processes and natural systems. Based on this information and site management goals, such as access, contemporary use, and interpretation, a CLR outlines appropriate treatment for a landscape consistent with its significance, condition, and planned use.
>
> Treatment decisions for cultural landscapes are generally determined through the park planning process via a General Management Plan or a Site Development Plan. The physical implementation of the treatment for a particular landscape is guided by the CLR. When treatment of a landscape has not been

> defined through the planning process, a CLR may augment or be combined with a Site Development Plan to determine the preferred treatment alternative and physical design.
>
> The scope and level of investigation for a CLR varies depending on management objectives. A CLR is a flexible document, the scope of which is determined by the needs of park management, type of landscape, budget, and staffing requirements. Management decisions should be based on a comprehensive understanding of an entire landscape so that actions affecting an individual feature can be understood in relation to other features within a property. Management objectives may, however, require a CLR to focus on a portion of a landscape or an individual feature within it, or to be prepared in phases. Therefore, it is imperative that a CLR's scope and objectives be clearly defined and articulated and any treatment decisions made in a CLR be limited to the scope and objectives.

In conformance with the guidance provided above, the CLR addresses the development, evolution, and future treatment of the Humpback Rocks developed area by

- describing the historical development of the picnic area, Humpback Rocks hiking trails and trailhead, visitor center, and pioneer farm exhibit;
- documenting existing site conditions;
- providing an analysis of the landscape's potential National Register significance;
- identifying the site's character-defining features;

determining an appropriate treatment strategy for the landscape as a whole and specific treatment recommendations that facilitate preservation of individual resources, address park management concerns, and inform proposed changes within the areas of focus at Humpback Rocks: the visitor center, Mountain Farm exhibit, Humpback Gap parking area and Humpback Rocks Trail, picnic area, and water supply area.

The CLR also provides prioritized treatment strategies in a format that is compatible with the National Park Service Project Management Information System (PMIS) statements for landscape preservation/ rehabilitation projects. It is anticipated that park staff may use the information provided in the CLR to further develop projects as needed, generate cost estimates, enter the information into PMIS, and submit them as part of funding requests.

Project Methodology

The CLR for Humpback Rocks was prepared in accordance with the guidance offered in the most recent versions of various federal standards documents, including:

- *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*
- *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*
- NPS Director's Order 10A: *Design and Construction Drawings*
- NPS Director's Order 28: *Cultural Resources Management*
- NPS Director's Order 77—Reference Manual 77: *Natural Resource Management*
- NPS-SER-82: *Biotic Cultural Resources: Management Considerations for Historic Districts in the National Park System, Southeast Region*
- *The Uniform Federal Accessibility Standard* (UFAS) and *Americans with Disabilities Act Accessibility Guidelines* (ADAAG)
- *The National Park Service's Guiding Principles of Sustainable Design*
- National Register Bulletin*: How to Apply the National Register Criteria for Evaluation*

- National Register Bulletin: *How to Evaluate and Nominate Designed Historic Landscapes*
- National Register Bulletin*: Guidelines for Documenting and Evaluating Rural Historic Landscapes*
- National Register Bulletin: *Telling the Stories: Planning Effective Interpretive Programs for Properties Listed in the National Register of Historic Places*

In addition, the methodology used by project team members in preparing each component of this study is described in detail below.

Background Research and Data Collection

Prior to visiting the site in May 2010, CLR team members began to collect documents and other materials pertaining to the project and site. These included the NPS List of Classified Structures for park resources, secondary sources addressing the history of the site and region, and information available from the National Park Service Technical Information Center in Denver, Colorado. In preparation for field investigations, project personnel requested GIS files from the park and the NPS Southeast Regional Office to use in developing base maps suitable for inventory.

Start-up Meeting

On May 12, 2010, project team members from WJE and JMA met with park and regional NPS personnel at the Peaks of Otter Lodge to initiate work on the Humpback Rocks CLR. Those participating in the meeting included:

Southeast Regional Office

- Tracy Stakely, Chief, Cultural Landscapes Branch, Southeast Regional Office

Blue Ridge Parkway

- Steven Kidd, Cultural Resource Specialist
- Daniel Myrtle, Facility Manager
- Peter Givens, Interpretive Specialist
- Kurt Speers, District Ranger
- Donald Parker, Maintenance Supervisor, Peaks of Otter
- James Fraser, Maintenance Supervisor, Humpback Rocks

Wiss, Janney, Elstner Associates, Inc.

- Deborah Slaton, Project Manager and Historian
- Tim Penich, Project Architect/Historian

John Milner Associates, Inc.

- Laura Knott, Principal Historical Landscape Architect
- Jane Jacobs, Project Landscape Architect
- Liz Sargent, Historical Landscape Architect
- Christina Osborn, Landscape Designer
- Lauren Noe, Landscape Designer

During the meeting, the purpose, goals, and methodology of the CLR were reviewed by Tracy Stakely. A map of the site was provided by Steven Kidd and the study area boundaries were reviewed by the group. It was determined that the CLR site physical history and historic context development would address the entire developed area, while site documentation, analysis and treatment recommendations would be prepared only for the focus area, which includes the visitor center complex, Mountain Farm exhibit, picnic area, Humpback Gap parking area and adjacent Humpback Rocks Trail and trailhead, and the summit of Humpback Rocks.

Research sources available to the project team were subsequently discussed. The National Park Service indicated that the best sources would be the Southeast Regional Office; Denver Technical Information Center (electronic files); the Blue Ridge Parkway archives at Asheville, North

Carolina, and Montebello, Virginia; National Register nomination and Historic American Engineering Record documentation; and the List of Classified Structures. Potential additional sources identified by park personnel included natural resource studies and archeological studies prepared previously for the region.

Park personnel identified specific issues of concern to be considered by the project team during the preparation of the CLR, including the following:

- One important goal for the project is to strive for consistency in fixtures and features, such as picnic tables, drinking fountains, other site furnishings, and circulation edging. Of special concern where replacement fixtures or components are desired or required will be selection of a replacement style that is appropriate within the historic landscape. Consideration should be paid to consistency within and possibly between areas of the park.

- Universal accessibility should be considered in repair and replacement of existing fixtures and features.

- Many visitors today have larger cars and recreational vehicles than when the park was first designed. Thus, current parking spaces are sometimes spatially inadequate for visitor vehicles, contributing to damage to pavements and edging. If parking spaces are to be modified to accommodate larger vehicles, it will be important to consider which characteristics or features of the parkway are character-defining and should be retained.

- Trail surfacing as it relates to historic character of the landscape and accommodation of universal accessibility should also be considered by the CLR.

Field Investigations

On May 14, 2010, National Park Service personnel toured the site to provide overview and orientation information to the CLR team. Park personnel indicated the locations of current and anticipated future rehabilitation and construction projects, and sites where improvements are needed to accommodate current levels of visitation and special programs. BLRI staff provided a list of recent and current PMIS projects to the project team to indicate the scope of these proposed projects. Of note were the need to upgrade paving at several locations, and to enlarge parking facilities at the Humpback Rocks Visitor Center and trailhead.

CLR team members subsequently conducted preliminary field investigations by documenting landscape resources associated with the site. Team members photographed primary and representative landscape features, both cultural and natural, and annotated base mapping with observations about materials, resource condition, and map file updates. The location and orientation of photographs were noted on the field maps. Where available mapping was lacking in detail, team members prepared sketch maps in the field that were later used to enhance the electronic files.

Historical Landscape Documentation and Site Physical History

WJE personnel conducted research at the park archives in Asheville prior to the kick-off meeting, with assistance from Jackie Holt, BLRI Museum Curator, and Steven Kidd, BLRI Cultural Resource Specialist. Research was also conducted at the park's Ridge District archives at Montebello on May 13, 2010, with assistance from Danny Myrtle. The site's physical history was drafted upon review of all materials collected during the various research efforts. The important dates associated with physical events at Humpback Rocks were organized into a site history chronology. The chronology was then used to identify a series of definable historic periods for the park's evolution. Each period was described through historical

narrative, supplemented with historic maps, photographs, and plans.

Base Mapping

An AutoCAD base map of the historic district was generated using AutoCAD drawings obtained from the National Park Service, supplemented with available GIS mapping, aerial photography, historic site plans, and field investigations. Other layers of GIS information were used in conjunction with the AutoCAD map to generate diagrams and other report graphics in AutoCAD and Illustrator.

Historic Period Plan Preparation

A historic period plan of the Humpback Rocks cultural landscape was prepared to represent the site during early parkway development. The team developed the historic period plan through registration of historic mapping sources with existing conditions information; thus preparation of the existing conditions base map preceded work on the historical period plan. The project team then utilized primary source materials to create a representation of the site circa 1940–1952 using parkway land use maps (PLUM) and National Park Service plans for site development. Through review of historic photographs and written descriptions of the landscape afforded in the research materials collected for the project, the team refined the period plan. Limited secondary sources were also used to corroborate information and to generate queries for primary sources. Secondary sources were typically evaluated for their credibility and utilized with caution.

Existing Conditions Documentation

The documentation of existing conditions was developed through preparation of cross-referenced narrative, graphic, and photographic materials, organized in accordance with the framework established in National Register Bulletins: *Guidelines for Documenting and Evaluating Rural Historic Landscapes* and *How to Evaluate and Nominate Designed Historic Landscapes,* as well as the National Park Service's *A Guide to Cultural Landscape Reports* that identifies various landscape characteristics for presenting existing conditions documentation information. The landscape characteristics utilized to describe the developed area include:

- Natural Systems and Features
- Responses to Natural Resources
- Patterns of Spatial Organization
- Land Uses and Activities
- Topographic Modifications
- Circulation
- Cultural Vegetation
- Buildings and Structures
- Views and Vistas
- Small-scale Features
- Archeological Resources

The CLR documentation includes information derived from existing conditions base mapping, field investigations, review of photographs taken in the field, and examination of park planning documents, park files, and other relevant cultural and natural resource documents received from NPS or acquired through research. Documents such as the soil surveys for Augusta and Nelson counties proved invaluable in establishing a geographic and geologic context for the park and in understanding local conditions.

The existing conditions documentation includes photographs of representative landscape features. The photographs are referenced in the text. A DVD containing all existing conditions documentation photographs and the fieldwork maps indicating photographic station points were provided to National Park Service at the end of the project to supplement the representative photographic coverage included in this report.

The team also prepared an inventory of existing landscape features based on documentation of the site and an understanding of historic conditions. The inventory was used to ensure that each feature was discussed in the text and its condition assessed. It also formed the basis for the

subsequent comparative analysis of historic and existing landscape conditions.

Feature condition assessments were made using the categories suggested by the *Guide to Cultural Landscape Reports*: Good, Fair, Poor, and Unknown.[26]

The condition ratings were annotated as possible to include specific condition-related observations made in the field that help to justify the ratings.

Evaluation of Significance

The Blue Ridge Parkway is not currently listed in the National Register of Historic Places. To address this situation, the National Park Service commissioned a Historic Resource Study (HRS) in the early 1990s, and a National Historic Landmark (NHL) nomination in the early 2000s. Although versions of the HRS were prepared in 1993 and 2005, and a NHL nomination was developed in 2005, all of these documents remain in draft form. To address the needs of this project, the significance evaluation information included in both of these studies was considered in conjunction with the guidance provided in the National Register Bulletin: *How to Apply the National Register Criteria for Evaluation* in developing the CLR evaluation of significance for Humpback Rocks.

Comparative Analysis of Historic and Existing Conditions

To better understand the relationship between the existing Humpback Rocks landscape and the character of the landscape during the period of significance identified as part of the significance evaluation, the project team prepared a comparative analysis of historic and existing landscape conditions. The analysis focused on extant features, their dates of origin, and their evolution over time. The three primary goals of the comparative analysis were to:

- Understand which features survive from the period of significance
- Establish the basis for an integrity assessment
- Provide an understanding of the similarities and differences between historic and existing conditions to serve as the basis for the development of a well-grounded treatment plan for the cultural landscape

Identification of Character-defining Resources

Based on the findings of the comparative analysis of historic and existing landscape conditions, the CLR identifies those landscape resources and characteristics that are character-defining for the designed historic landscape. In addition to describing the design qualities, characteristics, materials, and forms that comprise the character of the historic landscape, the CLR identifies those resources that contribute to its National Register significance, those that are non-contributing, and those that are missing from the historic period of significance. The typical designs used for parkway features are presented in Appendix B of the CLR.

Assessment of Integrity

The CLR summarizes the site's overall integrity and then assesses integrity in accordance with the seven aspects—location, design, setting, materials, workmanship, feeling, and association—following the guidance afforded in National Register Bulletin: *How to Apply the National Register Criteria for Evaluation*.

Treatment Plan

Work on the treatment plan proceeded from the guidance afforded during the kick-off meeting held at Peaks of Otter in May 2010. During the meeting, park personnel conveyed project goals, needs, and objectives beyond those available in the project scope of work. The collective list of goals, needs, and objectives provided to the CLR team by NPS regional and park personnel is documented in the treatment plan chapter of the CLR and is addressed in its guidelines and recommendations.

26. Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports; Contents, Processes, and Techniques* (Washington, D.C.: Department of the Interior, 1998), 67.

The treatment plan is also based upon the findings of each of the chapters represented in the CLR. Site analysis and the National Register-level significance evaluation suggested an overarching treatment approach to support preservation and enhancement of the park's historic landscape character, as well as its interpretation. After identifying a recommended treatment approach, the team prepared a treatment concept narrative intended to guide the development of treatment guidelines and recommendations. The individual guidelines and recommendations subsequently developed are consistent with the concept narrative, and respond to each of the NPS management issues and concerns conveyed during project meetings and in the project scope of work, the CLR condition assessments of site resources, and the results of the comparative analysis and integrity evaluations.

Description of Study Boundaries

The Humpback Rocks developed area encompasses approximately 1,300 acres between milepost 4.4 and 9.6 of the Blue Ridge Parkway. The developed area, which includes the parkway corridor, forms a broad land area that features opportunities for motorists to get out of their cars and experience the mountain scenery. The majority of the developed area falls within Augusta County, Virginia, although a portion extends into Nelson County. The George Washington National Forest edges the majority of the parkway to the west in the vicinity of Humpback Rocks, while privately-owned land edges it to the east. The Appalachian Trail passes through a portion of the developed area near Humpback Mountain.

Within the developed area, visitor amenities are clustered together into concentrated zones. These zones—the Humpback Rocks Visitor Center, Mountain Farm exhibit, Humpback Gap parking area and Humpback Rocks Trail, picnic area, and water supply and storage area—are the focus of CLR documentation, analysis, and treatment.

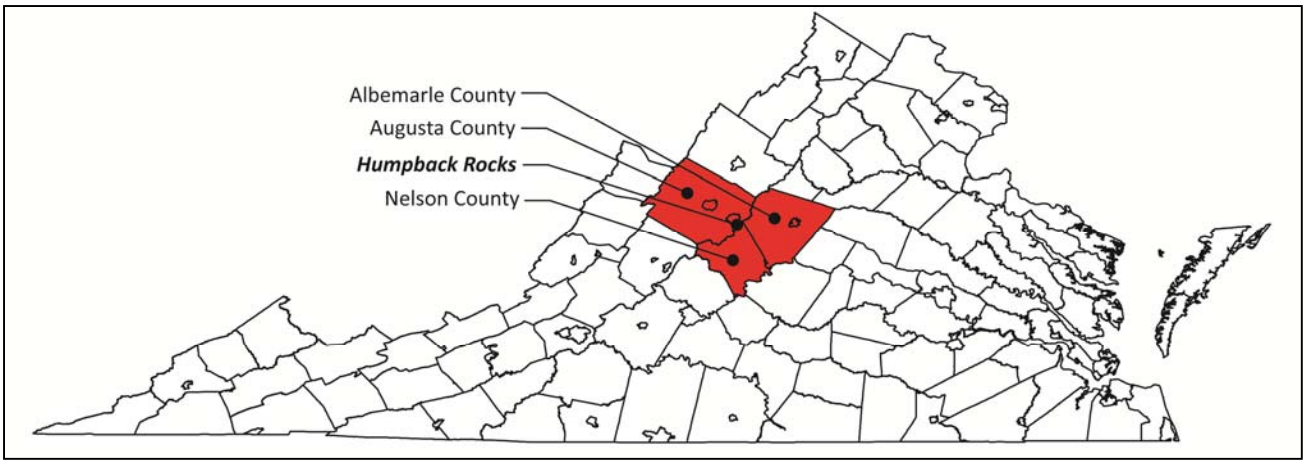


FIGURE 2. Context Map (not to scale).

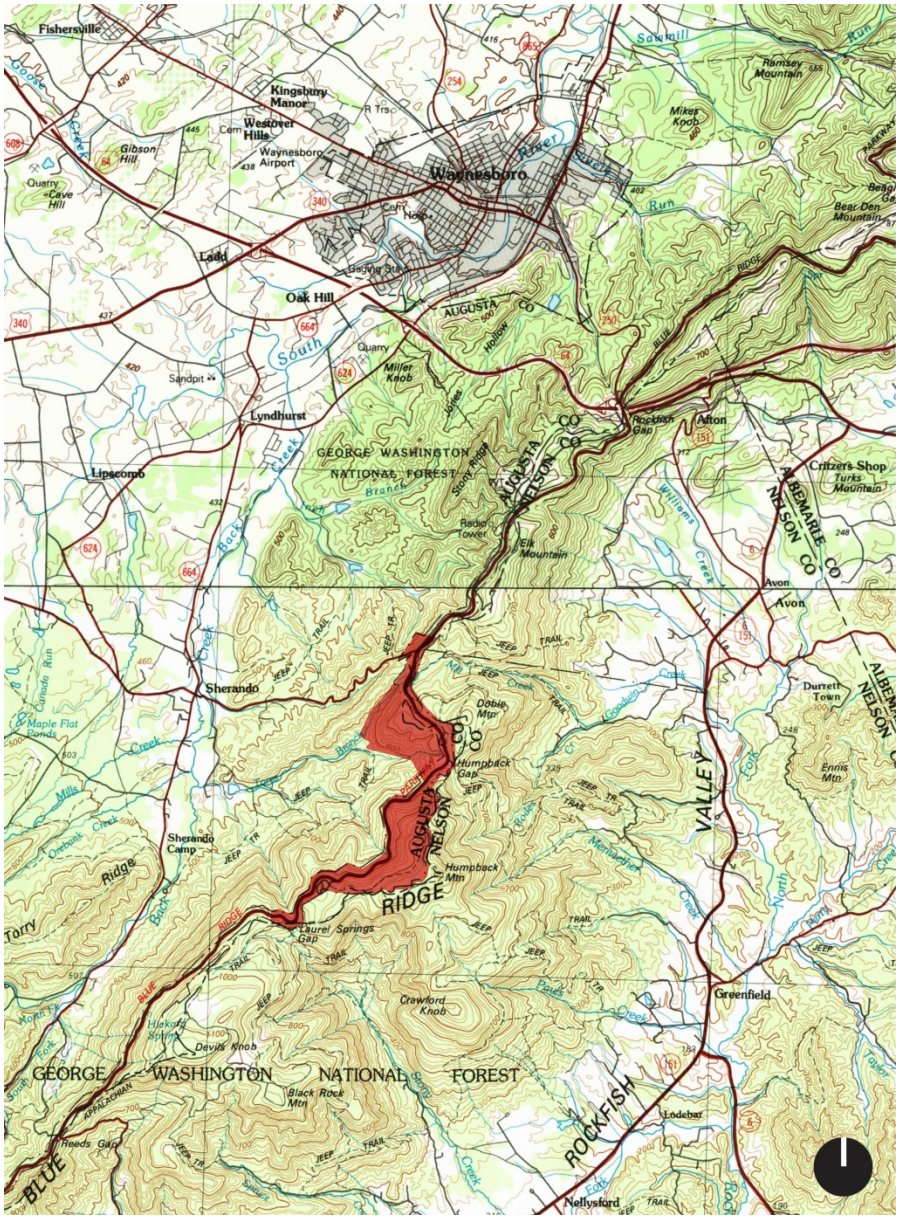


FIGURE 3. Location Map, with the Humpback Rocks developed area shown in red.



FIGURE 4. A glimpse of the Blue Ridge Parkway and a view of the Shenandoah Valley from Humpback Rocks.

Summary of Findings

The Blue Ridge Parkway is not currently listed in the National Register of Historic Places. In 2005, Ian Firth, Professor Emeritus in the College of Environment and Design at the University of Georgia, who had previously prepared a draft HRS for the Blue Ridge Parkway in 1993, prepared a draft NHL nomination and a second draft HRS; at the time this CLR was printed, neither the HRS documents or the nomination had been completed. In order to complete the CLR, these draft documents formed the basis for a significance evaluation of the Humpback Rocks developed area sufficient to support the identification of character-defining features and to develop treatment recommendations for the designed historic landscape.

Considerations of note conveyed in the CLR include Firth's classification of the resource types and design vocabulary that together comprise the designed historic landscape of the Blue Ridge Parkway, which include:

- The roadway, composed of the location, route, alignment, and paving and edging of the travel way, its grades and sideslopes, and the adjacent overlooks, and parking areas that comprise attached spurs

- Structures that support the engineering and passage of the travel way, including bridges, tunnels, drainage channels and structures, retaining walls, guard walls and guard rails

- The scene and context for the travel way corridor and intended views including the right of way, scenic easement design intent, forest and woodland scenes, and agricultural scenes

- Recreation areas and park buildings that encompass trails and trail shelters, picnic areas and campgrounds, lodges, coffee shops, gas stations, maintenance compounds, ranger dwellings, and administrative offices

- Exhibits and signs that include "pioneer" structures, craft centers, gift shops, other exhibits, visitor centers, and parkway signs.

The application of a rustic design style to the construction of parkway features during the early, pre-World War II era, is also characteristic of the road corridor. Resources constructed after World War II often reflect a simple, machine-planed style adopted to account for the loss of CCC craftsmanship, as well as in response to the stylistic influence of modernism. Because much of the unfinished work on the parkway was funded through Mission 66, the parkway also features many resources representative of the Park Service Modern style.

Ian Firth's draft NHL nomination proposes a period of significance of circa 1933–1987, and excludes parkway resources that were built between 1956 and 1987 within the recreation areas. Firth suggests that resources located within the recreation areas that post-date 1956 are non-contributing for their lack of consistency with the design ethic promoted over the remainder of the parkway. Based on this assessment, features established during the Mission 66 period, which includes portions of the picnic area at Humpback Rocks, would not contribute to the significance of the parkway. Given the importance of the Mission 66 period to parkway development, the CLR suggests a modification to the period of significance proposed in the draft NHL to include these resources.

The significance evaluation for the developed area included in the CLR is based on the research, documentation, and analysis of the property prepared for Humpback Rocks. The CLR indicates that the cultural landscape of Humpback Rocks developed area can be considered significant under National Register Criteria A and C as a designed recreation area along the Blue Ridge Parkway, in which opportunities are provided for visitors to connect more deeply with the region through recreation and education. Parkway design principles are conveyed throughout the developed area, tying it to the broader 469-mile linear historic landscape. The proposed period of significance for the Humpback Rocks developed area is 1939 to 1965. The beginning date reflects initial construction of the parkway within the developed area (Section 1B), while the end date encompasses the completion of the proposed picnic area facilities. Few additional improvements were made within the area until the 1980s, and generally were utility structures intended for limited visual impact on the developed area. For these associations, the Humpback Rocks developed area is likely significant in the areas of engineering, entertainment/recreation, landscape architecture, and transportation.

Because the Blue Ridge Parkway was built through a region that formerly supported cultural occupation and use, the Howardsville and Rockfish Gap Turnpike, a nineteenth century travel route that offered connections between this remote area and larger communities and markets, and a small settlement of farmsteads, further research may suggest that the Blue Ridge Parkway overlays portions of other significant historic sites or districts. While a trace of the Howardsville and Rockfish Gap Turnpike passes through the developed area, this road corridor extends east and west across the mountains; evaluation of the road corridor in its entirety was not included in the scope of work for this CLR. Similarly, evidence of former cultural settlements has been found not to retain aboveground integrity at Humpback Rocks. However, future archeological investigations may reveal the presence of resources that possess significant information potential. The history and knowledge of resources associated with pre-parkway cultural activities are included in the CLR to support preservation planning actions and activities, as well as interpretation.

Based upon the park's objectives in developing this CLR, including the identified need to make specific changes to the cultural landscape to meet current and projected future interpretive, functional, and management goals, **rehabilitation** is recommended by the CLR as the most appropriate overarching treatment approach for the Humpback Rocks developed area. Because rehabilitation is defined as the act or process of

making possible a compatible use for a property, this approach allows for protection of the site's historic character and resources while carefully addressing the need for limited enhancement of interpretive opportunities and circulation routes, ecological maintenance and restoration, and the improvement of visitor amenities.

The overarching treatment concept for the cultural landscape at the Humpback Rocks developed area proposed within the CLR is to balance the protection and enhancement of the site's historic integrity with contemporary park visitor access and interpretation requirements and sustainable land management practices. Vegetation and natural resource management, interpretation, and consideration of the overall visitor experience are the main focus of the treatment plan, as they are the highest-priority needs identified by the park. Landscape treatment actions are recommended that are intended to facilitate conveying the story of life in the mountains prior to parkway construction, the development of the Blue Ridge Parkway, and the National Park Service's ongoing efforts to protect and best manage natural and cultural resources. In addition to specific treatment recommendations aimed at addressing resource and management needs, the CLR provides implementation guidance for the following eight projects:

1. Prepare a vegetation management plan.
2. Rehabilitate historic road corridors and parking areas, and associated features.
3. Resurface the Mountain Farm trail.
4. Rehabilitate the Humpback Rocks trail.
5. Clear and thin non-contributing woody vegetation.
6. Interpret additional missing features.
7. Address site furnishing needs.
8. Adopt best management practices for storm water management.

These recommendations are provided in narrative and graphic format.

Recommendations for Further Study

There are various aspects of the history of the Humpback Rocks developed area about which little information is available. On-going management of the developed area will benefit from additional baseline knowledge of the natural and cultural resources that have been a part of the developed area over time. In particular, knowledge of cultural activities and features that preceded parkway development and were associated with establishment of the parkway in the 1930s and 1940s could be expanded through several methods. These methods, including additional documentary research and investigation, oral history, and archeological investigations, should be conceived of as interrelated parts of a broader investigation in which knowledge gained from one method informs the subsequent efforts.

The identification of maps and aerial photographs in particular would be helpful for further understanding the evolution of the cultural landscape over time. Given the seeming paucity of detailed documentary records, it is possible that archeological investigations are likely to yield the most valuable information about prehistoric and historic periods of cultural occupation and use of the area. Features such as springs, gaps, and elevated topography used historically to view across the landscape could be specifically targeted for further investigation due to the high probability that they supported cultural needs in the past. Orchards, the Howardsville Turnpike, and the former Shopshire Gap settlement that preceded parkway development were important to the local history of the region; further research into the history of these features will support a more informed preservation planning process in the future.

All findings generated through these studies should be considered for inclusion in the interpretive programs offered at the park. Of particular interest is broadening the story of mountain life from the Mountain Farm exhibit, which represents a circa 1950s interpretive approach, to include more accurate information based on actual site conditions.

Another recommended area of further study that has emerged from this project is documentation of the location of features on the ground using global positioning system (GPS) technology. Features at risk of loss due to both natural processes and cultural activities in particular should be recorded for possible future research and mitigation needs.

The park should also consider preparing natural resource inventories that might identify rare, threatened, or endangered species, and support appropriate management approaches and techniques.

Site History

Early Settlement and Development

Archeological evidence indicates that humans first inhabited the area around the Blue Ridge Parkway in pre-Columbian times. By the time European settlers began to inhabit the region in the 1730s, numerous American Indian tribes, including the Cherokee, Catawba, Tutelo, Saponi, and Siouan, could be found throughout western North Carolina and Virginia.[27]

The majority of European settlers in the region were Scots-Irish and German. These early settlers developed small farms throughout the region. Agriculture would continue to play an important role throughout the area as late as the 1930s.[28]

By the mid nineteenth century, most of the American Indians who once inhabited the region had been removed to the west as part of the Indian Removal Act, which was signed into law by President Andrew Jackson in 1830.[29]

Early Euro-American Settlement

The first permanent European-American settlement near Humpback Rocks did not develop until the 1830s, largely due to the mountainous terrain.[30] The small settlement contained a schoolhouse, but had no commercial buildings. Census records show that the settlement was made up of several families who lived on small farms. The major cash crops in the area were apples, corn, and tobacco.

27. Quin, 10–11.
28. Ibid.
29. Ibid.
30. Jean Haskell Speer et al., 3.

Construction of the Howardsville and Rockfish Gap Turnpike, which connected the Humpback Rocks area with nearby Waynesboro as well as with the communities in the Rockfish River Valley, began in 1848.[31]

> According to Waddell's *Annals of Augusta County*, on March 9, 1848, an act of the [Virginia] legislature was passed, 'authorizing extension of the "Howardsville and Rockfish Turnpike," from Martin's Mill, in Nelson [County], to Greenville, in Augusta [County], the state to pay two-fifths of the cost, not exceeding fourteen thousand dollars. The turnpike was subsequently extended from Greenville to Staunton and Middlebrook road, about a mile from the latter place.'[32]

The turnpike extended from Howardsville in Nelson County to Greenville in Augusta County, providing a travel way through the Blue Ridge Mountains. Construction of the turnpike allowed small communities along the Blue Ridge Mountains to ship produce and livestock into towns.[33] By 1849, the first ten miles of the twenty-five turnpike were completed.[34]

Before the road was completed, turnpike company owners were divided about where to site the portion of the road that would cross the Blue Ridge Mountains. By September of 1850, they had

31. Edward G. Speer, 44–46.
32. Jean Haskell Speer et al., *Cultural Resource Inventory: Wintergreen Tract, Humpback Rocks,* 13, citing Joseph A. Waddell, "Annals of Augusta County Virginia," in *Historic Atlas of Augusta County, Virginia* (Chicago: Waterman, Watkins, and Company, 1885), 20.
33. Jean Haskell Speer et al., 4–5, 13.
34. Robert P. Kyle, "The Howardsville Turnpike," *Augusta Historical Bulletin* 40 (Staunton, Virginia: Augusta County Historical Society, 2004), 56.

agreed to use the northernmost of the passes under consideration,[35] with construction to be

> . . . shortly completed to the pass of the Blue Ridge at Farrar's. The road from there to the summit will be 4 miles long, 27 miles from Howardsville. . . . It would be the cheapest and safest for all stock to Richmond, avoiding the danger of stampedes incident to the roads contiguous to the Louisa or [Virginia] Central railroad west of Staunton.[36]

The portion of the road passing through the Blue Ridge Mountains proved challenging to build, and by 1857 it had yet to be completed. As a result, several individuals and entities threatened to sue the turnpike company, and the Commonwealth of Virginia, which had financed a portion of the road that had not been completed, suspended payments.[37]

The road began to deteriorate during the Civil War. In 1864, reports made to the Virginia Board of Public Works described the road as nearly impassable. The report also noted that the road appeared to have been abandoned by the turnpike company for several years.[38] Even though it was not in good repair, the road offered some strategic value during the Civil War:

> In June 1864, a battle between Confederate troops led by General William E. Jones and the advancing Union force of Hunter, Crook, Averill raged near Staunton. With the report that 'General Jones is killed, and our Army is routed,' many people left Staunton to cross the Blue Ridge into Nelson County. While most went to Greenville, and then south through the Tye River Gap, some likely went north and down the Howardsville and Rockfish Turnpike because it was less traveled by soldiers. In 1865, as the war was coming to a close, General Sheridan and a large army crossed the Blue Ridge at Rockfish Gap . . . and 'subsisted off the country, his men plundering, consuming, and destroying as they went.'[39]

Following the Civil War, the Virginia General Assembly transferred abandoned turnpike roads to the counties. By the 1870s, the Howardsville and Rockfish Gap Turnpike had become a county road.[40]

The original Carter Farm, which would later serve as the site for the Mountain Farm exhibit, extended over a 55-acre tract that adjoined a larger 340-acre piece of land also owned by the Carter family. Both pieces of property were purchased from Samuel Hunter in 1863.

In the late nineteenth century, wealthy families began to purchase land in the vicinity of Humpback Rocks for the construction of summer residences. The construction of these luxury homes, combined with the proximity of this area to the Howardsville and Rockfish Gap Turnpike, likely encouraged the establishment of two hotels in nearby Afton Station and Augusta around 1900.[41]

Edgar Miller, a resident of Afton in Nelson County, purchased property near Humpback Rocks in the late nineteenth and early twentieth centuries and allowed many of the residents to continue to live on the land as his tenants. Miller owned approximately 800 acres in the area, including an orchard and two saw mills.[42]

By 1900, much of the land near Humpback Rocks had been purchased by commercial orchard developers.[43] A 1926 study of the Virginia apple industry noted that the majority of the commercial orchards in the state were located along the Blue Ridge Mountains.[44]

35. Ibid, 52.
36. Jean Haskell Speer et al., 14, quoting Board of Public Works, 1850 Report of the Howardsville and Rockfish Gap Turnpike Company. The Louisa Railroad, chartered in 1836, changed its name to the Virginia Central Railroad in 1850.
37. Jean Haskell Speer et al., 15.
38. Kyle, 73, citing Elisha Thurmond to Board of Public Works, May 12 1864.
39. Jean Haskell Speer et al., 15, citing Waddell, 24 and 26.
40. Ibid, 76.
41. Jean Haskell Speer et al., 8–9.
42. Ibid, 6.
43. Ibid, 4–5.
44. Ibid, 4.

In 1925, Edgar Miller sold his 1,360-acre property at Humpback Rocks to financier Thomas Fortune Ryan, a Nelson County native. Ryan first purchased land along the Blue Ridge Mountains in 1901 and proceeded to build several homes in the area.[45] Ryan owned the property he purchased from Miller until his death in 1928. [46] His heir, Joseph James Ryan, sold 339.19 acres to the Commonwealth of Virginia in June 1939. In February 1939, before receiving the property from Ryan, the Commonwealth of Virginia conveyed the land to the federal government for the construction of the Blue Ridge Parkway.[47]

45. Ibid.
46. Edward G. Speer, 85.
47. Kyle, 78.

A Scenic Roadway through the Blue Ridge Mountains

The Idea of a Parkway

Plans for parkway systems were developed across the country in the latter half of the nineteenth century. Shortly after construction began on their 1858 design for Central Park in New York City, landscape architects Frederick Law Olmsted and Calvert Vaux proposed a system of narrow parkways that would connect Prospect Park in Brooklyn with new residential neighborhoods being developed nearby. The picturesque parkways proposed by Olmsted and Vaux incorporated a limited-access center lane that would be closed to commercial carriage traffic, thus creating an expressway unrestricted by the often slower moving local and commercial traffic.[48] Olmsted and Vaux also created plans for integrated parks and parkways for Buffalo (1868) and Chicago (1871).[49]

The first parkway designed exclusively for automobile use was the Bronx River Parkway in Westchester County, New York. Designed in 1906 by landscape architect Hermann Merkell and completed in 1925, the parkway ran along the Bronx River and included woodlands, meadows, trails, and a scenic drive. As with the early parkways designed by Olmsted and Vaux, the Bronx River Parkway was a limited access roadway. In his book *Design on the Land: The Development of Landscape Architecture*, Norman T. Newton commented on the importance of the Bronx River Parkway:

> It was only with the completion of New York's Bronx River Parkway after World War I that the modern parkway came into being with its clear set of distinguishing characteristics. The term now denoted a strip of land dedicated to recreation and movement of pleasure vehicles. The parkway was *not* itself a road, it contained a roadway. The strip of land was not just a

48. Ethan Carr, *Wilderness by Design: Landscape Architecture and the National Park Service* (Lincoln, Nebraska: University of Nebraska Press, 1998), 24.
49. Ibid, 25.

> highway with uniform grassy borders; it was of significantly varying width, depending on immediate topographic and cultural conditions. The roadway itself differed markedly from that of an ordinary highway in that it was meant for comfortable driving in pleasant surroundings, not merely for getting from one place to another as fast as possible.[50]

The construction of parkways continued primarily in American cities throughout the 1920s and 1930s. By the 1930s and 1940s, however, planning began for rural parkways, with the Blue Ridge Parkway being one of the first rural parkways proposed.[51]

The Crest of the Blue Ridge Highway

The idea for a scenic road winding through the Blue Ridge Mountains was first proposed in 1909 by Colonel Joseph Hyde Pratt, the director of the North Carolina Geological and Economic Survey.[52] Pratt understood the potential impact of the automobile on travel and sought to use it to promote tourism and economic growth in North Carolina. As a result, Pratt began to publicize his idea to construct a roadway along the summit of the Blue Ridge Mountains. Pratt's proposal called for the highway to extend from Marion, Virginia, south to Tallulah Falls, Georgia, where it would link to highways leading to Washington, D.C., and Atlanta, Georgia. A chain of hotels would be situated along the 350 mile roadway.[53] The road, which Pratt thought would be one of the best scenic highways in the country, was to be known as the "Crest of the Blue Ridge Highway."

By 1912, Pratt and his crew of men had surveyed the route and determined that due to the sparse population in the surrounding area, the highway should be a toll road. Pratt was able to raise money to construct a small portion of the road between the towns of Altapass and Pineola in northwestern North Carolina.[54] However, involvement of the United States in World War I forced construction to halt and put an end to Pratt's plan for the Crest of the Blue Ridge Highway.

National Parks in the East

The Creation of Great Smoky Mountains National Park and Shenandoah National Park. The 1920s saw a renewal of the movement calling for national parks in the eastern United States, which had been active in the early years of the twentieth century, prior to World War I.[55] In the early 1920s, business groups in Tennessee and North Carolina sought to increase tourism in their states by promoting the idea of creating a national park in the Great Smoky Mountains. At the same time, similar groups in Virginia hoped to create a national park in the Shenandoah Valley. As a result, Secretary of the Interior Herbert Work formed the Southern Appalachian National Park Committee in 1924 to select a site for a national park.[56]

In late 1924, the Southern Appalachian National Park Committee recommended that parks be established at the Blue Ridge Mountains in Virginia and at the Great Smoky Mountains in Tennessee and North Carolina. By 1926, Congress authorized the establishment of Great Smoky Mountains National Park in North Carolina and Tennessee, Shenandoah National Park in Virginia, and Mammoth Cave National Park in Kentucky. It would be another decade before the parks would officially open.[57]

Eastern National Park-to-Park Highway. With the establishment of Shenandoah National Park in 1936 and Great Smoky Mountains National Park in 1937, a movement grew to create new and better roads in and around the new parks. In 1928, the Eastern National Park-to-Park Highway Association was established by

50. Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of Harvard University Press, 1971), 597.
51. Carlton Abbott Associates, 7.
52. Jolley, 11–12.
53. Ibid, 12.
54. Ibid, 13. The built portion of the Crest of the Blue Ridge Highway is situated approximately at the same location of the current Blue Ridge Parkway between Mile 317.6 and 318.7.
55. Whisnant, 28.
56. Ibid.
57. Ibid, 29.

Congressman Maurice Thatcher of Kentucky; this organization lobbied for the creation of a federally funded highway that would connect the newly created national parks with Washington, D.C., as well as historic sites under development at Williamsburg, Jamestown, and Yorktown, Virginia.[58]

A map of the proposed Eastern National Park-to-Park Highway was created in 1931 by the Eastern National Park-to-Park Highway Association. The coalition contained elected officials, as well as road enthusiasts. The new highway was to follow existing travel routes and would be open to both commercial and recreation traffic. Funding was difficult to obtain and the coalition soon became fragmented.[59]

Skyline Drive. In 1930, federal appropriations were secured to construct a scenic highway through the four-year-old Shenandoah National Park. Construction began on Skyline Drive, as the highway was to be known, in 1931. The beginning of New Deal programs brought more funding as well as workers from the Civilian Conservation Corps (CCC). The first portions of Skyline Drive opened to the public in 1934 and within five weeks, nearly 50,000 drivers had visited the road.[60]

The early success of Skyline Drive, combined with efforts in the early 1930s to construct the Eastern National Park-to-Park Highway, helped to reawaken Colonel Pratt's idea for a parkway through the Blue Ridge Mountains.

The Blue Ridge Parkway

Proposal. Following his inauguration as President in 1933, Franklin Delano Roosevelt proposed a series of programs and regulations referred to as the "New Deal" which were designed to help the United States of America emerge from the Great Depression which had struck the nation four years earlier. The National Industrial Recovery Act was an early piece of "New Deal" legislation which authorized the Public Works Administration to finance large public works projects such as public highways.[61] Within a few months of the passage of the National Industrial Recovery Act in 1933, businessmen and politicians from Virginia, North Carolina, and Tennessee began lobbying the PWA to consider establishment of a parkway, which would connect Shenandoah and Great Smoky Mountains national parks. Senator Harry F. Byrd would lead the lobbying committee with help from Virginia Governor John Garland Pollard.[62]

In October 1933, Senator Byrd met with politicians from North Carolina, Virginia, and Tennessee, as well as officials from the National Park Service, the Bureau of Public Roads (BPR), and the PWA to discuss the development of a formal proposal for the highway, which would become the Blue Ridge Parkway. A small committee was established to develop a formal proposal.[63]

The proposal written for the PWA did not specify a route for the new road. It did, however, recommend that the project be federally funded and involve neither tolls nor loans that the states would have to repay. It was also suggested that the proposed parkway be composed of a newly constructed 20-foot-wide roadway surrounded by a 1,000 foot right-of-way. PWA administrator and Secretary of the Interior Harold Ickes was skeptical of the original proposal for the parkway, largely because it was completely funded by the federal government and he did "not believe that the Federal Government would be justified in entering into such a project at this time."[64]

Despite Ickes's initial opposition to the parkway proposal, supporters of the proposal from North Carolina continued to lobby in Washington on behalf of the parkway. Ickes met with several prominent politicians from North Carolina and Tennessee, and even with Colonel Joseph Hyde Pratt, the man behind the Crest of the Blue Ridge

58. Ibid.
59. Ibid, 29–31.
60. Ibid, 32.
61. Jolley, 20.
62. Whisnant, 35–36.
63. Ibid, 36. Initially the highway was to be named the Appalachian National Parkway.
64. Ibid, 36–37.

Highway in 1909.[65] As a result of these meetings and after conferring with President Roosevelt in November 1933, Ickes announced his support for the proposed parkway between Shenandoah and Great Smoky Mountains national parks. His only stipulation was that the individual states acquire land for the highway's right-of-way without federal funding. On November 19, 1933, the Blue Ridge Parkway was officially approved. All funding, except that used for the purchase of the right-of-way, would come from the PWA.[66]

With the parkway officially approved as a federal project, it was necessary to decide which agency would oversee the construction and maintenance of the roadway. Thomas MacDonald, chief of the Bureau of Public Roads, thought that the National Park Service should be placed in charge of the parkway's construction. Harold Ickes agreed with MacDonald's assessment and assigned the parkway to the National Park Service. On December 19, 1933, in accordance with the National Industrial Recovery Act of 1933, $4 million was appropriated and transferred to the National Park Service for construction of the parkway from Shenandoah National Park to Great Smoky Mountains National Park.[67]

Parkway Planning. Despite a $4 million appropriation for construction of a scenic parkway that would connect Shenandoah National Park and Great Smoky Mountains National Park, the route that the roadway would take had yet to be determined. Virginia, North Carolina, and Tennessee would each make formal recommendations describing where they thought the parkway route should go.[68] Negotiations took place between state and federal officials to determine whether the parkway would pass through North Carolina, Tennessee, or both states. In November 1934, Secretary of the Interior Harold Ickes decided that the parkway should be routed through North Carolina, completely bypassing Tennessee.[69]

Several landscape architects and engineers were enlisted to work on the project, including Thomas Vint, chief of the Branch of Plans and Design for the National Park Service; Jay Downer, engineer with the Westchester County Park Commission (WCPC); and Gilmore Clarke, landscape architect with the WCPC. Stanley Abbott, a young landscape architect from the WCPC, was also hired for the project.[70] Abbott would complete much of the early reconnaissance work along the proposed route. William M. Austin, an engineer with the Bureau of Public Roads, also played an important role in the planning and design of the parkway.

With the general route of the parkway finalized, a more explicit alignment of the roadway had to be determined based on further exploration of the area. Abbott and Austin proposed running the parkway through valleys and lowlands as opposed to exclusively along the crest of the mountains in order to avoid what they thought could be a monotonous drive.[71]

A preliminary master plan of the roadway was prepared in 1934. The master plan identified eighteen recreation areas along the route and also discussed the need for facilities that supplied gas, food, and overnight lodging. In additional to hiking trails, picnic facilities, and other recreational opportunities, each major recreation area provided lodging and a restaurant as well as other visitor services, while each minor recreation area offered gasoline service and a coffee shop. [72]

A 1936 master plan for the parkway also called for eighteen recreation areas to be established, although some locations were different than those proposed in 1934. Stanley Abbott felt that the

65. Ibid, 37. Ickes met with North Carolina Congressmen Robert Doughton and Robert Reynolds as well as Tennessee Senator Kenneth McKellar.
66. Ibid, 37–38.
67. Jolley, 43–44.
68. Ibid, 59.
69. Ibid, 87.
70. Jolley, 59.
71. Firth, "Historical Significance of the Blue Ridge Parkway."
72. *Appalachian National Parkway from Shenandoah National Park to Great Smoky Mountains National Park, Master Plan*, 1934. Blue Ridge Parkway Archives.

recreation areas would be as important as the roadway itself. In this plan, major recreation areas were sites of between 1,000 and 4,000 acres, while minor recreation areas were sites of approximately 500 acres.[73] As shown on the drawings for the 1936 master plan, proposed recreation areas were located at Humpback Rocks, an unnamed area near Horwall Flats, Lick Log Spring, Peaks of Otter, Pine Spur, Smart View, Rocky Knob, and Fisher Peak in Virginia, as well as at Cumberland Knob, the Bluffs (later renamed Doughton Park), Tompkins Knob, Linville Falls, Crabtree Meadows, Mount Mitchell, Craggy Gardens, Pigeon River Falls, Mount Pisgah, and Richland Balsam in North Carolina.[74] Of these sites, recreation areas were eventually realized at Humpback Rocks, Peaks of Otter, Rocky Knob, Cumberland Knob, Linville Falls, Crabtree Meadows, Craggy Gardens, and Mt. Pisgah. In addition, recreation areas were developed at sites not included in the 1936 plan, including Otter Creek, Roanoke Mountain, Mabry Mill, Moses H. Cone Memorial Park, and Waterrock Knob, among others.[75]

In 1936, federal legislation was passed formally naming the scenic parkway connecting Shenandoah National Park and Great Smoky Mountains National Park the "Blue Ridge Parkway."[76] Beginning in 1936, land was acquired for development of the road corridor as well as the recreational areas proposed in the master plan.

Design and Initial Construction. Before construction commenced on the parkway, a survey of the proposed route was performed by teams of landscape architects and engineers. The survey teams flagged a location for the proposed road that met grade and alignment standards. After the location of the road was approved, the respective states proceeded with topographic surveys of the proposed right-of-way, which covered an area over 100 feet wide to either side of the flagged line. The majority of the proposed parkway route was flagged by survey teams in 1934 and 1935, and by 1941, the general line of the entire parkway was agreed upon.[77]

The roadway and its associated areas were split into forty-five sections, each approximately 10 miles in length. Roadway sections in Virginia were labeled with the number 1 followed by letters of the alphabet, while sections in North Carolina were labeled with the number 2 followed by letters of the alphabet. The letters "I" and "O" were omitted as section identifiers because they resembled the numbers one and zero. The sections in both states were lettered from north to south.[78]

As the survey work concluded, detailed design of the planned parkway began. Engineers and landscape architects collaborated on the design of what they hoped would be a scenic road that allowed its users to enjoy the surrounding landscape in a leisurely way. As a result, decisions regarding the parkway design were based primarily on the needs of tourists rather than on those of persons who would use the road for local travel.[79]

In an effort to guide the design, construction, and operation of the parkway, Stanley Abbott and his colleagues developed several design principles. In Abbott's opinion, the most important of these principles was that the parkway travel through a protected right-of-way, allowing for the preservation and restoration of the adjacent landscape. Abbott further believed that the structures should be "characterized by simplicity and informality in order that they may harmonize with the natural environment." Similarly, Abbott

73. Ian Firth, *The Blue Ridge Parkway Historic Resource Study,* (Washington, D.C.: U.S. Department of the Interior, National Park Service, Draft, 2005), 186.
74. "Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan thereof, Drawn June 3, 1936." As shown on the 1936 plans, the unnamed area appears to be at or near Horwall Flats.
75. As shown on the NPS Blue Ridge Parkway map, accessed on the park web site, http://www.nps.gov/blri/index.htm, June 2011.
76. William G. Lord, "History of the Blue Ridge Parkway," 1954. (BLRI, Record Group 5, Series 41, Box 51, Folder 12)
77. Firth, "Historical Significance of the Blue Ridge Parkway."
78. Firth, *The Blue Ridge Parkway Historic Resource Study,* Draft, 117.
79. Whisnant, 45.

believed that all of the elements of the parkway should contribute to the overall experience. While Abbott sought to create a unified experience, he also sought to highlight the diverse landscape of the parkway and also reveal the "charm and interest of the American countryside" by preserving the cultural history of the surrounding landscape. Abbott would often state that "variety is the spice of the parkway." In order to achieve this, Parkway Land Use Maps (PLUMs) were developed to help illustrate the character of the land along the parkway corridor.

While most of Abbott's principles dealt with the parkway's landscape, Abbott and the other designers were also concerned with the visitors' experience and their safety. For instance, Abbott insisted that the roadway not present the driver with any surprises, as they would likely be focusing their attention to scenery. To further enhance the visitor experience, Abbott insisted that recreational areas be developed that would allow visitors to stop, eat, and rest.[80]

The parkway would follow the Blue Ridge Mountains for 355 of its 469 miles. Initial construction on the parkway began in September 1935 on a twelve-mile stretch of the road just south of the North Carolina/Virginia border near Low Gap, North Carolina.[81] This section, like the rest of the parkway, was constructed by private contractors.[82]

When construction began on the parkway, much of the proposed route was in relatively poor condition due to excess timbering and farming. As a result, slope stabilization had to be undertaken and intricate drainage control structures built. As construction continued to progress, new trees and shrubs were planted along the route.[83]

During the early years of construction in the late 1930s, four Civilian Conservation Corps (CCC) projects and four Works Progress Administration (WPA) projects were undertaken on the parkway. Both the CCC and the WPA were New Deal agencies created by President Franklin D. Roosevelt in the 1930s. The CCC provided work for unemployed men aged eighteen to twenty-five. Much of the work performed by the CCC focused on the conservation and development of natural resources, particularly in rural areas. The WPA, like the CCC, provided work for the unemployed but also hired women in addition to men. The WPA generally conducted work on large public works projects, including the construction of roads.

During World War II, employees of the Civilian Public Service (CPS) performed several tasks along the parkway. The CPS was a federal agency that allowed conscientious objectors to serve the country in non-military roles during World War II. CPS workers performed a variety of tasks, including construction work.

80. Douglas Swaim, "Stanley Abbott and the Design of the Blue Ridge Parkway," *Blue Ridge Parkway: Agent of Transition*, (Boone, North Carolina: Appalachian Consortium Press, 1986), 43–47. Abbott never organized his principles formally; however, author Douglas Swaim summarized Abbott's vision in eight principles.
81. Whisnant, 45–46.
82. Firth, *The Blue Ridge Parkway Historic Resource Study*, Draft, 143.
83. Swaim, 52.

Early Parkway Planning at Humpback Rocks

The first drawings prepared for the "Appalachian National Parkway" as part of the 1934 development plan identify the land proposed for development at Humpback Rocks to be assembled from property owned by Mrs. Bernard McCrae and the Rockfish Valley Land Company, with additional land being acquired from the U.S. Forest Service.[84] A report accompanying the 1934 development plan called for the construction of a gasoline station, a small restaurant, a camping store, restrooms, and a large picnic area at Humpback Rocks. Hiking trails and paths for horse riding were also a part of this initial plan (refer to Figure 31 and Figure 32).[85]

In the 1936 master plan for the parkway, Stanley Abbott recommended that land at the foot of Humpback Mountain also be acquired for the recreation area. A revised proposal for the developments included in the master plan called for a service station, inn, cabins, campground, picnic area, and hiking trails were proposed at the site; only the picnic area and hiking trails would be constructed once the NPS began development of the site.[86]

Additional land at Humpback Rocks was obtained with the cooperation of the U.S. Forest Service (USFS). Under a 1939 interagency agreement, the USFS agreed to transfer land for use as recreation areas along the parkway while also using funds from the Department of the Interior to purchase additional areas within National Forests. It was this approach that allowed transfer of lands at Peaks of Otter and Crabtree Meadows before the war, and Humpback Rocks as well as several other sites after the war.[87]

Early parkway development around Humpback Rocks proceeded slowly. The Virginia Department of Highways prepared detailed plans for the National Park Service of the proposed right-of-way (ROW) for the new parkway. (Examples are shown in Figure 21 through Figure 23 at the end of this chapter.) Construction on the Blue Ridge Parkway through Humpback Rocks began in July 1939 when the 6.027 miles section of the Parkway between Rockfish Gap and Humpback Gap was built (Section 1B). Construction on this section of the Parkway would continue through November 1940. The 9.387-mile-long section of the Parkway which began at Humpback Gap and continued through the rest of the developed area was built between August 1939 and October 1941 (Section 1C).

The first construction project at Humpback Rocks was a parking area at Humpback Gap, which was completed in 1943 (refer to Figure 24). A stone fence was constructed by CPS employees around the parking area.[88]

Construction documents were prepared for the proposed gas station, picnic area, and coffee shop in 1942 (refer to Figure 25 and Figure 26). Originally, these facilities were to be constructed in the open meadow north of the current location of the visitor center; however, due to a dispute with the owner of the property, Stanley Abbott recommended that the facilities be constructed further south near milepost 8 on land already owned by the National Park Service. The picnic area was subsequently constructed at this location in 1955, while plans for the gas station and coffee shop were eventually abandoned (Figure 5 and refer to Figure 28).[89] As part of the development of the picnic area, comfort station A was constructed, along with features such as tables and grills to be used by visitors.

84. Quin, citing "Appalachian National Parkway, Shenandoah-Great Smoky Mountains Section, proposed Recreational-Service and Scenic Area, Humpback Rocks, Virginia, Land Map," BLRI drawing PKY-BR-HR-AP-1016-A, December 1934, and "Topographic and Land Sketch, Humpback Rocks, Augusta Co., VA."
85. Quin, 177.
86. Ibid.
87. Ian Firth, *The Blue Ridge Parkway National Historic Landmark Nomination*, Draft, 2005, 42–43.
88. Ibid, 178.
89. Ibid.



FIGURE 5. A 1958 view of the picnic area at Humpback Rocks.

In the early 1950s, plans were made to create the Mountain Farm exhibit at Humpback Rocks (refer to Figure 27). The farm was conceived as one of six major and nine minor exhibits of local life along the parkway by National Park Service architect Charles S. Grossman. Grossman considered the Humpback Rocks Mountain Farm site "a very attractive location for a farm group."[90] Grossman suggested that the exhibit include selected buildings relocated from various farms along the parkway to the site of the Charlie Carter Farm. The structures were relocated from lands to be obtained for the parkway, and in some cases would have been demolished as a result of parkway construction.

The farmhouse at Carter Farm was said to be beyond repair and, as a result, the William Ramsey House was relocated and rehabilitated at the Mountain Farm (Figure 6 through Figure 9). Constructed circa 1890, the Ramsey House was relocated from the Hamilton Farm below Robinson Gap.[91] The Hamilton Farm was located near milepost 50.9. A "Map of Lands Acquired for the Blue Ridge Parkway," prepared in 1940 by the Virginia Department of Highways, shows a log dwelling situated on a private road (Figure 10). A barn, shed, and stable were present northwest of the log dwelling on the opposite side of the roadway.[92]

A chicken house, stable, and meat house were relocated to the site from the John C. Clark Farm, which was located near milepost 36 (Figure 11 through Figure 14). A corn crib associated with the Mason Farm near milepost 40 was also relocated to the site. The "Map of Lands Acquired for the Blue Ridge Parkway" shows a spring garden with a store house, chicken shed, and an unidentified small structure present east of the garden (Figure 15).[93]

The springhouse was moved from its original location at Cash Hollow near milepost 29. At this farm, two barns and a shed were located along a private road at the west part of the property. Three sheds and an unidentified structure were located to the east of the barns. A garden and a small orchard were situated at the northeast portion of the developed portion of the property. A small spring house was present at the orchard (Figure 16).[94]

In addition to the relocated buildings, the National Park Service constructed a reproduction hog pen and landscape features such as stone fences, a barnyard, an orchard, and a vegetable garden at the Mountain Farm exhibit (Figure 17).. The exhibit opened to the public in 1956 (Figure 18 and Figure 19).[95]

90. Ibid.
91. Ibid, 179. Robinson Gap is located along the Blue Ridge Parkway at milepost 50. F. C. Hamilton resided in the Ramsey House at the time it was acquired for the parkway. Hamilton was the son-in-law of William Ramsey.
92. "Map of Lands Acquired for the Blue Ridge Parkway," ROW Map 1-G, Sheet 2 of 9. The house was located near station 45+00, and would have been demolished by parkway construction.
93. "Map of Lands Acquired for the Blue Ridge Parkway," ROW Map 1-E, Sheet 19 of 21. The farm site was located near station 490+00.
94. "Map of Lands Acquired for the Blue Ridge Parkway," ROW Map 1-E, Sheet 5 of 21. The farm was located near station 110+00.
95. Ibid.

A visitor center was constructed north of the Mountain Farm in 1955 (Figure 20). Designed by the architectural firm Brown and Shank of Roanoke, Virginia, the one-story wood and stone structure contained an information room and restrooms.[96] A pair of buildings was built on a knoll behind the visitor center that supported water supply and storage needs the following year.



FIGURE 6. An undated photo of the William Ramsey House at its original location.



FIGURE 7. The dismantling of the Ramsey House in 1952.



FIGURE 8. The rehabilitation of the relocated Ramsey House at Humpback Rocks in 1952.

96. NPS drawing circa 1955 for visitor center, marked as-built. Title block information not legible.



FIGURE 9. The rehabilitated Ramsey House in 1968.

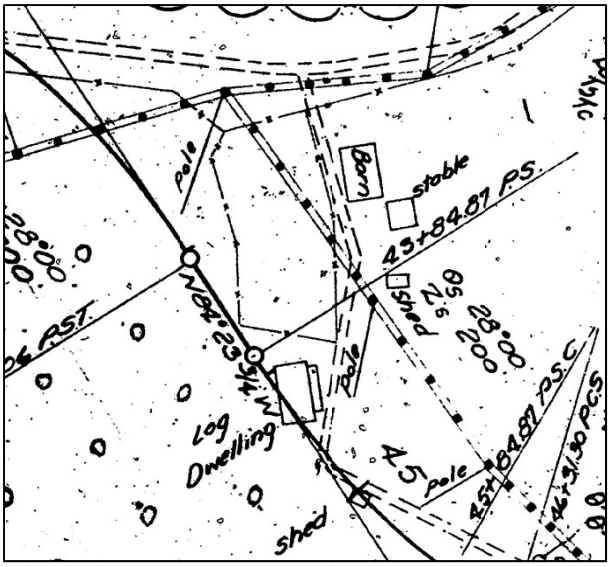


FIGURE 10. Detail of right-of-way map for parkway section 1-G, sheet 2 of 9, prepared by the Virginia Department of Highways in December 1940, showing the original location of the Ramsey House, indicated as "log dwelling."

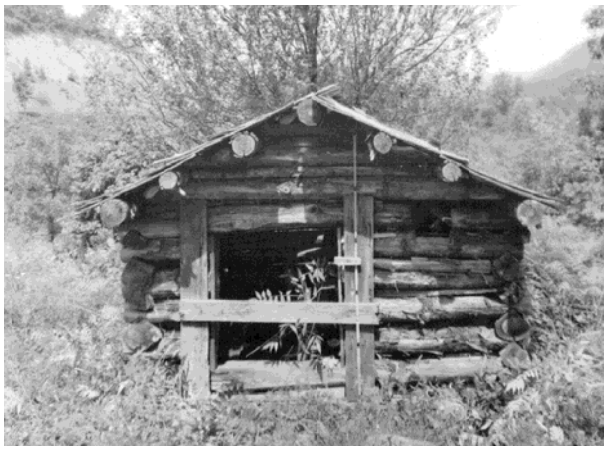


FIGURE 11. The chicken house at the John C. Clark Farm in 1952 before being relocated to Humpback Rocks.



FIGURE 12. Rehabilitation of the root cellar at Humpback Rocks in 1953.



FIGURE 13. An undated photo of the rehabilitated root cellar at Humpback Rocks.



FIGURE 14. A view of the John C. Clark Farm in 1952, before the moving of farm structures to Humpback Rocks.

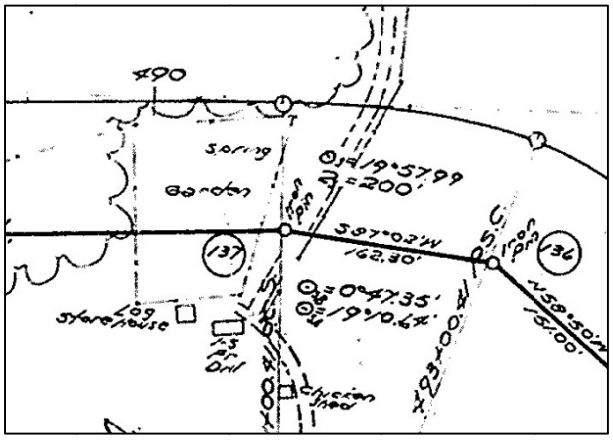


FIGURE 15. Detail of right-of-way map for parkway section 1-E, sheet 19 of 21, prepared by the Virginia Department of Highways in July 1940, showing the original location of the John C. Clark Farm structures.

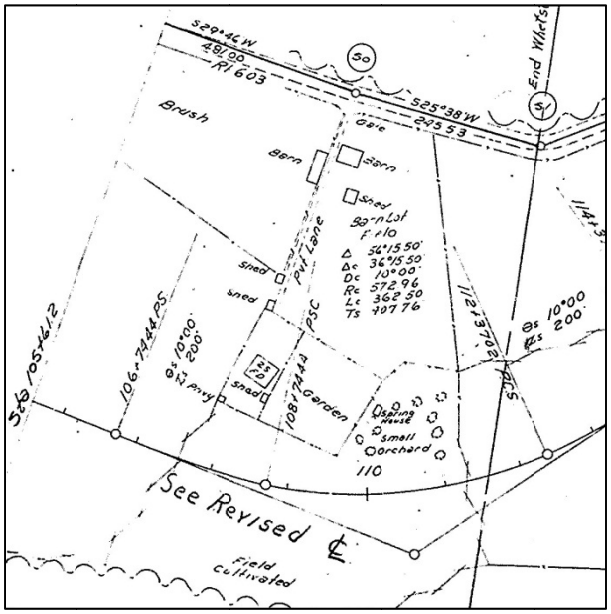


FIGURE 16. Detail of right-of-way map for parkway section 1-E, sheet 5 of 21, prepared by the Virginia Department of Highways in July 1940, showing the original location of the Cash Hollow structures.

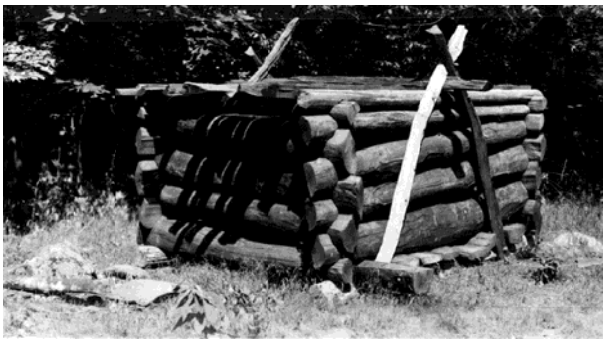


FIGURE 17. The newly constructed reproduction pig pen at Humpback Rocks in 1953.



FIGURE 18. The Mountain Farm exhibit at Humpback Rocks in 1957.



FIGURE 19. The Ramsey House and chicken house at Humpback Rocks in 1970.



FIGURE 20. An undated photo of the original Humpback Rocks Visitor Center, constructed in 1955.

Mission 66

Development of the Mission 66 Program

In the years after World War II, visitation at the national parks grew significantly. In 1940, there were 17 million visitors to national parks; by 1955, there were over 55 million visitors. As park use grew, however, National Park Service budgets remained unchanged. In addition, the Civilian Conservation Corps (CCC) and other New Deal programs responsible for constructing and maintaining roads, trails, and visitor facilities at national and state parks throughout the 1930s were discontinued by the federal government in 1942.[97]

As the number of visitors to national parks grew, so did the use of automobiles. By 1950 as many as 99 percent of national park visitors arrived in automobiles.[98] As a result, parks were faced with traffic jams and overcrowded parking lots.

By the 1950s, conditions at national parks were generally in a state of deterioration, and the desperate need for building maintenance and funding was further amplified by the rapid increase in visitors.

When Conrad Wirth was named director of the National Park Service in late 1951, issues of facilities maintenance and capital improvements remained unsolved. In February 1955, Director Wirth conceived a comprehensive conservation program to revitalize the national parks. The ten year capital program aimed to modernize and expand the national park system. Wirth put together a working committee as well as a steering committee to help outline the scope and budget of the program. He also instructed park superintendents to prepare lists of work that needed to be done in the various parks.[99] Wirth chose to name the program "Mission 66," as he thought the word "mission" successfully expressed the urgency of the situation in the national parks, while "66" was used to signify both the end date of the program, and the fiftieth anniversary of the establishment of the National Park Service in 1966. At the same time he recognized the constraints of federal funding and sought to resolve them while addressing the needs of the national park facilities.[100] The Mission 66 plan not only sought to improve conditions at the parks through the construction of new roads, trails, and visitor facilities, but also through increased operating budgets to maintain the parks in the future. The *Mission 66 Report*, finalized by the end of 1955, spelled out a vision for management of the overall park system and discussed details such as the amount of staffing needed to adequately interpret and protect the parks.[101]

In February of 1956, the Eisenhower administration submitted a $66 million appropriation request to the Senate on behalf of the National Park Service. The request was increased to $68 million and subsequently approved by the Senate Appropriations Committee. By the end of the month, the House of Representatives had also approved the bill.[102] With the first appropriation request approved, Conrad Wirth and the National Park Service could begin to implement the improvements called for in the Mission 66 program.

Pilot Studies. During the early stages of planning for the Mission 66 program, planners decided to create a model master plan to address common problems faced by many of the parks. The pilot studies represented a cross-section of different regions and various park types. Based on the studies, it was determined that the program should focus on the visitor experience by improving and standardizing facilities; providing interpretive resources, additional staff, trails, and maps; and creating guest and employee lodging facilities.

97. Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst: University of Massachusetts, 2007), 4.
98. Ibid, 5–6.
99. Ibid, 10.
100. Ibid, 66.
101. Ibid., 111–112.
102. Ibid., 119. Within the next ten years, the budget for the National Park Service would exceed $1 billion.

Architectural Style. The Mission 66 program marked a change in philosophy with regard to the design of buildings in the national parks. From its inception in 1956, Mission 66 showed a full commitment to modernist design as opposed to the rustic style of park buildings constructed during the 1920s, 1930s, and early 1940s. While the idea of constructing modernist buildings in the national parks was not seen as radical by similar structures were being built across America, it did prove to be controversial as several environmentalists, and even former NPS Director Newton Drury, considered modern architecture to be inappropriate for a natural setting. The use of modernist design in national parks, however, proved to be quite appropriate to meeting the needs of new parks facilities. Building technologies developed during and immediately following World War II made construction faster and more economical, especially as compared to the costly, labor-intensive process required to construct the rustic structures built in parks in the 1920s and 1930s.

While economics played an important role in the National Park Service's shift to modern design, it should be noted that many of the in-house designers at the National Park Service had previously abandoned the rustic style in favor of more progressive architecture.[103] For example, in 1939, construction had begun on an Art Moderne style museum and administration building at Ocmulgee National Monument in Georgia. Designed by NPS architect James T. Swanson, this structure marked a departure from the rustic style in which buildings in the national parks had previously been designed.

The goals of the Mission 66 program supported and accelerated a change in philosophy with regard to the design of buildings in the national parks. The Jackson Lake Lodge in Grand Teton National Park, which opened in 1955, served as inspiration to Mission 66 structures as it challenged the traditional assumption about what constituted appropriate park architecture. The massive modern structure was defined by large windows, textured concrete facades, and low slope rooflines, and was partially built into the site. Despite its size, the lodge had a minimal presence due to its siting and earth tone colored materials.[104] As the Ocmulgee Visitor Center and Jackson Lake Lodge illustrate, even prior to the inception of Mission 66 in 1956, the National Park Service showed a strong interest in modernist design as a departure from the rustic style park buildings constructed during the 1920s and 1930s.

Mission 66 Development on the Blue Ridge Parkway and at Humpback Rocks

The onset of the Mission 66 program brought much needed funds to assist in further developing the Blue Ridge Parkway. The parkway was named a priority project and was allocated $32.1 million as part of the Mission 66 program. The funds would be used not only to finish the roadway itself, but also to develop lodging, restaurants, and other visitor facilities at the recreation areas along the parkway. By the end of the Mission 66 program in 1966, all but 5.5 miles of the parkway in Section 2-H near Grandfather Mountain had been completed.[105]

In 1960, Park Superintendent Sam Weems recommended that Humpback Rocks be expanded. Weems sought to acquire more than 20,000 additional acres of land (Figure 29). (By comparison, the developed area today is approximately 1,300 acres.) The extensive expansion plans called for the construction of a small lake, a campground, and an enlarged picnic area. None of these plans was realized; however, Mission 66 era construction at Humpback Rocks included an additional thirty-five units at the picnic area in 1962.[106] Also in 1962, a 65 foot deep well, capable of producing 60 gallons of water per minute, was drilled near the Mountain Farm. Comfort station B was constructed at Humpback Rocks Picnic Area in 1965.

103. Ibid., 137–138.

104. Carr, 131.
105. Whisnant, 268.
106. Quin, 180.

Post-Mission 66 Development

In 1978–1979, a portion of the Appalachian Trail was rerouted by Youth Conservation Corps workers to avoid Humpback Rocks, which had become a popular tourist destination and too crowded with day users for through-hikers. In addition, development of the portion of the trail at Humpback Rocks was no longer consistent with the mission of the Appalachian Trail Conference.

The visitor center was destroyed by fire in 1981. A new, expanded visitor center was constructed on the foundation of the original building and opened in 1982. The new visitor center was similar in style and configuration to the original building and included restrooms, an information room, and an office and storage area.

In 1985, a water supply well and pump system was constructed on the hill above the picnic area. Water supply structures were also present near the Mountain Farm at this time (Figure 30). A new well house was built in the same location in 2000. New interpretive signage and other signs were installed around the developed area added during the 1980s and 1990s, including in association with the Humpback Gap parking are and Humpback Rocks trailhead. Modifications were made to picnic tables, as wood elements were replaced with plastic components. In 1992, the trash cans at the picnic area were replaced with dumpsters and wood screen enclosures were constructed to screen the dumpsters from view. In 2000, a pump house addition was constructed at comfort station B in the picnic area. Improvements were also made to paths and buildings to enhance universal accessibility during the 2000s in association with the comfort stations and the path between the visitor center and the Mountain Farm exhibit. In 2010, a temporary performance stage was constructed at the Mountain Farm exhibit. The stage is used for special events and is removed at the end of each season.

Completion of the Blue Ridge Parkway

In 1968, construction began on the final section of the parkway. The initial plan for the section to pass over Grandfather Mountain called for its completion by 1972. However, the National Park Service's desire to minimize disturbance to the landscape and sensitive plant communities prevented a traditional bridge or roadbed from being constructed.

It was not until 1983 that the nearly 1,300 foot bridge known as the Linn Cove Viaduct was completed. Designed by the engineering firms of Barrett, Daffin, and Figg of Tallahassee, Florida, and Jean M. Muller-Europe Etudes of Paris, France, the S-shaped bridge was constructed of 153 unique precast concrete sections supported by seven piers. Construction of the viaduct was completed over five years, with special efforts made to avoid damage to the natural surroundings. The final portion of the Blue Ridge Parkway was opened in 1987, after grading work was completed adjacent to the viaduct. The approximately twenty developed areas that had been established along the parkway since the 1930s, which included many of the recreation areas, now proposed in the 1936 master plan, provide 846 picnic sites, 1,070 campsites, four amphitheaters, and 16 campfire circles. Four of these are open for use year-round, while sixteen are accessible on a seasonal basis between May and October. In addition, recreational opportunities include 115 separate trail systems with more than 200 miles of trails, 275 paved parking overlooks along the roadway, and several concessionaire operations offering food, crafts, gasoline, and supplies.[107]

107. *Blue Ridge Parkway, Virginia-North Carolina, Concession Services Study Report*, review draft (Washington, D.C.: U.S. Department of the Interior, National Park Service, March 2004).

Humpback Rocks Developed Area Chronology

1848	Construction began on the Howardsville Turnpike.
Late nineteenth to early twentieth centuries	Original construction of farm buildings at the Hamilton Farm, the John C. Clark Farm, and Cash Hollow, which were later moved to the Humpback Rocks Mountain Farm.
1935	Initial construction on the Blue Ridge Parkway began on a twelve-mile stretch of the road just south of the North Carolina/Virginia border near Low Gap, North Carolina.
1937	The Appalachian Trail, which extends between Mt. Katadin, Maine, and Springer Mountain, Georgia, was completed. The Humpback Rocks Trails were established as part of the Appalachian Trial in the vicinity of Humpback Rocks prior to work on the Blue Ridge Parkway.
1939	The Commonwealth of Virginia conveyed property to the federal government for construction of the Blue Ridge Parkway at Humpback Rocks.
1939–1940	A 6.027 mile long section of the Blue Ridge Parkway is constructed from Rockfish Gap to Humpback Rock (Section 1-B).
1939–1941	The 9.387-mile-long section of the Blue Ridge Parkway from Humpback Gap through the rest of the developed area (Section 1-C) was constructed.
1941	Sections 1B and 1C of the Blue Ridge Parkway were opened to visitors on October 13.
Circa 1943	The parking area at Humpback Gap was constructed. Civilian Public Service employees constructed 1,089 feet of stone rail and rider fencing at Humpback Rocks.
1952–1953	Historic farm structures were relocated and rehabilitated at Humpback Rocks as part of the Mountain Farm exhibit. Structures at the Mountain Farm included the William Ramsey House relocated from the Hamilton Farm; a chicken house, stable, and root cellar relocated from the John C. Clark Farm; and a springhouse, relocated from Cash Hollow. A reproduction bear-proof pig pen was also constructed at this time.
1955	The original visitor center was constructed.
1955	The picnic area including comfort station A also was constructed at this time.
1956	The storage building was constructed southwest of the visitor center.
1962	A second picnic loop was constructed at the picnic area (35 units).
1962	A well was drilled near the Mountain Farm.
1965	Comfort station B was constructed at the picnic area.
1978–1979	A portion of the Appalachian Trial was rerouted by Youth Conservation Corps workers to avoid Humpback Rocks.

1981	The original visitor center was destroyed by fire.
1982	An expanded visitor center was constructed, incorporating portions of the original building.
1985	A water supply area was established on a hill adjacent to the picnic area.
1987	The final portion of the Blue Ridge Parkway was completed with the opening of the Linn Cove Viaduct.
2000	A well house was erected and a pump house addition to comfort station B was constructed near the picnic area.
2009	A universally-accessible asphalt trail was established between the visitor center and the Mountain Farm
2010	A temporary performance stage was constructed at Mountain Farm.
2000s	Comfort station A was modified to accommodate universal accessibility needs.

FED ROAD DIST NO	STATE	B P R PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO	TOTAL SHEETS
14	VA.	98	1-E	43	1011-E	5	21

Woods
End Wilkstone Ridge Rec. Area
Mrs. Rose E. Bartley
Mt. Perron Baptist Church
Cemetery
Fr. Church
Mt. Perron Baptist Church
Mrs. Rose E. Bartley
Mrs. Lula C. Anderson
H.F. Anderson
Mrs. Rose E. Bartley
Sec. Route No 603
Rt 603
Brush
Barn
Barn
Shed
Barn Lot
Shed
Shed
Pit Lane
Dwelling House
Small Orchard
Garden
See Revised ℄
Field Cultivated
Field Pasture
Field
Field Cultivated
Scenic Easement Deed Co. Rt. 56
Field Pasture
Field Cultivated
Mrs. Lula C. Anderson
H.F. Anderson
Mrs. Rose E. Bartley
Mrs. Rose E. Bartley
Patted County Rd.
Nelson Co.
Rockbridge Co.
Scenic Easement Deed Co. Rt. 56
H.F. Anderson
Mrs. Lula C. Anderson
Fence
Mrs. Rose E. Bartley
Mrs. Lula C. Anderson
B.F. Fitzgerald
B.F. Fitzgerald
Lloyd H. Grant
Access
Lloyd H. Grant
Woods
Lloyd H. Grant
Total Area = 238 Acres
Rose Bartley
Lloyd H. Grant
John Rist 1972
Rt. 603 To Irish Creek
Heirs of A.D. Grant Deceased
Heirs of A.D. Grant Deceased
Mrs. Rose E. Bartley per conditional Heirs of A.D. Grant Deceased
Cemetery
Lloyd H. Grant
John Rist (1911)
Note: Several Graves in R/W
Final order in condemnation suit prohibits relocation of C603 on cemetery or on land acquired from A.D. Grant Heirs
Scale 1" = 100'

I HEREBY CERTIFY THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE 7/2 1940 SIGNATURE A.H. Bell
NAME A. H. BELL
TITLE ASST. ENGR. SURVEYS & PLANS VA. DEPT. OF HIGHWAYS

THIS MAP IS APPROVED AND IS ACCEPTED FOR RECORD.
ARNO B. CAMMERER
DIRECTOR, NATIONAL PARK SERVICE

DATE 6-24 19 40 BY SIGNATURE C.K. Simmers
NAME C. K. SIMMERS
TITLE RIGHT OF WAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

MAP OF LANDS ACQUIRED FOR
THE BLUERIDGE PARKWAY
PREPARED BY VIRGINIA DEPARTMENT OF HIGHWAYS

NELSON & ROCKBRIDGE COUNTIES, VA.

SCALE 1 IN. = 100 FT. DATE MAP COMPLETED
FROM SURVEY STATION 105+61.2 TO SURVEY STATION 132+01.2

PROJECT 1-E MAP 5 OF 21

FIGURE 21. Map showing the right-of-way for proposed parkway construction, prepared by Virginia Department of Highways for the National Park Service, sheet 5 of section 1-E, 1940, showing Cash Hollow, from which some buildings for the Mountain Farm exhibit were relocated.

FED. ROAD DIST. NO.	STATE	B P R PROJECT		STATE PROJECT		SHEET NO.	TOTAL SHEETS
14	VA.	49	1-E	49	107-1-5	19	21

19.13 Ac. See insert on map 20
Acquired by Va ~~to be~~ conveyed to U.S. ~~9-26-45~~ 8-14-70

N23-10W #29.14

NPS

Heirs of Nelson Clark, deceased Total Area: 23.28 Acres Free Simple

Vestal Lumber & Mfg. Co. Inc.

Scenic Easement 2

Parcel Con 3

Parcel Con 8

Parcel Con 9

Heirs of Nelson Clark deceased C.B. Clark

Acquired by State in F.S. ~~9-26-45~~ deeded to N.P.S. 8-14-70
~~9-26-45~~

I HEREBY CERTIFY THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE 7/2 1940 SIGNATURE A.H. Bell
NAME A. H. BELL
TITLE ASST. ENGR., SURVEYS & PLANS VA. DEPT. OF HIGHWAYS

THIS MAP IS APPROVED AND IS ACCEPTED FOR RECORD.
ARNO B. CAMMERER
DIRECTOR, NATIONAL PARK SERVICE

DATE 19 40 BY SIGNATURE C. K. Simmers
NAME
TITLE C. K. SIMMERS RIGHT OF WAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

MAP OF LANDS ACQUIRED FOR
THE BLUERIDGE PARKWAY
PREPARED BY VIRGINIA DEPARTMENT OF HIGHWAYS

ROCKBRIDGE COUNTY, VA.

SCALE 1 IN.=100 FT. DATE MAP COMPLETED
FROM SURVEY STATION 475+21.2 TO SURVEY STATION 501+61.2

2427

PROJECT 1-E MAP 19 OF 21

FIGURE 22. Map showing the right-of-way for proposed parkway construction, prepared by Virginia Department of Highways for the National Park Service, sheet 19 of section 1-E, 1940, showing Clark farm, from which some buildings for the Mountain Farm exhibit were relocated.

FED. ROAD DIST. NO.	STATE	B. P. R. ROUTE	B. P. R. PROJECT	STATE ROUTE	STATE PROJECT	SHEET NO.	TOTAL SHEETS
14	VA.	48	1-G	48	307-G	2	9

Special Map Showing
Blue Ridge Parkway & Adjacent (Residue) Lands
Containing 1428.1 Acres ±
In Amherst County, Va.
To be Acquired From W.L. Garrett
Scale 1"=200'
Surveyed by L.A.T. and
Va. Dept. of Highways
See Letter of 2-24-41

I HEREBY CERTIFY THAT THIS MAP WAS PREPARED UNDER MY SUPERVISION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE 12/21 1940 SIGNATURE A H Bell
NAME A. H. BELL
TITLE ASST. ENGR. SURVEYS & PLANS VA. DEPT. OF HIGHWAYS

THIS MAP IS APPROVED AND IS ACCEPTED FOR RECORD.
NEWTON B. DRURY
DIRECTOR, NATIONAL PARK SERVICE

DATE Dec 16 1940 BY SIGNATURE C K Simmers
NAME C. K. SIMMERS
TITLE RIGHT OF WAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

MAP OF LANDS ACQUIRED FOR
THE BLUERIDGE PARKWAY
PREPARED BY VIRGINIA DEPARTMENT OF HIGHWAYS

AMHERST & ROCKBRIDGE COUNTIES

SCALE 1 IN. = 100 FT. DATE MAP COMPLETED
FROM SURVEY STATION 28+40 TO SURVEY STATION 52+80

PROJECT 1-G MAP 2 OF 9

FIGURE 23. Map showing the right-of-way for proposed parkway construction, prepared by Virginia Department of Highways for the National Park Service, sheet 5 of section 1-E, 1940, showing Ramsey farm, from which some buildings for the Mountain Farm exhibit were relocated.

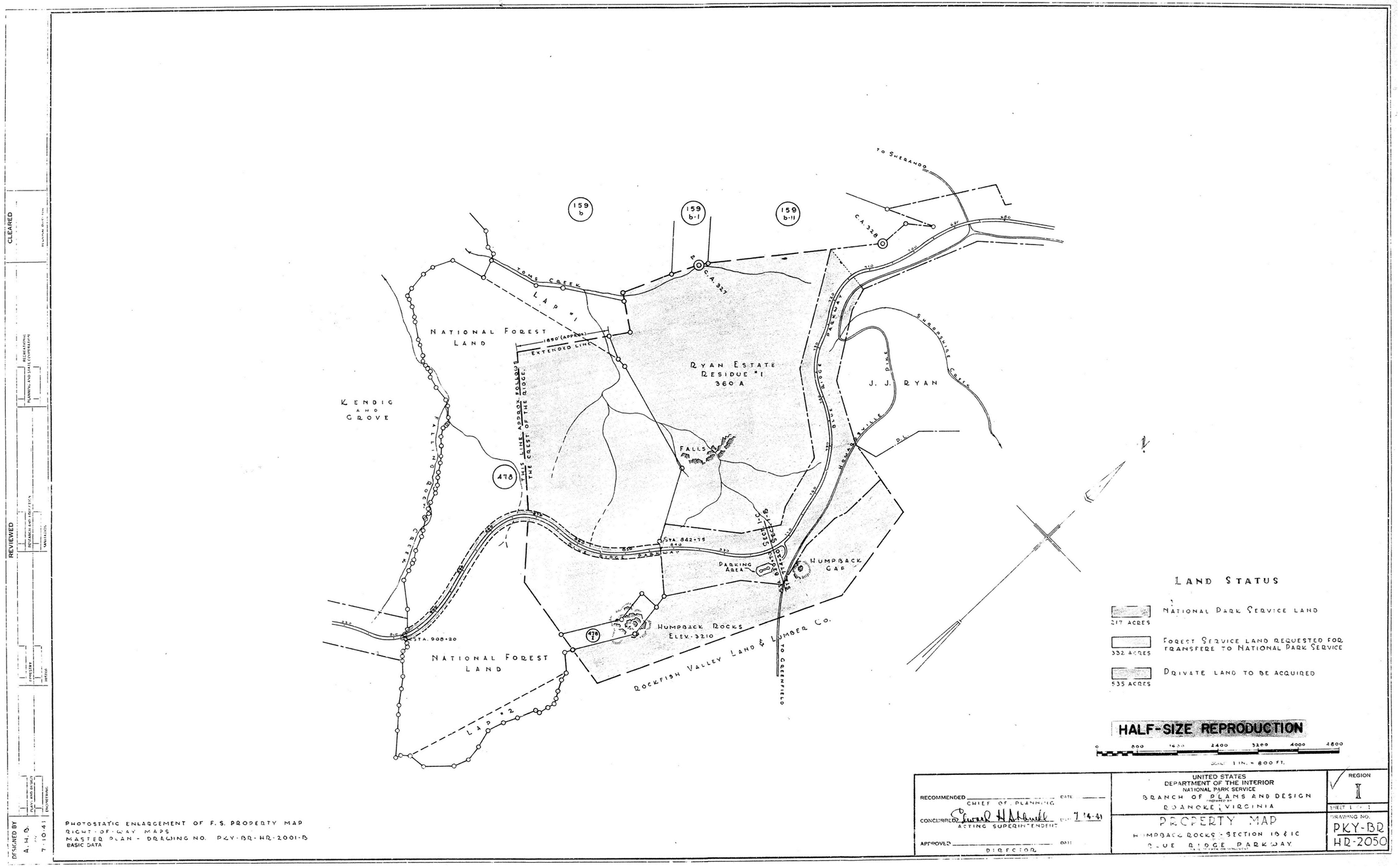


FIGURE 24. Property map showing proposed parking area at Humpback Gap, 1941.

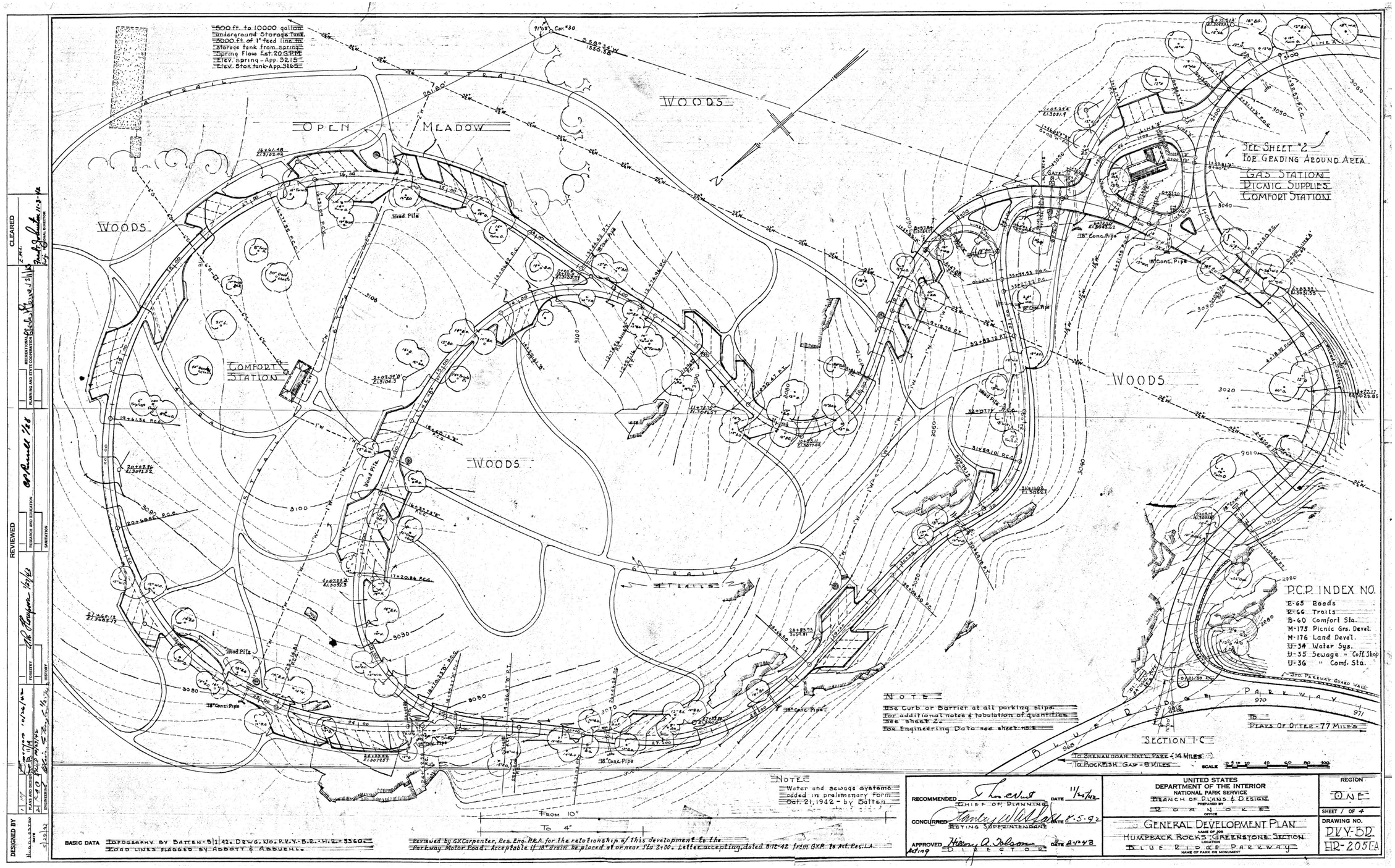


FIGURE 25. Proposed picnic area at Humpback Rocks, 1942.

FIGURE 26. Plan of the proposed picnic area and parkway, no date.



FIGURE 27. Existing conditions at the site of the future Mountain Farm exhibit, no date (prior to the 1950s), color added.



FIGURE 28. As-built drawing of the picnic area, 1950s.

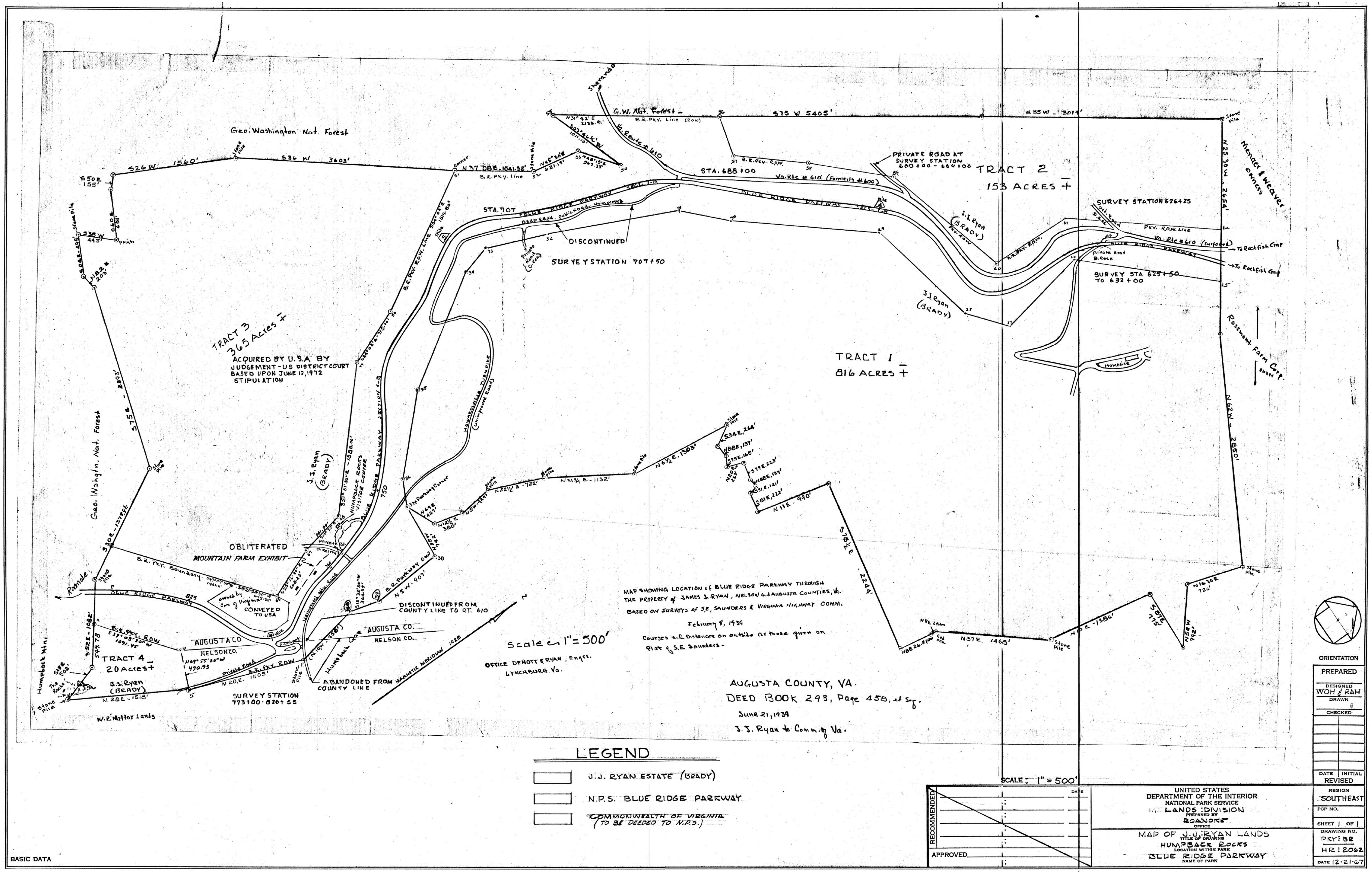


FIGURE 29. Land ownership and roads that preceded the parkway in the vicinity of the visitor center. Map dated 1967.

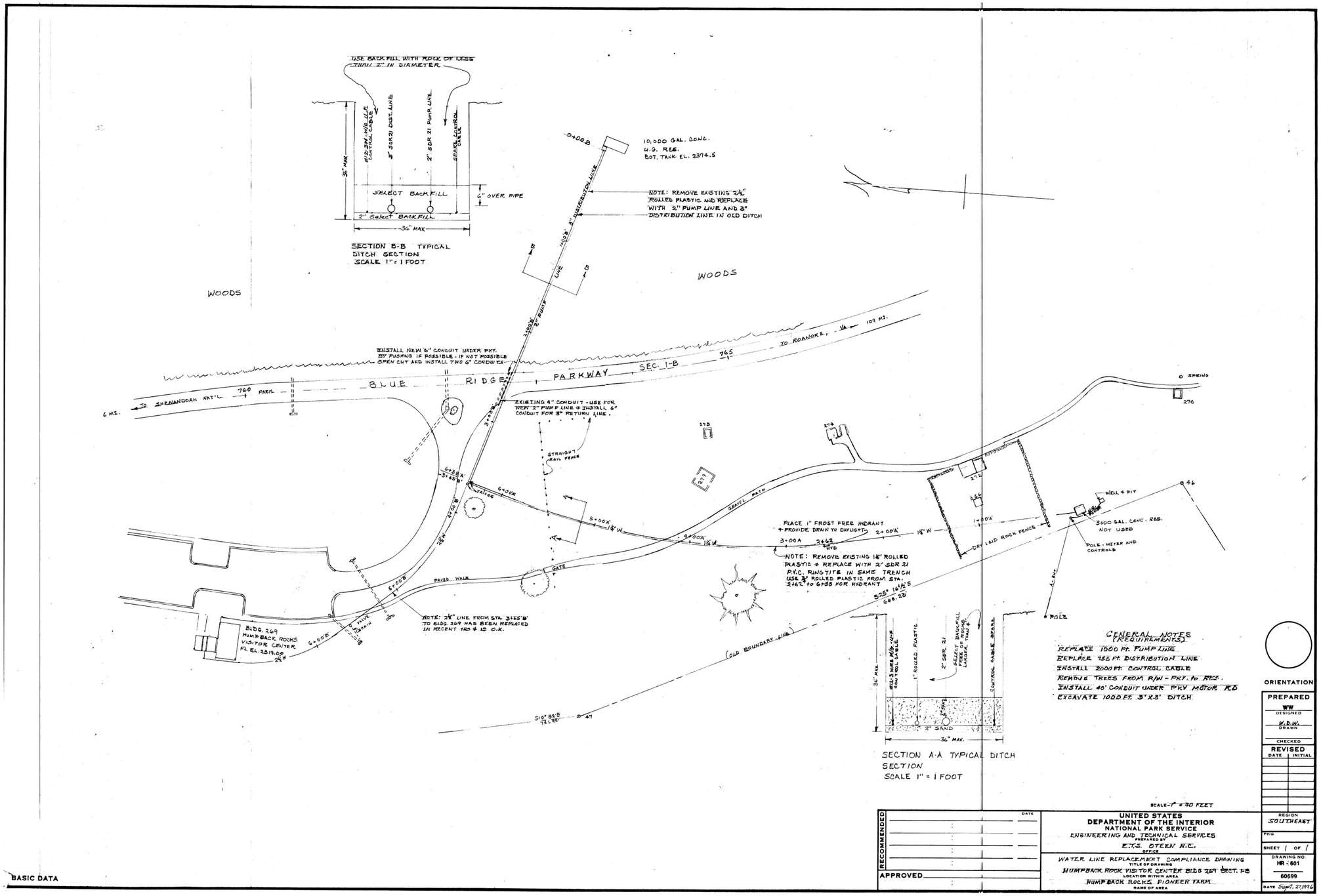


FIGURE 30. Utility plan showing water supply to the visitor center, 1996.

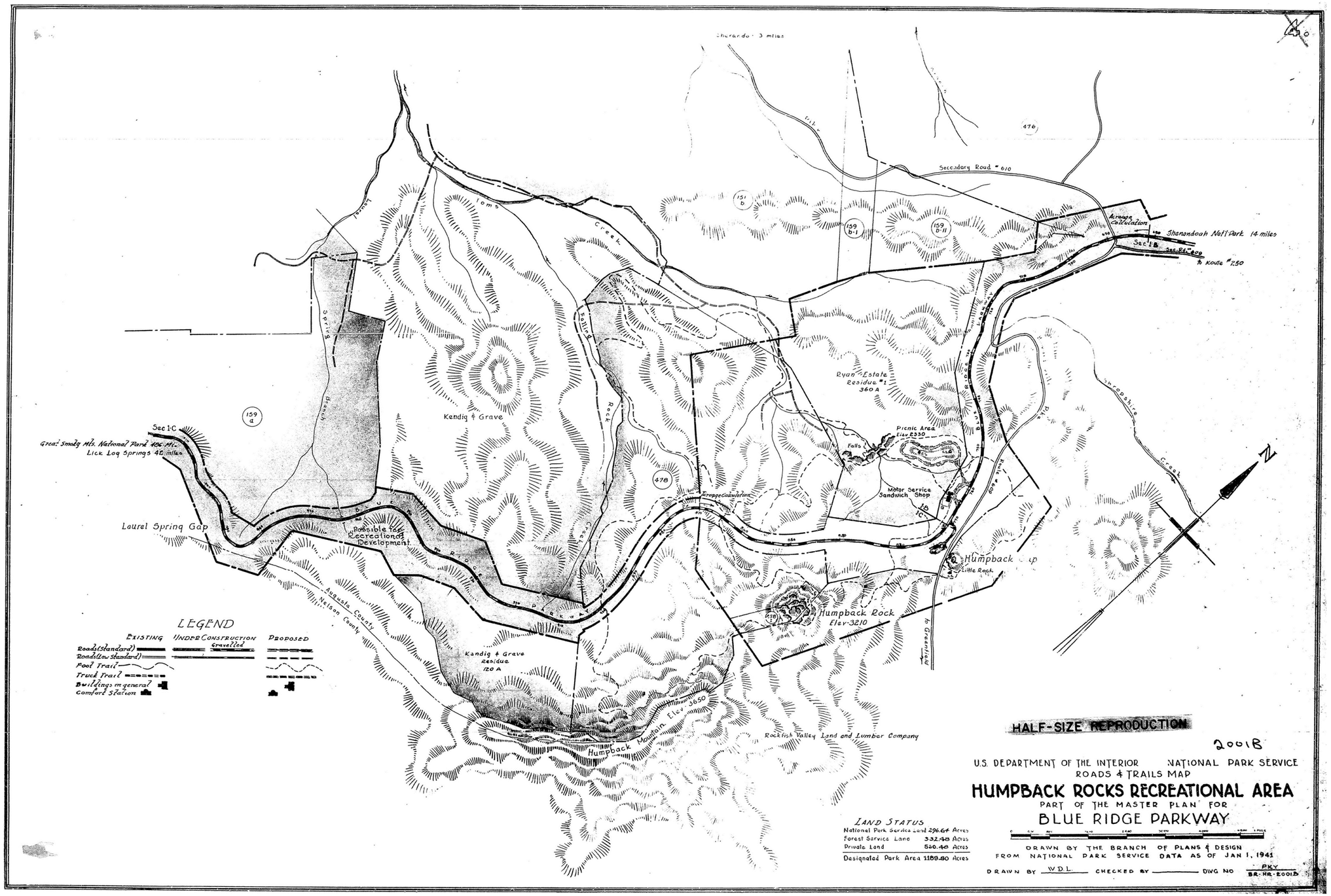


FIGURE 31. Proposed roads and trails in the Humpback Rocks area, 1941.

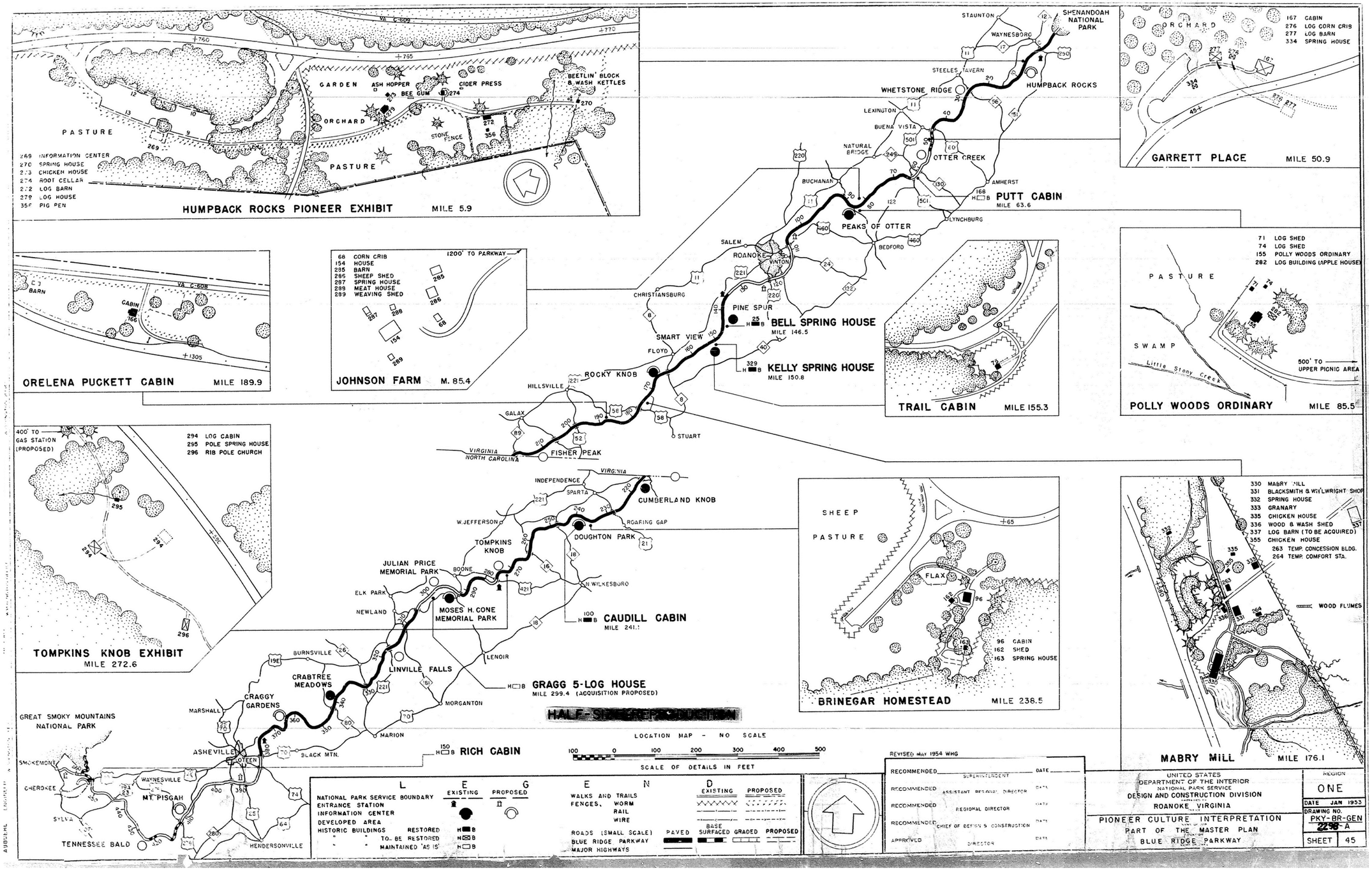


FIGURE 32. Interpretation of pioneer culture along the parkway, 1953.

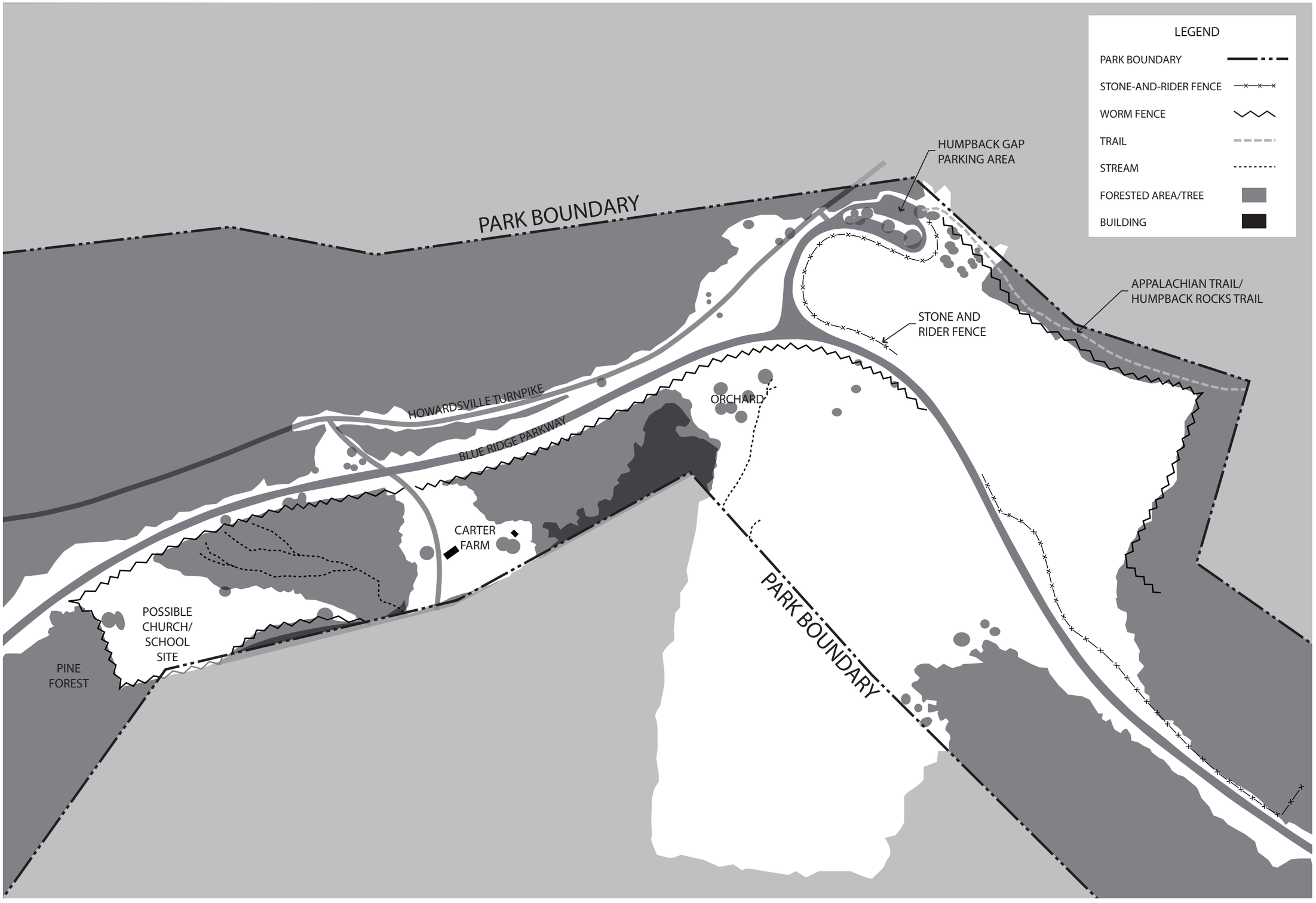


Figure 33.
1940–1952
Period Plan

Copyright 2012 John Milner Associates, Inc.

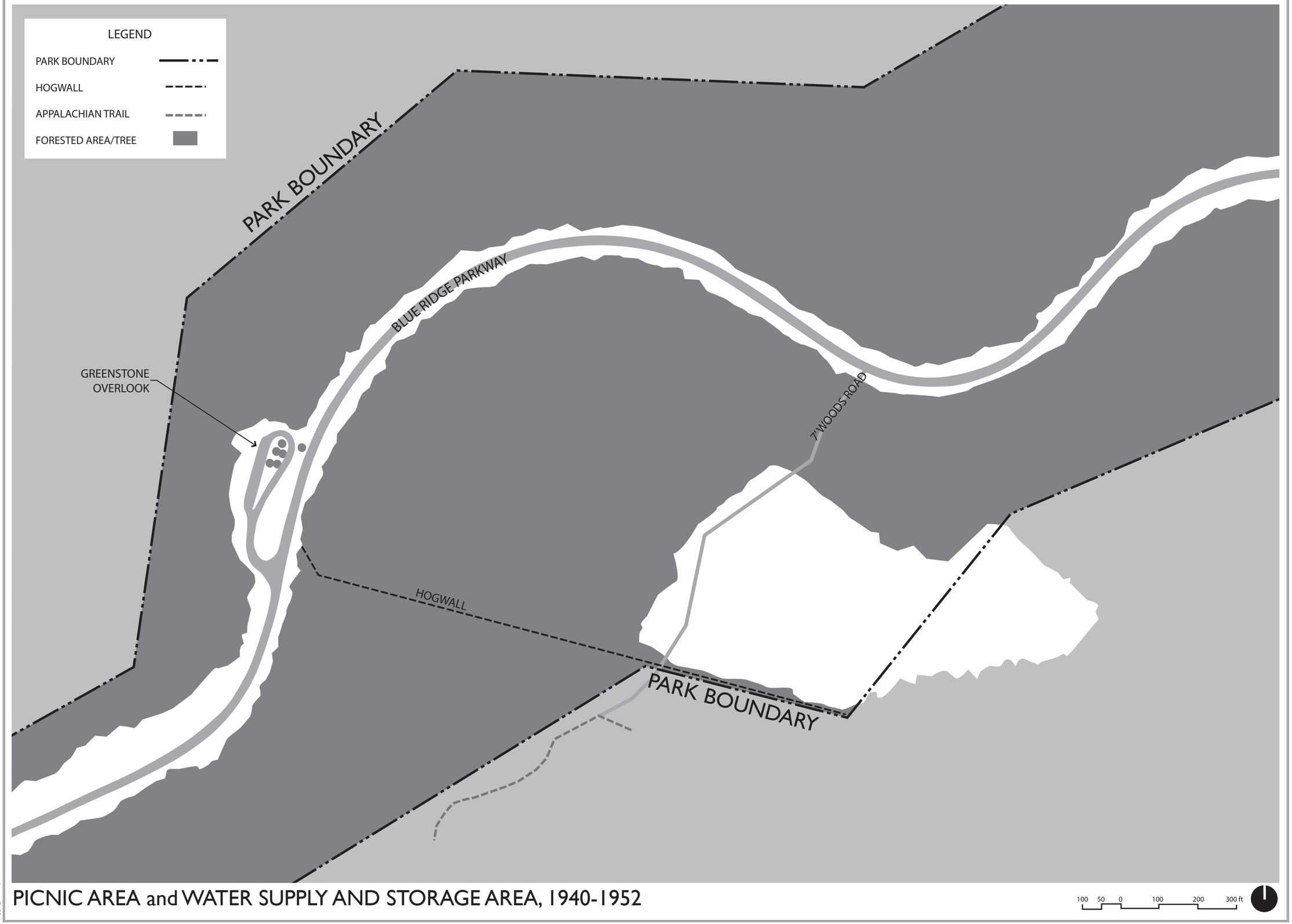


Figure 34.
1940–1952
Period Plan

Copyright 2012 John Milner Associates, Inc.

Existing Conditions Documentation

Introduction

This chapter describes through narrative text, contemporary photographs, labeled base mapping, and analytical diagrams, the current conditions and extant landscape features associated with the Humpback Rocks developed area. Humpback Rocks is one of eight designated recreation areas within Virginia and one of the seventeen total recreation areas associated with the Blue Ridge Parkway. These areas were conceived by parkway designers as larger reservations of land where motorists could engage in healthy outdoor activities, and also obtain food, lodging, and motor services. Although these areas were identified as integral to the parkway experience during the 1930s, many, including Humpback Rocks, were not completed until the 1950s.

Humpback Rocks features many of the resource types intended for recreation areas: picnic grounds, trails, a visitor center, and pioneer life exhibits. It also includes administrative offices, a water supply system, parking areas, and an overlook. These resource types, and their physical form, composition, and relationship to their surrounding context are described below through narrative, photographic, and cartographic documentation.

This chapter is composed of five sections. The first section, Environmental Context and Setting, sets the Humpback Rocks developed area within a regional and local context that takes into consideration the larger systems that surround and encompass it. The second section, Cultural Context and Setting, describes regional elements such as major road corridors, planning and zoning districts, demographics, and local attractions that provide a cultural framework for the site. The third section, Overall Landscape Systems and Features, describes the Humpback Rocks developed area as a whole. The fourth section, Landscape Character Areas, divides the developed area into a series of five discrete land areas that are considered in more detail as part of this Cultural Landscape Report. The fifth section, Existing Conditions Documentation by Landscape Character Area, depicts the extant landscape features located within each character area. Feature descriptions are organized into a series of landscape characteristic categories. Landscape characteristics include tangible and intangible aspects of a site that collectively convey its historic character and aid in the understanding of its cultural importance. They range from large-scale patterns and relationships to site details and materials. The following categories of landscape characteristics are used in the documentation of the Humpback Rocks developed area:

- **Natural systems and features** are the environmental resources and qualities that have influenced the development and physical form of a landscape. These include the underlying landform and topography, soils, and water resources, as well as attendant native plant communities.

- **Responses to natural resources** describe cultural responses to natural features, such as the siting and clustering of buildings and structures, the use of native materials, and other connections between the built and natural environment.

- **Patterns of spatial organization** reflect the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical,

and overhead planes that define and create spaces.

- **Land uses and activities** illustrate the principal activities in a landscape that form, shape, and organize it as a result of human interaction.

- **Topographic** modifications include any alterations to the elevations of the land surface for accessing potable water, grading roads, siting buildings, draining stormwater, or other purposes.

- **Circulation** represents the spaces, features, and applied material finishes that constitute the systems of movement in a landscape.

- **Cultural vegetation** includes the deciduous and evergreen trees, shrubs, vines, ground covers, and herbaceous plants that have been introduced in a landscape by cultural activities.

- **Buildings** are elements constructed primarily for sheltering any form of human activity in a landscape; **structures** are elements constructed for functional purposes other than sheltering human activities.

- **Views** are generally defined as being an expansive and panoramic prospect, whether naturally occurring or designed; **vistas** are deliberate and are often meant to orient the gaze to a linear feature or particular focal point.

- **Small-scale features** are the elements providing detail and diversity for both functional needs and aesthetic concerns in a landscape.

- **Archeological resources** are the traces, or deposited artifacts in a landscape, evidenced by the presence of either surface or subsurface features.[108]

Appendix A includes a full inventory of all landscape resources documented in this chapter.

Environmental Context and Setting

See Figure 35, Site context and location map; Figure 36, Humpback Rocks developed area map; Figure 37, Blue Ridge Parkway map; and Figure 38, Appalachian Trail map.

The Humpback Rocks developed area extends between milepost 4.4 and milepost 9.6 of the Blue Ridge Parkway, and straddles the boundary between Nelson and Augusta counties within the Commonwealth of Virginia. The developed area falls entirely within the Sherando, Virginia, 7.5 Minute Series United States Geological Survey (USGS) quadrangle mapping. Surrounding the parkway in this area is the George Washington National Forest, managed by the U.S. Forest Service. The developed area is located approximately seven miles south of the city of Waynesboro, and fifteen miles north of the Nelson County seat of Lovingston, Virginia.

108. Derived from Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports; Contents, Processes, and Techniques* (Washington, D.C.: Department of the Interior, 1998); and Linda Flint McClelland, J. Timothy Keller, Genevieve Keller, and Robert Z. Melnick, National Register Bulletin 30: *Guidelines for Evaluating and Documenting Rural Historic Landscapes* (Washington, D.C.: Department of the Interior, 1990).

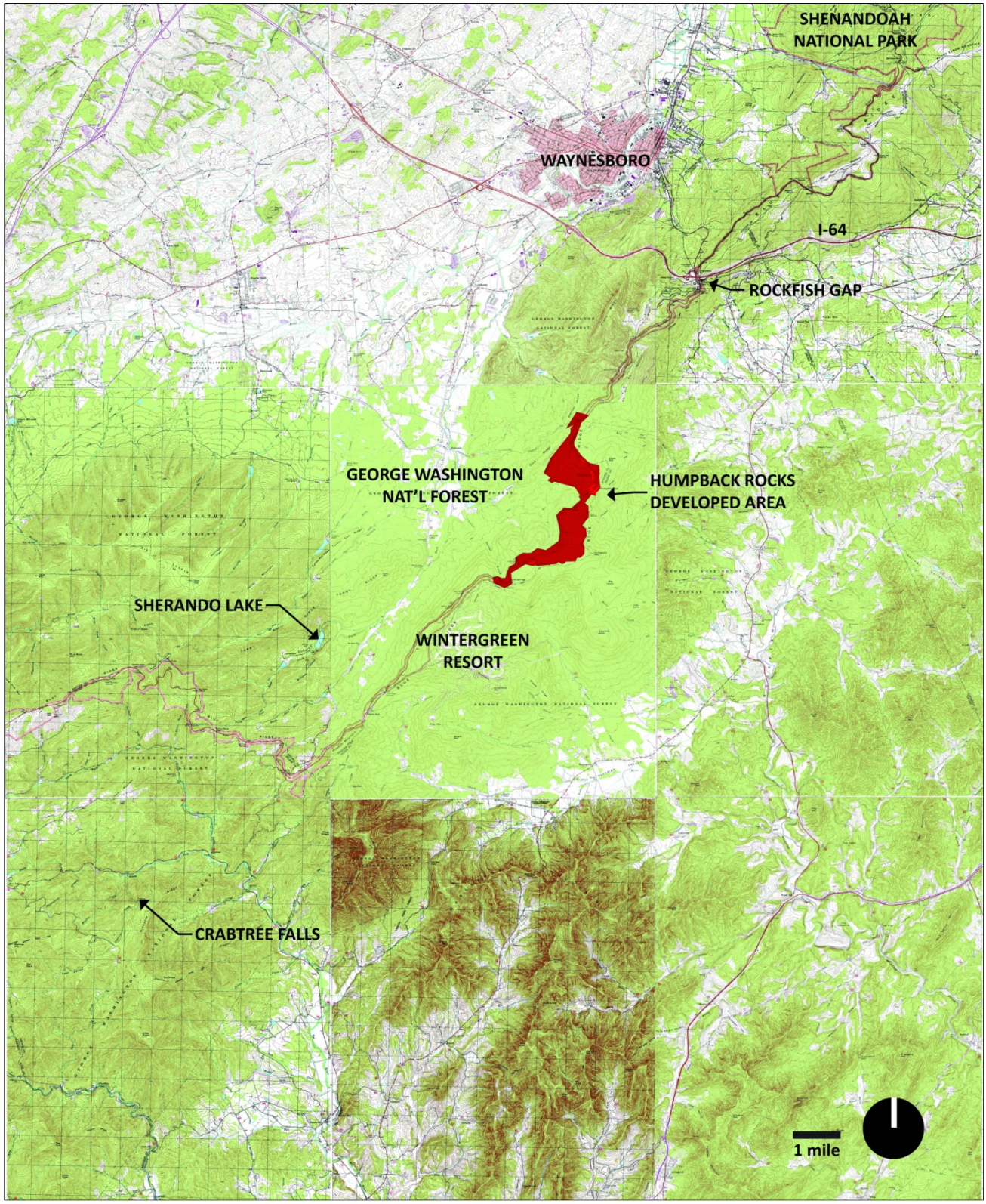


FIGURE 35. Site context and location map.

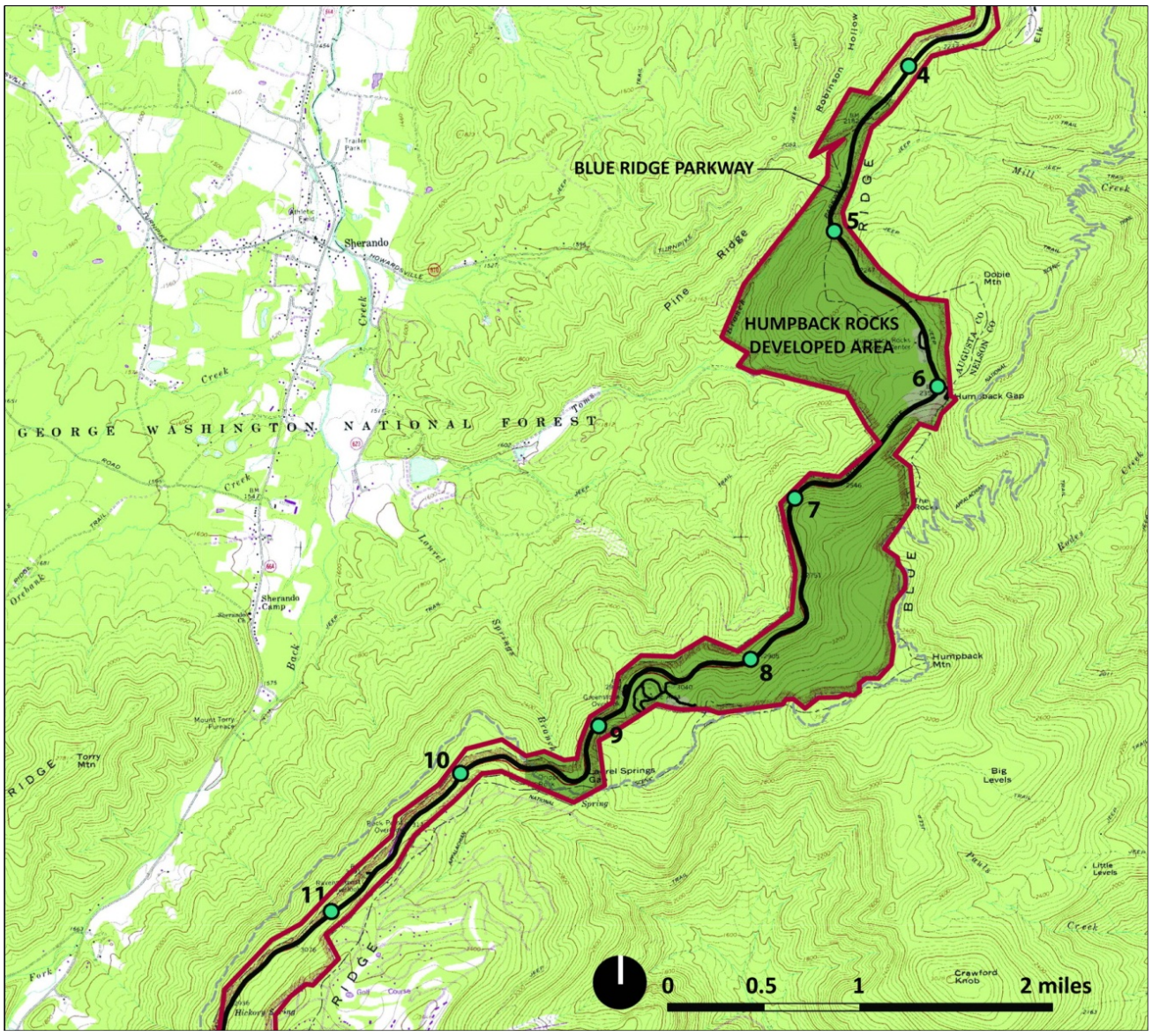


FIGURE 36. Humpback Rocks developed area, mile marker 4.4 to mile marker 9.6, over USGS quadrangle.

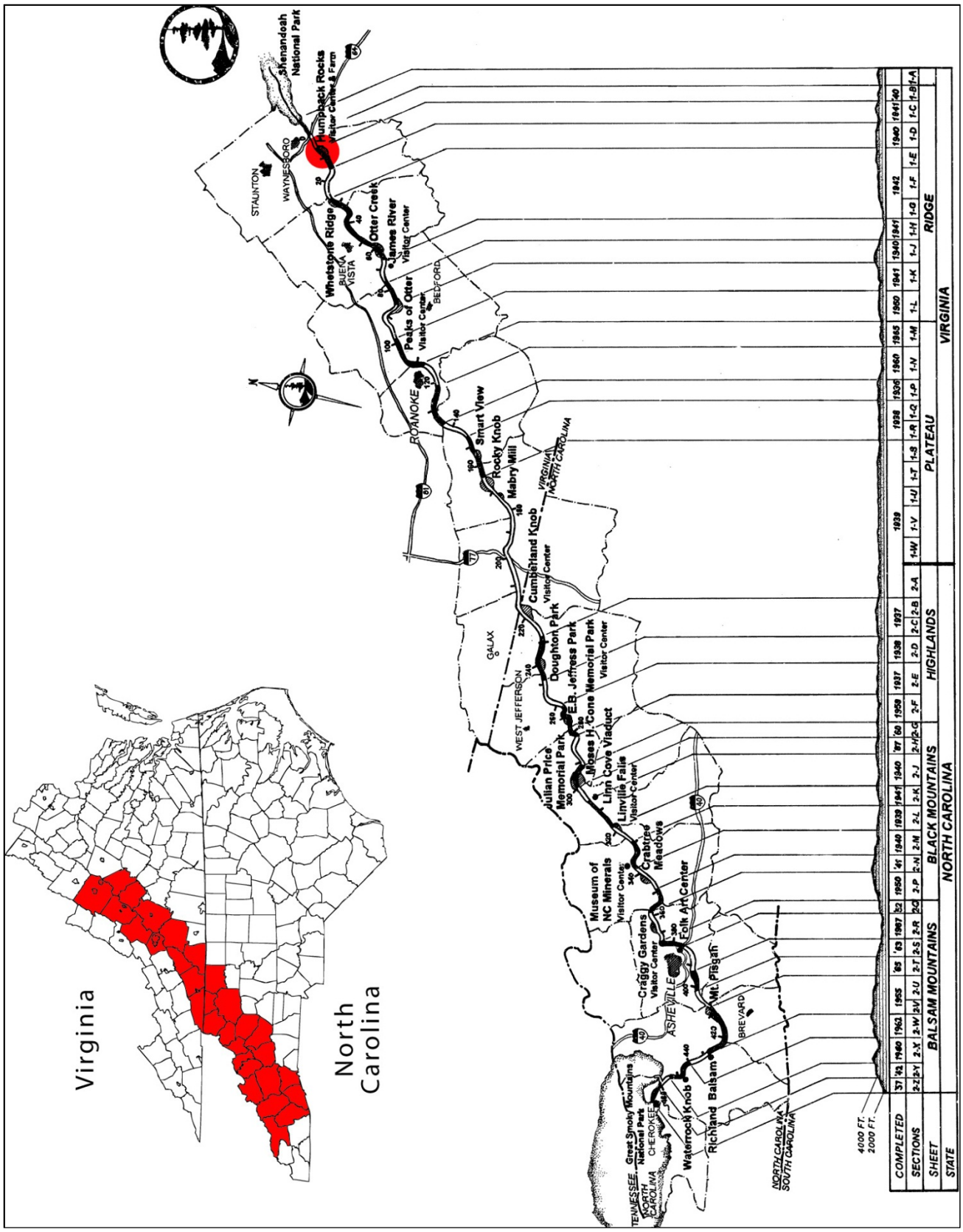


FIGURE 37. The Blue Ridge Parkway extends for 469 miles through Virginia and North Carolina and connects Shenandoah National Park and the Great Smoky Mountains National Park.



FIGURE 38. The Appalachian Trail runs from Maine to Georgia.

The park boundary expands within the developed area from the narrow corridor that characterizes most of the Blue Ridge Parkway's 469-mile route to encompass a larger land bay west of the Humpback Rocks landform. Set within the larger land bay are several concentrations of cultural resources designed to accommodate the needs of motorists and park management, such as a visitor center and picnic area. The landscape that falls within this boundary is nearly entirely wooded. Clearings are associated with the visitor use areas.

There are no public road corridors that cross the Blue Ridge Parkway through the segment associated with the Humpback Rocks developed area. A trace of a nineteenth-century road corridor that once spanned the Blue Ridge Mountain range and connected the Shenandoah Valley and the Rockfish Valley, known as the Howardsville Turnpike, is evident near the Humpback Rocks trailhead. Within the study area, the trace extends from the park boundary west of the Humpback Rocks trailhead to the north boundary of the visitor center character area for a distance of approximately 1.5 miles. A realigned version of the road, now designated State Route 610, continues across the mountains to the north of Humpback Rocks near Rockfish Gap, at about milepost 0.00 of the parkway.

To the east and south of the developed area, however, lies the Appalachian Trail, a 1,000-mile-long publicly-accessible footpath that extends over the heights of the Appalachian Mountains between Mt. Katadin in Maine and Springer Mountain in Georgia. The trail is cooperatively managed by the Appalachian Trail Conservancy, the National Park Service, the U.S. Forest Service, state and local government partners, and several local groups who volunteer to maintain the route.[109] The trail to the summit of Humpback Rocks once formed a part of the Appalachian Trail. The Appalachian Trail was relocated to the east in 1978–1979 to avoid Humpback Rocks in order to reduce conflicts between popular day-use of the Humpback Rocks Trail and use of the Appalachian Trail by long-distance hikers seeking a more rustic experience.

109. "History and Management," (Harpers Ferry, West Virginia: Appalachian Trail Conservancy, 2009), www.appalachiantrail.org, accessed June 10, 2010.

Physiography

See Figure 39, Physiographic Provinces of Virginia.

The Humpback Rocks developed area falls entirely within the Blue Ridge physiographic province of Virginia, which is characterized by the elevated terrain and steep relief of the ancient mountain range. The Blue Ridge is one of five physiographic provinces that comprise Virginia's geomorphology. From east to west, these include the Coastal Plain, Piedmont, Blue Ridge, Ridge and Valley, and Appalachian Plateau.

The eastern part of the state falls within the Coastal Plain, and is composed of relatively flat terrain with geology of unconsolidated materials deposited through erosion. In the vicinity of Richmond, the land changes, becoming decidedly more rolling. The transition to the more rolling topography of the Piedmont, or foothills, to the west, occurs at the fall line where harder rocks edge unconsolidated deposits. Water courses flowing between the two geologic substrata plunge toward the Coastal Plain, forming waterfalls that mark the end to navigation by large ships. Historically, many towns, including Richmond and Petersburg, formed along the fall line to take advantage of shipping opportunities as well as the hydroelectric power of the falls. Several major transportation corridors, such as Interstate 95 and the Atlantic, Fredericksburg, and Potomac Railroad line follow the fall line.

The Piedmont that extends through Central Virginia is comprised of rolling terrain generally underlain by metamorphic rocks that have weathered more quickly than the coarse grained igneous and metamorphic Grenville basement rocks of the Blue Ridge province. In the vicinity of the Humpback Rocks developed area, the Blue Ridge escarpment rises suddenly along the western margin of Nelson County. The Blue Ridge physiographic province is comprised of the mountainous landform underlain by a consistent geology, distinct from the folded geology and eroded form of the Ridge and Valley province to the west, and the Appalachian Plateaus beyond, where the layers of rock are no longer folded.

From the Greenstone Overlook near milepost 8.8 of the Blue Ridge Parkway, visitors can view both the Ridge and Valley physiographic province exhibited in the Shenandoah Valley, and, on a clear day, the front or edge of the Alleghany and Cumberland Mountains that comprise the Appalachian Plateau physiographic province.[110]

110. Virginia Places, "Physiographic Regions of Virginia," www.virginiaplaces.org, accessed October 17, 2010.

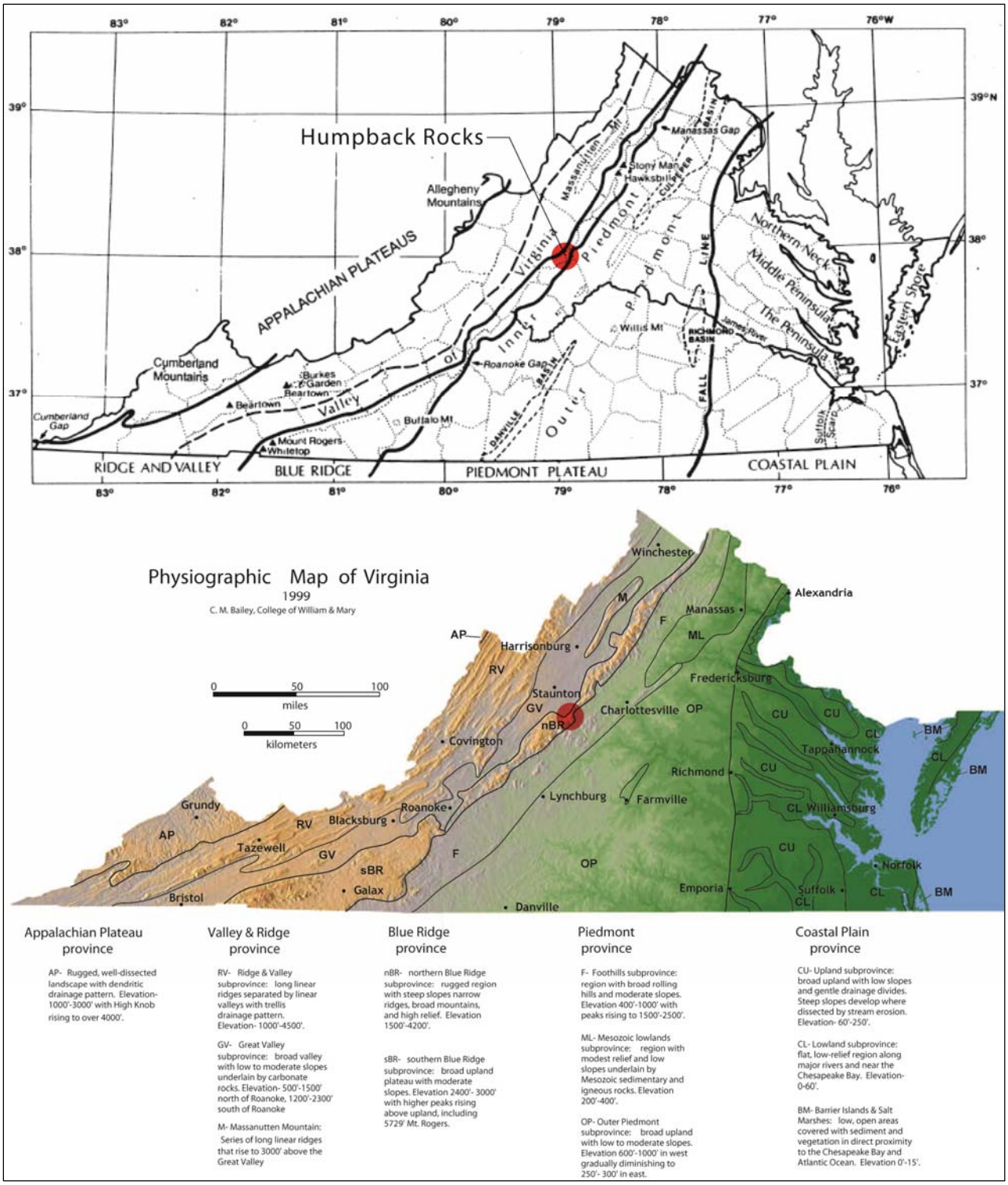


FIGURE 39. Physiographic regions of Virginia.

Geology

See Figure 40, The Blue Ridge province and divisions of the rock record based on geologic age.

Geologically, the Blue Ridge province is a large, eroded anticline overturned to the west. The rocks that form the Blue Ridge are the oldest in the state at 1.1 billion years. The Blue Ridge physiographic province is generally underlain by very durable igneous and metamorphic rocks, including gneiss and granite. However, several rock types can be viewed along the Blue Ridge Parkway in the area of Humpback Rocks, particularly where road cuts have revealed the underlying geology, including spectacular cliffs of gray-green, fine grained greenstone.[111] Overall, visitors can observe granite and gneiss of the Precambrian Virginia Blue Ridge basement complex; sandstone and conglomerate of the Precambrian Swift Run formation; greenstone and sandstone of the Precambrian Catoctin formation; and sandstone and phyllite of the Cambrian Chilhowee group.[112] In fact, the Greenstone Trail at milepost 8.8 provides visitors with a geological overview of the composition of the northern sector of the Blue Ridge Mountains. Some of these rock formations arose from metamorphosed basalt flows, while others stemmed from volcanic ash falls.[113]

Before the Blue Ridge Mountains began to form some 400 million years ago, the area between Virginia and Pennsylvania was characterized by basement rocks of granite and gneiss. Around 600 million years ago, these rocks were covered by molten black basalt that was later metamorphosed into the greenstone evident along the Blue Ridge Parkway today. The Blue Ridge Mountains formed through the uplifting of the North American tectonic plate, and were augmented by a later collision of two tectonic plates approximately 320 million years ago.

The mountains have since eroded by at least half of their original height, and large amounts of sediment have been moved eastward by glaciers and erosion caused by the flow of stormwater. Streams have formed where there are fractures in the underlying bedrock or where the rock is faulted, contributing to the downhill deposition of eroded material. The eroding of the Blue Ridge generally occurs incrementally, as a result of physical and chemical weathering. Certain weather events can accelerate the process. One of these occurred in 1969 when Hurricane Camille dumped up to 27 inches of rain on the region in a short period of time. Massive sections of earth were moved through the action of flash floods leading to debris flows and landslides along the edge of the Blue Ridge escarpment within northwestern Nelson County. Everything from the bedrock upwards—including soil, water, rocks, and plant material—slid down the mountain slopes at speeds of up to 40 miles per hour, destroying everything in their path. More than one hundred residents of Nelson County lost their lives in the disaster.

The durable underlying geology, coupled with millions of years of erosion, has yielded peaks and pinnacles of unusual forms, as evidenced in some of the names of the ridges and mountains: Devil's Knob, Humpback Rocks, and Chimney Rock.

111. Greenstone is a tough, dark, altered basaltic rock that once was solid deep-sea lava. It belongs in the green schist regional metamorphic facies. In greenstone, the olivine and peridotite that made up the fresh basalt have been metamorphosed by high pressure and warm fluids into green minerals—epidote, actinolite, or chlorite, depending on specific conditions. The white mineral is aragonite, an alternative crystal form of calcium carbonate (its other form is calcite). Rock of this kind is manufactured in subduction zones and is seldom brought to the surface unchanged. The Californian coastal region, with its dynamic faulting, is one place where these rocks can reach the surface. Greenstone belts are very common in the Earth's oldest rocks, of Archeaan age.
112. Keith Frye, *Roadside Geology* (Missoula, Montana: Mountain Press Publishing Company, 1986), 117.
113. Ibid, 118.

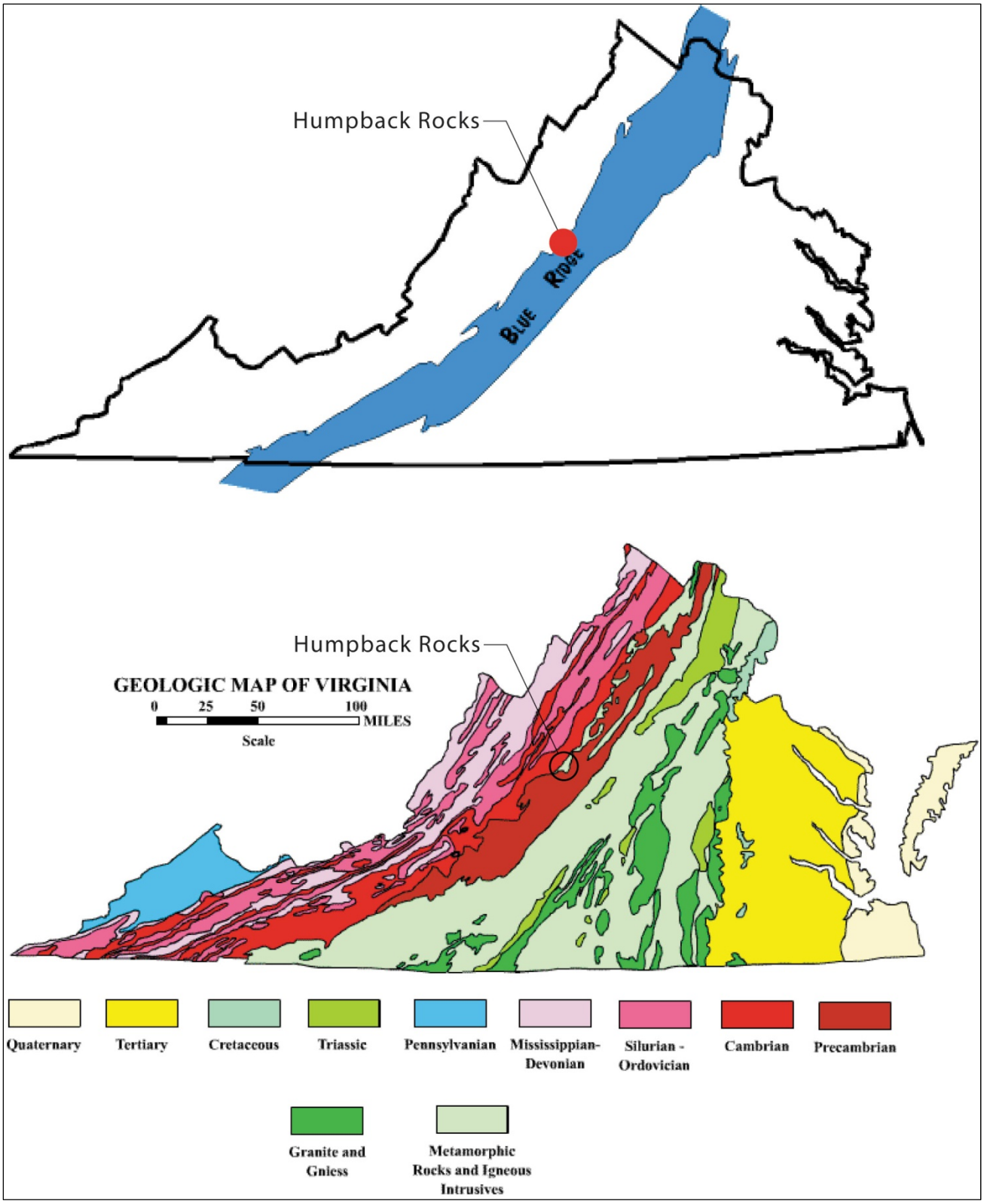


FIGURE 40. The Blue Ridge province and divisions of the rock record based on geologic age.

Soils

See Figure 41, Humpback Rocks soils.

Generally, the soils associated with the region are of many different kinds and formed in material weathered from shale, limestone, sandstone, quartzite, basaltic lava, and conglomerate. Overall, the Blue Ridge Mountains are characterized by long, steep, and very steep sideslopes bordering narrow to broad, strongly sloping and moderately steep ridge summits. Their composition and appropriateness for cultural uses also varies to a great degree. Soil surveys issued for Nelson and Augusta counties provide map and assessment information sufficient to understand the entire Humpback Rocks developed area. [114] Eight distinct soil types were identified within the developed area by the representatives of the Natural Resources Conservation Service during field investigations conducted in 1989. Information about the soils is indicated below.

16E, F: Cataska channery silt loam, 15 to 70 percent slopes. This soil is derived from slate. It is generally found on mountain summits and sideslopes. It is generally very deep and excessively drained, but has very low water capacity. It is not suited to crop cultivation, and poorly suited to pasturage due to the low available water capacity and slope. The soil is moderately suited to silviculture due to the potential difficulties associated with harvesting. Similarly, the soil is not well suited to construction of buildings and roads, or septic systems due to slope considerations. The land capability class of this soil is 7s, indicating it is not desirable for farm purposes and is subject to erosion. [115]

30C: Lew channery silt loam, 7 to 15 percent slopes, extremely bouldery. This soil is generally found on fans and drainageways in the mountains or at the bases of mountains. Formed from colluviums and local alluvium, this soil is very deep, well drained, with a moderate available water capacity and moderate shrink swell potential. Lew channery silt loam is not suited to crop cultivation or pastureland. It is better suited to woodland production for harvest if slope considerations and stoniness can be addressed. Slope and shrink-swell issues limit its usefulness for building sites, roads, and septic tank field development. The land capability class of this soil is 7s.

33C, D, E: Myersville-Catoctin complex, slopes 7 to 55 percent slopes, extremely stony. This soil type is generally found on mountaintops and is comprised of residuum weathered from greenstone. The Myersville-Catoctin complex soils are not suited to either crop cultivation or pastureland, although they can be well suited to timber production depending on harvest access associated with slope and stoniness issues. Slope also limits the usefulness of these soils for construction relating to buildings and roads as well as septic absorption fields. The soil falls within land capability class 7s.

44C, E: Sylco-Sylvatus complex, slopes 7 to 55 percent slopes, extremely stony. This soil type occurs on mountain slopes and mountaintops. It is derived from residuum weathered from phyllitem siltstone, or slate. Sylco-Sylvatus is deep and well drained with a very low available water capacity, and low shrink-swell potential. The soil is not suited to crop cultivation

114. John R. Hockman, Joseph C. McKinney, Thomas R. Burress, David Jones, and Robert E. Modesitt, Soil Conservation Service, *Soil Survey of Augusta County*, Virginia (Washington, D.C.: U.S. Government Printing Office, 1979), 1; Steven K. Thomas, *Soil Survey of Nelson County, Virginia (*Natural Resources Conservation Service United States Department of Agriculture, Natural Resources Conservation Service, cooperation with United States Department of Agriculture, Forest Service, and Virginia Polytechnic Institute and State University, 2010), http://soils.usda.gov/survey/online_surveys/virginia/VA125/Nelson_VA.pdf, accessed June 2010.

115. Soils that have very severe limitations that make them unsuited to cultivation and that restrict their use mainly to grazing, forestland, or wildlife, and limitations within the rooting zone, such as shallowness of the rooting zone, stones, low moisture-holding capacity, low fertility that is difficult to correct, and salinity or sodium content.

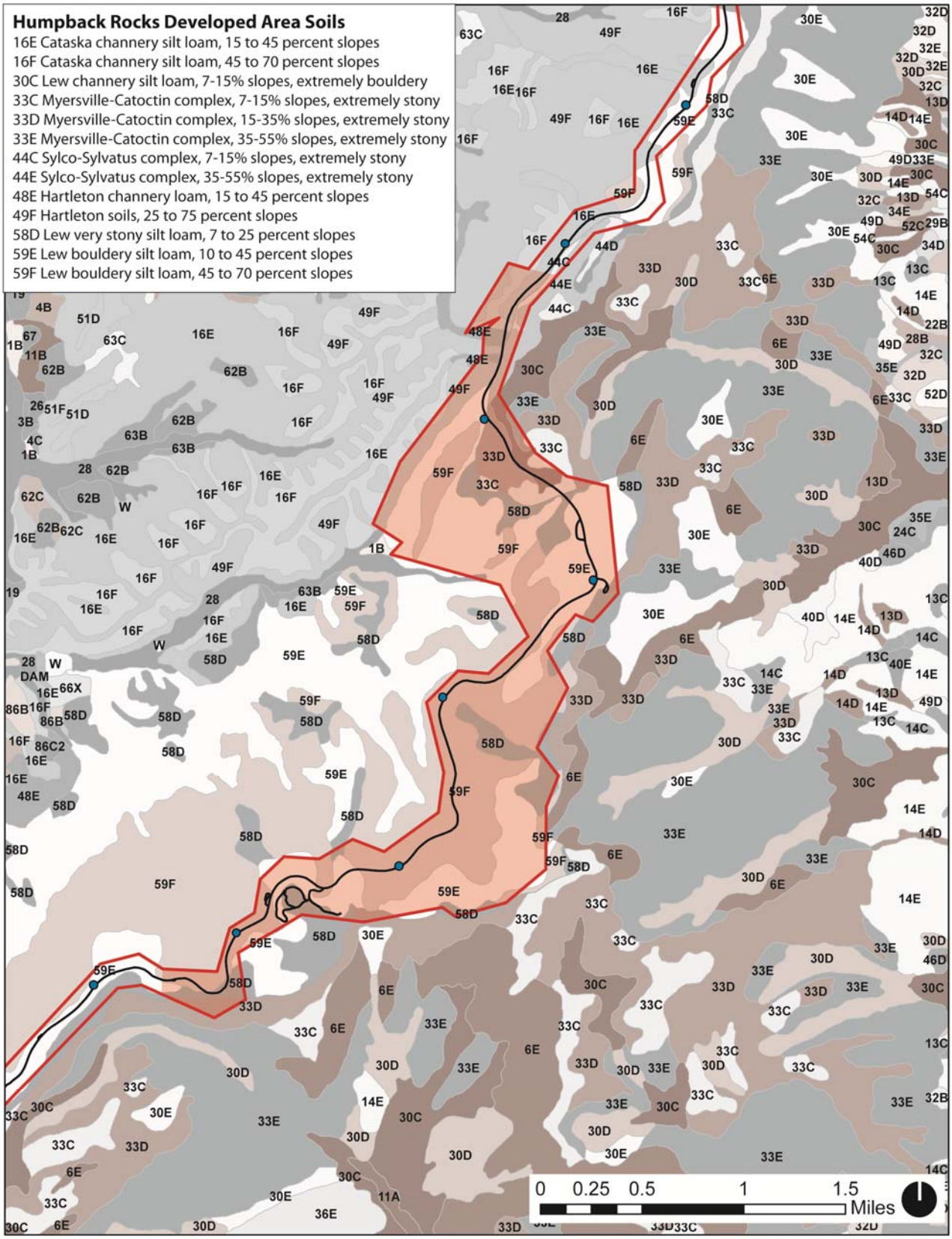


FIGURE 41. Humpback Rocks developed area soils.

or pastureland. It is moderately well suited to timber production of some species. Slope and stoniness limit its suitability for timber harvesting. Slope also limits its suitability for building and road construction and septic tank absorption field use. The land capability class of this soil is 7s.

48E: Hartleton channery loam, 15 to 45 percent slopes. This soil is a sub-group of Hartleton soils (see below) and is found on steep slopes. The soil is moderately to strongly acid and readily subject to erosion. It is better suited to permanent hay crops or pasture than to cultivate crops. The soil is moderately suited to woodland production where erosion due to slope can be mitigated. The land capability class of this soil is 3e.[116]

49F: Hartleton soils, 25 to 75 percent slopes. This soil occurs on uplands, including summits and sideslopes of mountains, and can be stony. The soil is well drained, deep, with moderate permeability, strong acidity, and a moderate available water capacity. The soil is derived from sandstone and shale. It is well suited to crops as well as pastureland where slope issues can be mitigated. The soil is similarly suited to woodland production where erosion due to slope can be mitigated. Slope also affects building and road construction and septic tank absorption field suitability. The land capability class ranges from 3 to 7e.[117]

58D: Lew very stony silt loam, 7 to 25 percent slopes. Lew soils are very deep, well drained, and moderately permeable, and found on moderately steep to very steep mountain sideslopes and alluvial footslopes and fans. They are formed in colluvial material weathered from greenstone. The soil is very strongly acid to moderately acid. These soils are generally in forest cover due to slope and stoniness, and not suited to crop cultivation or pasturage.

116. Soils that have very severe limitations that restrict the choice of plants or require very careful management, or both, and erosion concerns.
117. Refer to previous note related to Hartleton channery loam.

59E, F: Lew boulder silt loam, 10 to 70 percent slopes. These soils are similar to those noted above, but include more severe limitations due to boulder content.

Hydrology

See Figure 42, Watersheds.

The Humpback Rocks developed area drains to the James River watershed to the east and the Potomac River watershed to the west. Water moving east flows into Shropshire, Mill, Rodes, Pauls, and Stony Creeks, which feed the Rockfish River. The Rockfish empties into the James River, which continues east towards Richmond from Nelson County, ultimately traversing the Coastal Plain within Virginia's Tidewater, and flowing into the Chesapeake Bay.

Water that flows west from the mountainous divide enters either Toms or Laurel Springs Branch before emptying into Back Creek, a tributary of the South River. The South River eventually empties into the South Fork Shenandoah River, a tributary of the Potomac.

Most properties within the vicinity of the Humpback Rocks developed area obtain potable water from wells and springs.

Plant Communities

See Figure 43, Natural Vegetation Groups.

The Blue Ridge plateau contains one of the most diverse arrays of plant and animal life in the United States due to the variety of microclimates arising from numerous elevational changes and bedrock types. Some of the habitats along the Blue Ridge Parkway are regionally or even globally rare. High-elevation rock outcroppings, for instance, support fragile alpine species typically found further north that were pushed southward during glacial periods and left stranded on the southern mountains.[118]

118. National Park Service, "Blue Ridge Parkway, Plants," www.nps.gov/blri, accessed October 17, 2010.

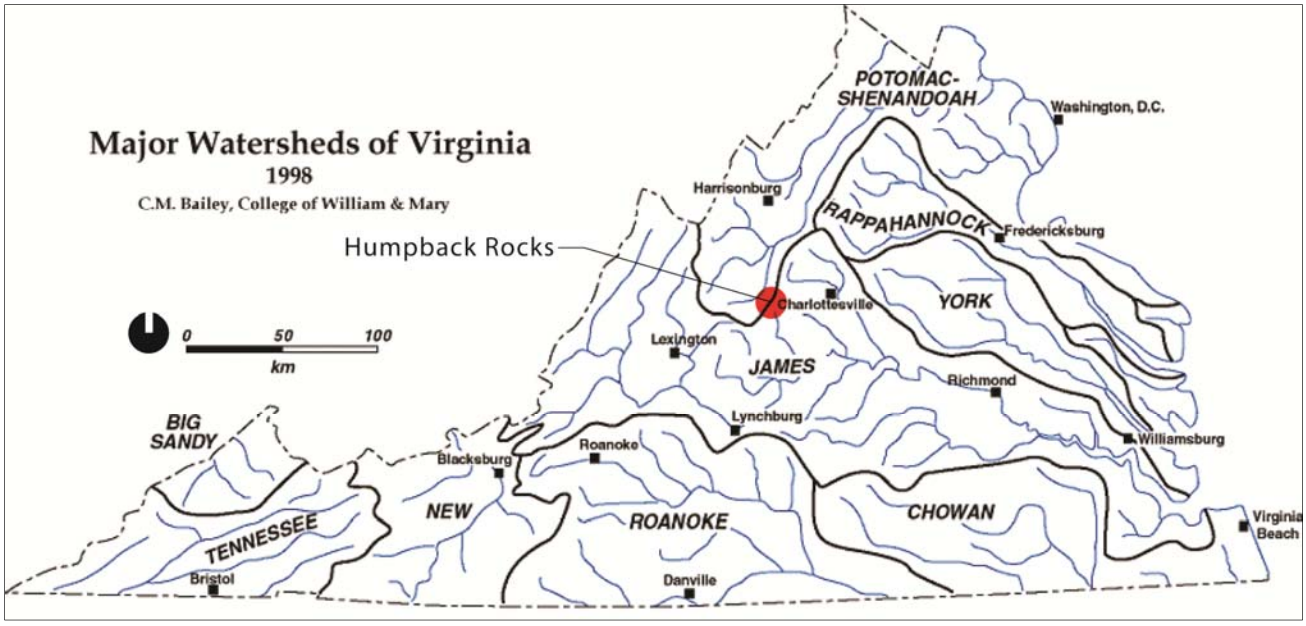


FIGURE 42. Watersheds of Virginia. Streams around and within the Humpback Rocks developed area drain into both the James River and Potomac/Shenandoah River watersheds.

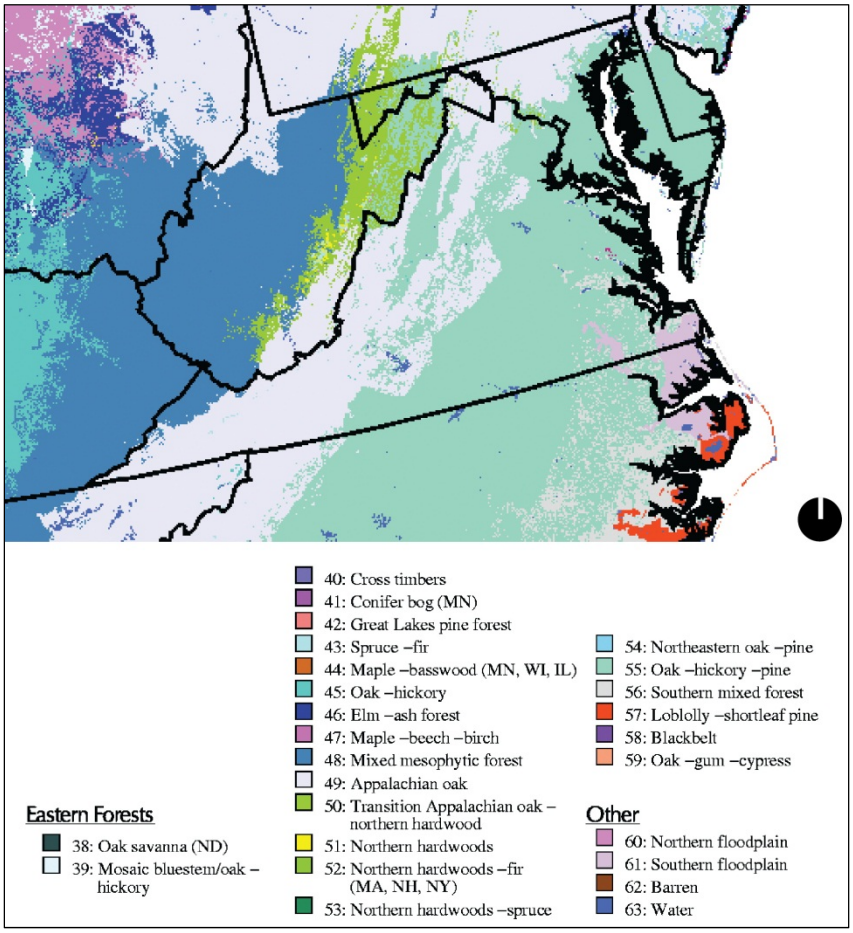


FIGURE 43. Potential natural vegetation groups. The Humpback Rocks developed area includes areas of oak-hickory-pine forest and Appalachian oak forest.

The parkway's highlands fall within the Appalachian Hardwood Forest, a component of the broader Eastern Deciduous Forest Province of the eastern United States. Oak-hickory forests characterize the drier and more exposed sites, while mixed hardwoods and conifers are found within the moist, protected stream valleys. Surrounding the parkway in the vicinity of Humpback Rocks is the George Washington National Forest. More than 40 tree species have been identified within the forest alone, along with some 2,000 species of shrubs and herbaceous plants. Hardwood species are the most prevalent, contributing to the spectacular fall color in the mountains.

One of the most important trees of the Blue Ridge Mountain coves and ravines is the Canadian hemlock (*Tsuga canadensis*). This long-lived conifer, which shades and cools the mountain streams and renders them habitable for trout and other species, is currently threatened by a non-native pest—the wooly adelgid (*Adelges tsugae*). Loss of the hemlocks, similar to the loss of the American chestnut (*Castanea dentata*) 100 years ago due to a fungus introduced from Asia, is predicted to have a large impact on local forests.

One of the most spectacular components of the local flora that draws thousands of visitors to the area each year is the display of mountain wildflowers and fall foliage during the spring, summer, and fall growing seasons. The best place to observe wildflowers is along the roadside, in open fields, and in the forested areas.[119] During the months of September and October, the leaves of the hardwood trees and some shrubs change to many shades of yellow, orange, red, and purple, while fall-blooming perennials like goldenrods and asters are also at their peak. At higher elevations, fall displays are consistent with those found in New England.

Because much of the region has been logged and farmed since the eighteenth and nineteenth century settlement by European-Americans, portions of the existing forests are relatively young and exhibit post-agricultural characteristics representative of secondary succession. Fire suppression and colonization by non-native species have altered natural ecological processes, and the emerging forests are not entirely consistent with pre-settlement communities in terms of structure and composition.

Prior to European settlement, the region included forests of different ages interspersed with open woodlands that featured grassy understories, and a variety of plant communities associated with moist soil environments, such as cane thickets and swamps. The range of community types were in part reflective of environmental changes associated with the receding of the glaciers to the north, beaver activity, large grazing animals like the eastern woodland bison, naturally-occurring fire, anthropogenic use of fire by American Indians, and some limited crop cultivation.[120]

With the arrival of Europeans during the eighteenth century came new land management practices that included farming and logging. In fact, much of the region's forests were logged during the late nineteenth and early twentieth centuries, with severe impacts on wildlife and soil and water quality. The Weeks Act, passed in 1911, allowed for the creation of national forests in support of land, soil, and water conservation. George Washington National Forest was

119. Some of showy favorites to look for are turk's cap lily (*Lilium superbum*), pink lady's slipper (*Cypripedium acaule*), evening primrose (*Oenothera fruiticosa*), bee balm (*Monarda didyma*), fire pink (*Silene virginica*), spotted touch-me-not (*Impatiens capensis)*, wild geranium (*Geranium maculatum*), Dutchman's breeches (*Dicentra cucllaria*), trout lily (*Erythronium americanum*), goldenrod (*Solidago* spp.), trillium (*Trillium* spp.), common blue violet (*Viola sororia*), bachelor's button (*Centaurea cyanus*), wild columbine (*Aquilegia canadensis*), chicory (*Chicorum intybus*), mountain mint (*Pycnanthemum* spp.), spiderwort (*Tradescantia virginiana*), wood vetch (*Vicia caroliniana*), and black-eyed Susan (*Rudbeckia hirta*).

120. U.S. Forest Service, "George Washington and Jefferson National Forests: Nature & Science, Resource Management, Natural History," www.fs.usda.gov, accessed October 17, 2010.

established as a result of this act. Today, most of the area's forests, including those associated with the George Washington National Forest, are about 70 to 100 years old.[121]

Wildlife

The large expanses of undeveloped mountain terrain that surround the Humpback Rocks developed area, which include national and state forests, and federally-designated wilderness areas, provide a haven for wildlife. Fifty-five species of mammals and seventy species of reptiles and amphibians have been identified within the adjacent George Washington National Forest. Visitors are most likely to see white-tailed deer, raccoons, fox, an occasional black bear, turtles, and snakes, including the poisonous copperhead and timber rattler. A rich diversity of birds also graces the region throughout the year. Approximately 175 species of birds that breed, winter, or migrate through the region have been observed within the George Washington National Forest. The diversity of habitat associated with the Blue Ridge Parkway and adjacent national forest landscape provides nesting habitat for both northern and southern birds. Dozens of species pass through the parkway on their spring and fall migrations. Some of those that can be observed along the Blue Ridge Parkway might include the northern cardinal (*Cardinalis cardinalis*), eastern bluebird (*Sialia sialis*), blue jay (*Cyanocitta cristata*), ruby-throated hummingbird (*Archilochus colubris*), and the peregrine falcon (*Falco peregrinus*). As with plants and other animals, the mountaintops provided refuge for many birds as the glaciers retreated north some 10,000 years ago. Species more typically found in boreal forests rather than in the southern U.S. can be found along the Blue Ridge Parkway's higher elevations. As many as 20 percent of the parkway's breeding birds, including veery (*Catharus fuscescens*), red-breasted nuthatch (*Sitta canadensis*), black-throated green warbler (*Dendroica virens*), golden-crowned kinglet (*Regulus satrapa*), and Canada warbler (*Wilsonia canadensis*), are more typically found much farther north. Some of these, such as the northern saw-whet owl (*Aegolius acadicus*), are disjunct populations that may be totally different species than the northern variety.[122]

Currently, scientists are witnessing a dramatic decline in amphibian populations, including the diversity of species present along the Blue Ridge Parkway. National Park Service biologists affiliated with the Blue Ridge Parkway are working with local researchers and land managers to identify the cause of the decline and determine ways to support remaining amphibian populations. Some measures include: fencing cattle out of wetlands; allowing cut trees to remain on the forest floor; looking at disturbed wetland sites to determine any restoration potential; and encouraging the return of beavers to the Southern Appalachians to provide additional amphibian sites.[122]

Wilderness Areas

See Figure 44, George Washington National Forest Map and Figure 45, Wilderness Areas.

The George Washington National Forest that surrounds the parkway in the vicinity of Humpback Rocks contains habitat that support thousands of mammals, birds, fish, and mussel species.[123] The U.S. Forest Service is currently working with the Virginia Department of Game and Inland Fisheries and U.S. Fish and Wildlife Service to promote the recovery of several federally listed species of plants and animals present within the national forest lands.

121. Ibid.

122. National Park Service, "Blue Ridge Parkway, Birds," www.nps.gov/blri, accessed October 17, 2010.

123. The George Washington and Thomas Jefferson National Forests are administered jointly by the U.S. Forest Service. The section of the forest that abuts the Blue Ridge Parkway at Humpback Rocks is managed as part of the Pedlar Ranger District, with offices located at Natural Bridge Station in Virginia.

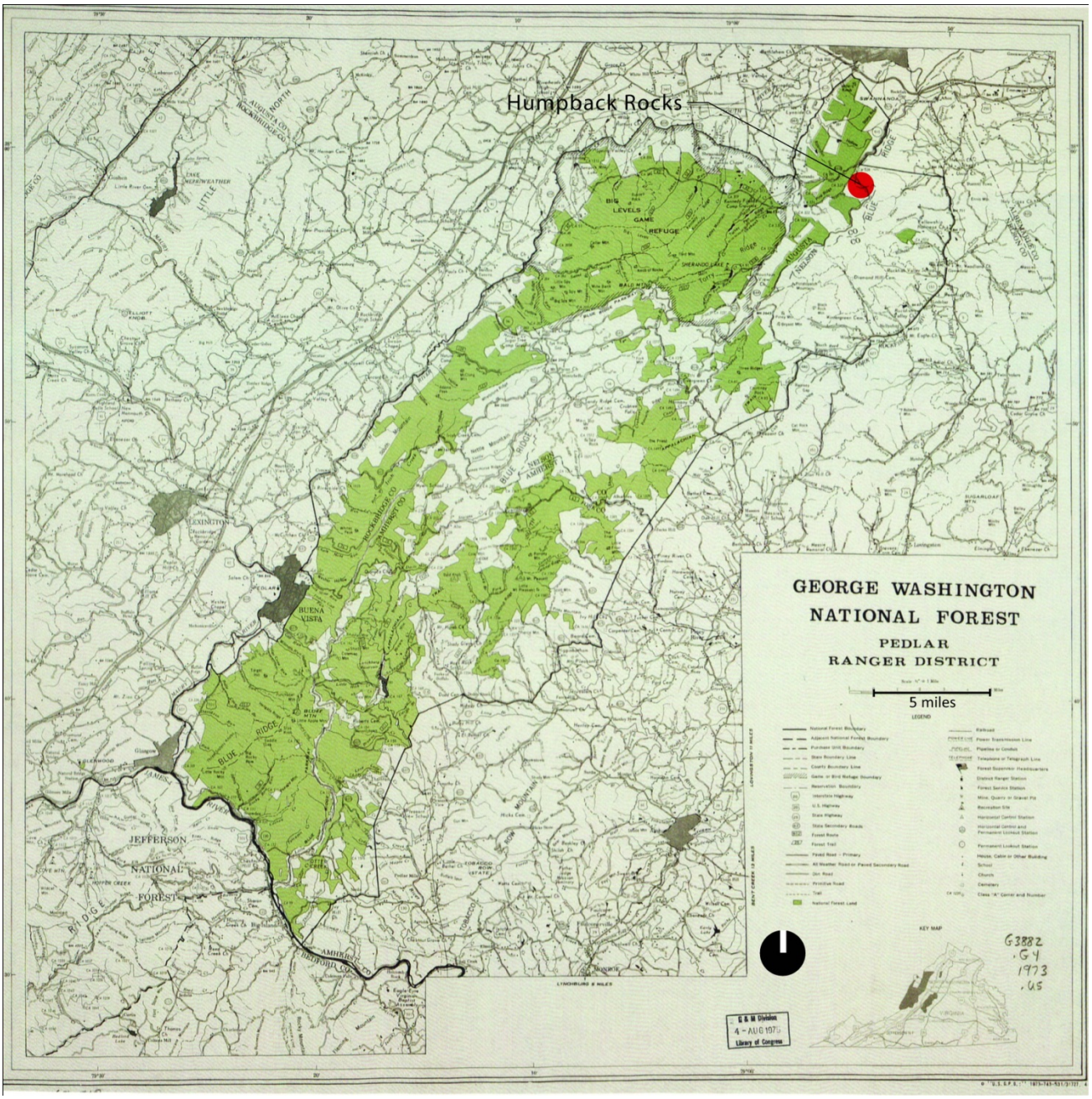


FIGURE 44. George Washington National Forest.

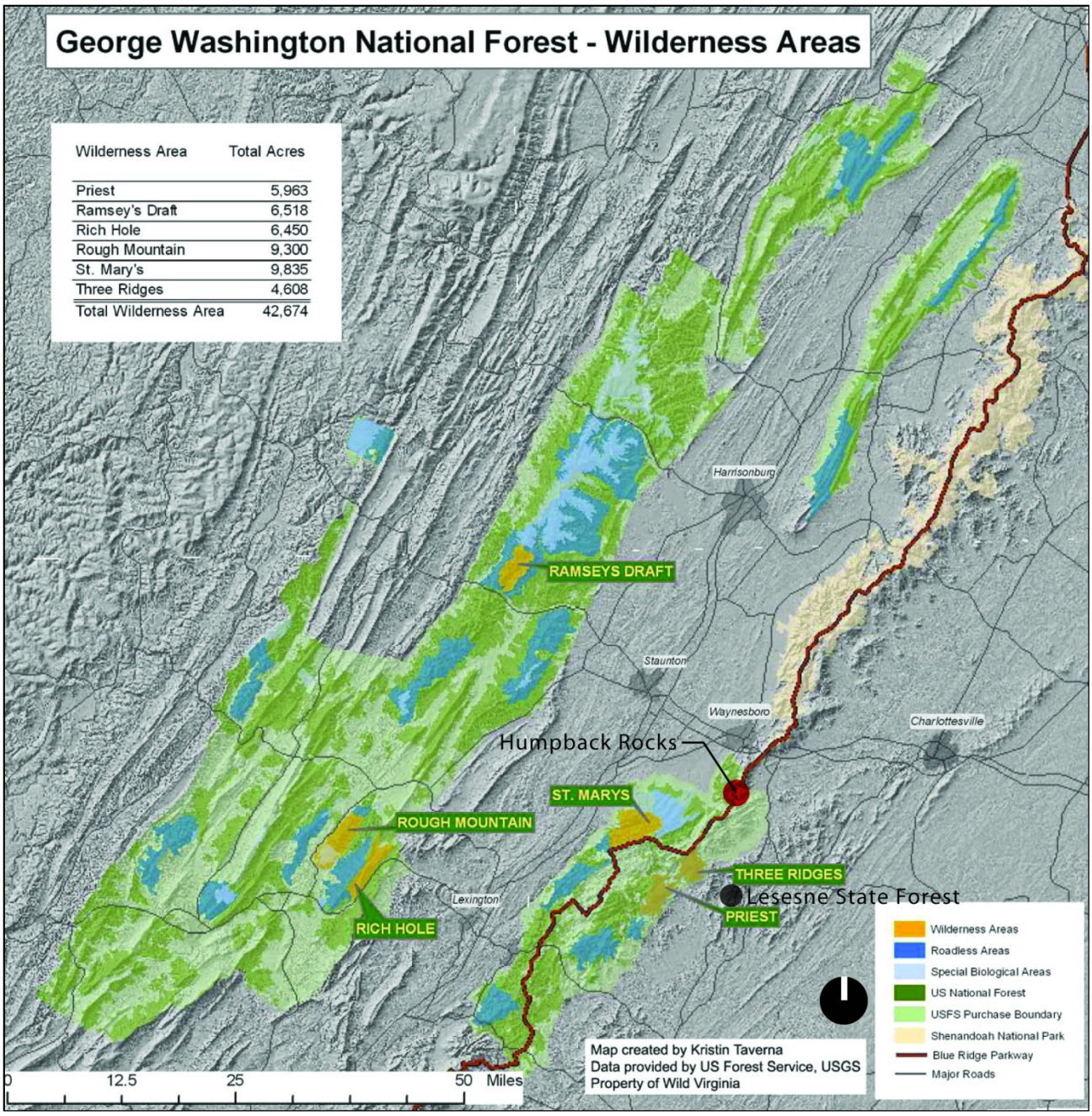


FIGURE 45. Wilderness areas of George Washington National Forest and the Lesesne State Forest.

Examples include the Indiana bat (*Myotis sodalis*), Virginia northern flying squirrel (G*laucomys sabrinus fuscus*), peregrine falcon (*Falco peregrinus*), James spinymussel (*Pleurobema collina*), shale barren rockcress (*Arabis serotina*), swamp pink (*Helonias bullata*), and northeastern bulrush (*Scirpus ancistrochaetus*). Two of the tools being used to manage the forest land to promote diversity and recovery include the use of prescribed fire and selective timber harvest. Control of invasive alien plant and animal species is also a goal of the U.S. Forest Service in the George Washington National Forest.

Within the national forest property near the Humpback Rocks developed area are three federally-designated wilderness areas, managed to promote wilderness character rather than for the recreational or resource needs of human populations. These are the de Priest, Three Ridges, and St. Mary's wilderness areas.[124] Certain uses and activities are restricted within these designated areas, including road development, timber harvests, motorized vehicle use, and mechanized transport such as mountain bikes. The areas are instead managed for primitive and unconfined recreation and the free play of natural processes, including naturally-occurring fire.[125]

124. The de Priest Wilderness is located in the George Washington National Forest, east of the Blue Ridge Parkway, in Nelson County. Designated in 2000, the wilderness area currently encompasses nearly 6,000 acres. Visitors can traverse the wilderness area along a rugged five-mile section of the Appalachian Trail south of Humpback Rocks. St. Mary's Wilderness Area is along located near the Blue Ridge Parkway. Designated in 1984, the wilderness area encompasses nearly 10,000 acres. Three Ridges Wilderness Area is located east of the Blue Ridge Parkway between the Tye River and Wintergreen Resort. Designated by Congress in 2000, the wilderness area extends over approximately 4,700-acres. Access to the wilderness area occurs via ten miles of the Appalachian Trail and the three-mile-long Mau-Har Trail.
125. "Priest Wilderness," www.wilderness.net, accessed October 17, 2010.

Lesesne State Forest

During the early twentieth century, a fungus imported with non-native chestnut trees into the United States began to affect American chestnuts in great numbers. Within the Humpback Rocks region, the blight killed nearly all of the chestnut trees within the naturally-occurring forests during the 1910s. Along State Route 680 between State Routes 664 and 56 in Nelson County is the Lesesne State Forest, which is dedicated to the preservation of the American chestnut as well as wildlife management programs. The 422-acre park is open to the public during daylight hours for hiking, horseback riding, hunting, and educational programming. The property was donated to the Commonwealth of Virginia by Mrs. Ann Dupont Valk in 1969 as a wildlife sanctuary and as a resource for conducting research on the American chestnut, with a goal of reintroducing this important tree to American forests.[126] The property was initially planted in 10,000 trees to be used in researching resistance to the blight. American trees are being bred with resistant Asian species to develop hybrids that are not susceptible to the blight. Trees on the property range from 1/4 to 15/16 American chestnut genetic material. Several pure American chestnut trees survive on the property. Two of these are relatively large. They have been inoculated with a hypovirulent blight strain.[127]

Climate

The climate associated with the Humpback Rocks developed area is consistent with that of surrounding Nelson and Augusta counties. These counties exhibit a temperate, four-season climate, with relatively short winters, hot humid summers, and relatively long spring and fall seasons. At the upper elevations of the Blue Ridge Mountains, the winters are more severe, and temperatures are generally 10 to 15 degrees cooler on average than at the rolling terrain to the east and west. In winter

126. "Virginia Department of Forestry, Virginia's State Forests," www.dof.virginia.gov/stforest, accessed October 17, 2010.
127. "Virginia Chapter: The American Chestnut Foundation, Lesesne State Forest Field Day," www.vatacf.org, accessed October 17, 2010.

the average temperature is 34 degrees Fahrenheit, and the average daily minimum temperature is 24 degrees. Average seasonal snowfall is 28 inches. While snow is prevalent at higher elevations, there are generally intermittent thaws that preclude a long-lasting snow cover. Summers are fairly warm on the mountain slopes. In summer, the average daily temperature is 84 degrees. Prevailing winds arise from the southeast. Rainfall, which averages approximately 40 inches per year, is evenly distributed during the year, but appreciably heavier on the windward, west-facing slopes. Thunderstorms occur on about 40 days each year and most occur in summer. Heavy rains can cause flash flooding in the narrow valleys of the mountainous region.[128]

Cultural Context and Setting

See Figure 46, Regional Transportation Corridors.

The Humpback Rocks developed area is located approximately 100 miles northwest of the state capital of Richmond, and approximately 170 miles southwest of Washington, D.C., along the boundary between Nelson and Augusta counties, Virginia. The region is generally rural and agricultural, although Augusta County is more populous and industrialized than Nelson County. Population figures for Augusta County are estimated at 72,000, and for Nelson County at approximately 14,500. While Augusta County includes two cities—Staunton, the county seat, and Waynesboro—Nelson County does not include a single incorporated town, and did not receive its first traffic light until the late 2000s. The county seat is located at Lovingston, Virginia, along U.S. Route 29. Rapid expansion of residential and industrial development within the Augusta County urban areas has increased the need for adequate water supplies; streets, roads and highways; schools, shopping centers, and recreational areas; and methods of waste disposal.[129]

Both Nelson and Augusta counties derive a large part of their economy from agriculture. The local climate and generally fertile soils support cultivation of a variety of crops, fruits and nuts, nursery and greenhouse products. The raising of livestock and poultry are also large components of local farming. Augusta County often ranks among the highest producers within the state in the raising of livestock and poultry and in general farming.[130] Industry not related to agriculture also continues to grow in importance within this county, however, and manufacturing has become diversified and well distributed.

The region is a popular vacation destination for hunting and fishing, attracting large numbers of sportsmen each year to the Blue Ridge and Appalachian Mountains. Other nearby recreational opportunities include Wintergreen Resort (a golf and ski area), the Sherando Lake Recreation Area within the George Washington National Forest, Todd Lake, and Shenandoah Acres. Crabtree Falls is a popular visitor destination located along State Route 56, which crosses the Blue Ridge Parkway in Nelson County to the south of Humpback Rocks.

Few primary road corridors pass through the area to provide access to these sites. To the east, State Route 151 follows the South Rockfish River through Nelson County, and provides a connection between U.S. Highway 29 to the south and U.S. Highway 250 to the north. One of the most prominent mountain passes within the area is Rockfish Gap, five miles to the north of Humpback Rocks developed area. Interstate 64 and U.S. Highway 250 cross the Blue Ridge Mountains at Rockfish Gap. Travelers can access the Blue Ridge Parkway at interchange 99 of Interstate 64. Within the Shenandoah Valley to the west, Interstate 81 travels northeast and southwest, with interchanges afforded with both Interstate 64 and U.S. Highway 250 near Staunton, Virginia. U.S. Route 11 also extends through the Shenandoah Valley. Within proximity of Humpback Rocks, State Route 610 leads west from the Blue Ridge Parkway, north of Humpback Rocks, towards the small community of Sherando. South of the developed area, State Route 664 crosses the parkway at Reed's Gap.

128. Hockman, 2.
129. Ibid, 1.
130. Ibid.

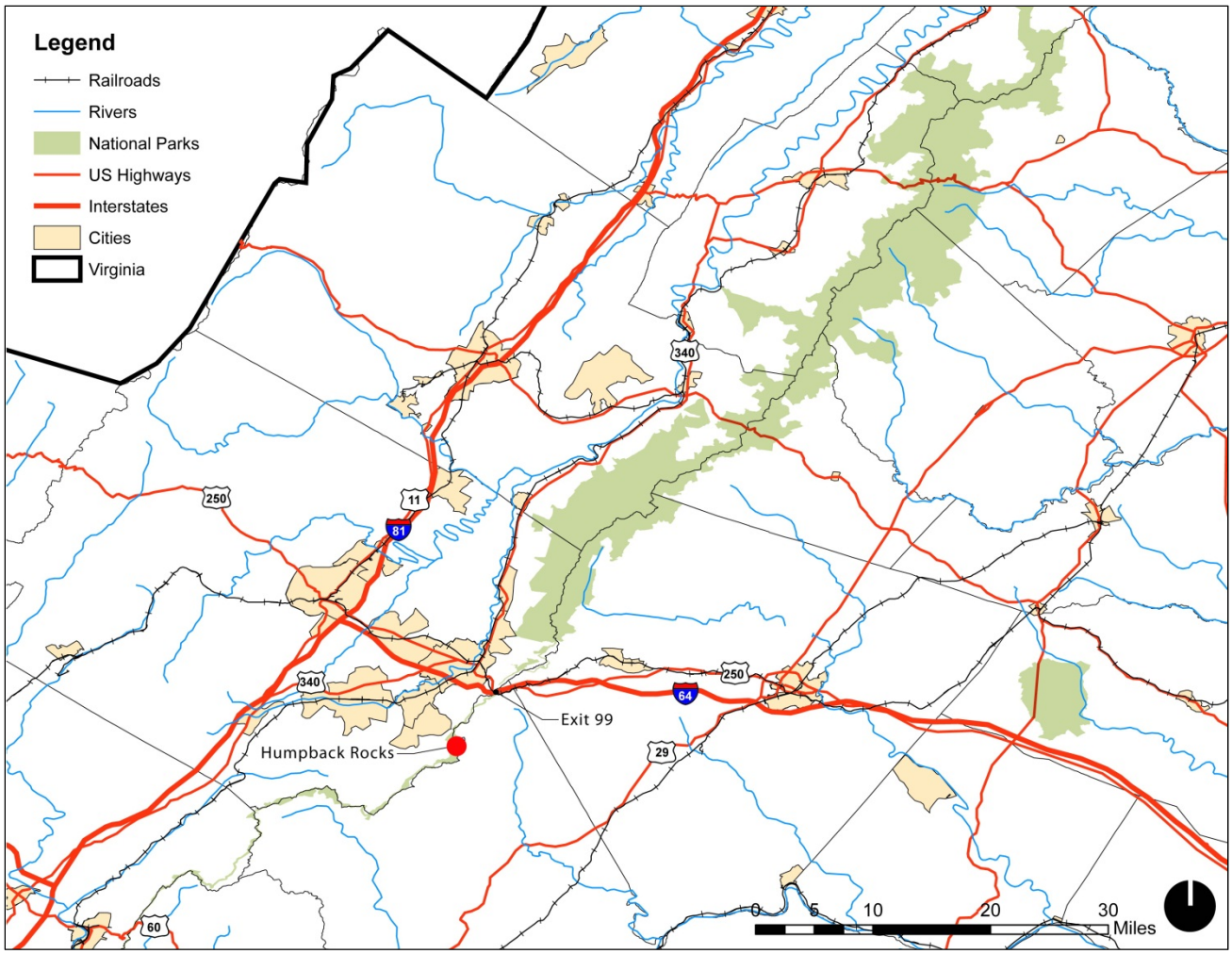


FIGURE 46. Regional transportation corridors.

Park-wide Landscape Systems and Features

See Figure 47, Humpback Rocks and Figure 48, Humpback Rocks Key Features.

As noted above, the Humpback Rocks developed area extends for approximately five miles between mileposts 4.4 and 9.6. It spans sections 1B and 1C as originally designated by early parkway designers, near the far northern section of the road corridor. The developed area is one of eighteen recreation areas spaced along the parkway that contain larger land areas to accommodate motorist needs, interpretive programming, and recreational opportunities. The visitor center located at milepost 5.8 west of the parkway is one of six found along the corridor, and the northernmost such feature. It sits along Pine Ridge, a relatively broad and level landform. State Route 610 rises from the Shenandoah Valley to the west at Sherando to Pine Ridge, and parallels the Blue Ridge Parkway north of the visitor center until reaching Rockfish Gap. The visitor center building houses a seasonal bookstore/giftshop, restrooms, interpretive exhibits, and administrative offices. A large parking area is located adjacent to the building, which is accessed from a spur road leading from the parkway. Springs arise in an undeveloped area between the parkway road corridor and the visitor center. These are culverted beneath the road developments, and eventually flow into Toms Creek west of the visitor center. Adjacent to the building to the south is the Mountain Farm exhibit, a collection of

pioneer farm buildings, outbuildings, and agricultural exhibits moved to the site in the 1950s for visitor edification. East of the parkway near the southern end of the Mountain Farm exhibit at milepost 6 is the trailhead and associated parking area for the Humpback Rocks Trail. The trailhead arises from the parking lot sited at Humpback Gap at the base of the mountain. Nearby trails link to the Appalachian Trail. A large hay field sits between the road and the parking area. Views to the distinctive Humpback Rocks summit are afforded from the parkway across the field. Humpback Mountain is located beyond to the south. Named streams that flow east from the ridge line include Stony Creek, Pauls Creek, Meriwether Creek, Ridge Creek, and Mill Creek. From Humpback Rocks, long views are afforded towards the Shenandoah Valley and beyond. Located to the north are Dobie and Elk mountains. The picnic area is located near milepost 8, west of the road corridor. It is composed of curvilinear roads, edged by parking spaces and picnic tables set under native woodland tree canopies. Across the parkway to the west are the associated Greenstone Overlook and the short Greenstone interpretive trail located near Laurel Springs Gap. Laurel Springs Branch flows west from the vicinity of the overlook. On the hillside above to the northeast is a water supply well and storage tank where the park pumps and collects water from a deep well using solar-powered equipment. Each of these areas features a concentration of cultural resources that edge the parkway. They are generally screened from view but linked to the road corridor by roads or paths. They are characterized by clearings set on relatively level knolls within the dense forest and steep terrain of the mountains in this area. Each of these areas supports a specific land use and purpose in fulfilling the parkway's mission and comprises a character area used in organizing documentation information below.

Park-wide Condition Assessment

In general, most of the features of the Humpback Rocks developed area are maintained in good condition. Notable exceptions include the asphalt sidewalks associated with the visitor center and the Humpback Gap parking area, interpretive signage within the Mountain Farm exhibit, interpretive signage at the Humpback Gap parking area, and stone curbing in the picnic area. Additionally, portions of the Mountain Farm exhibit trail and the Humpback Rocks Trail are threatened by erosion associated with storm water.

Feature condition assessments are based on the guidance afforded in the *Guide to Cultural Landscape Reports*. Four categories—Good, Fair, Poor, and Unknown—are used to assess all existing landscape features. These are defined as follows. *Good* indicates the cultural landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The cultural landscape's historical and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition. *Fair* indicates the cultural landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within three to five years to prevent further harm to its historical and/or natural values. The cumulative effect of the deterioration of many of the significant characteristics and features of the cultural landscape, if left to continue without the appropriate corrective action, will cause the landscape to degrade to a poor condition. *Poor* indicates the cultural landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural areas. *Unknown* indicates that not enough information is available to make an evaluation.

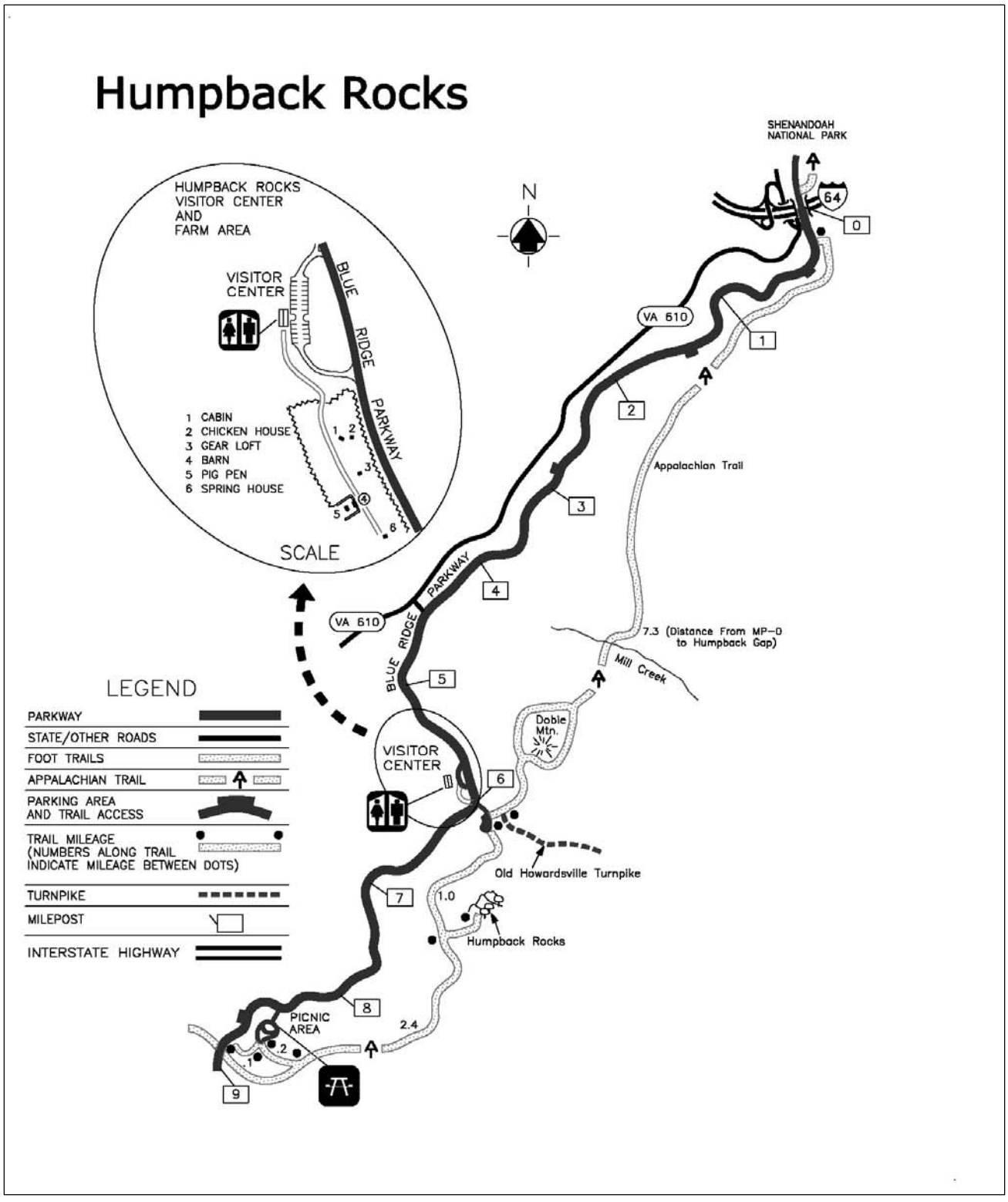


FIGURE 47. Humpback Rocks.

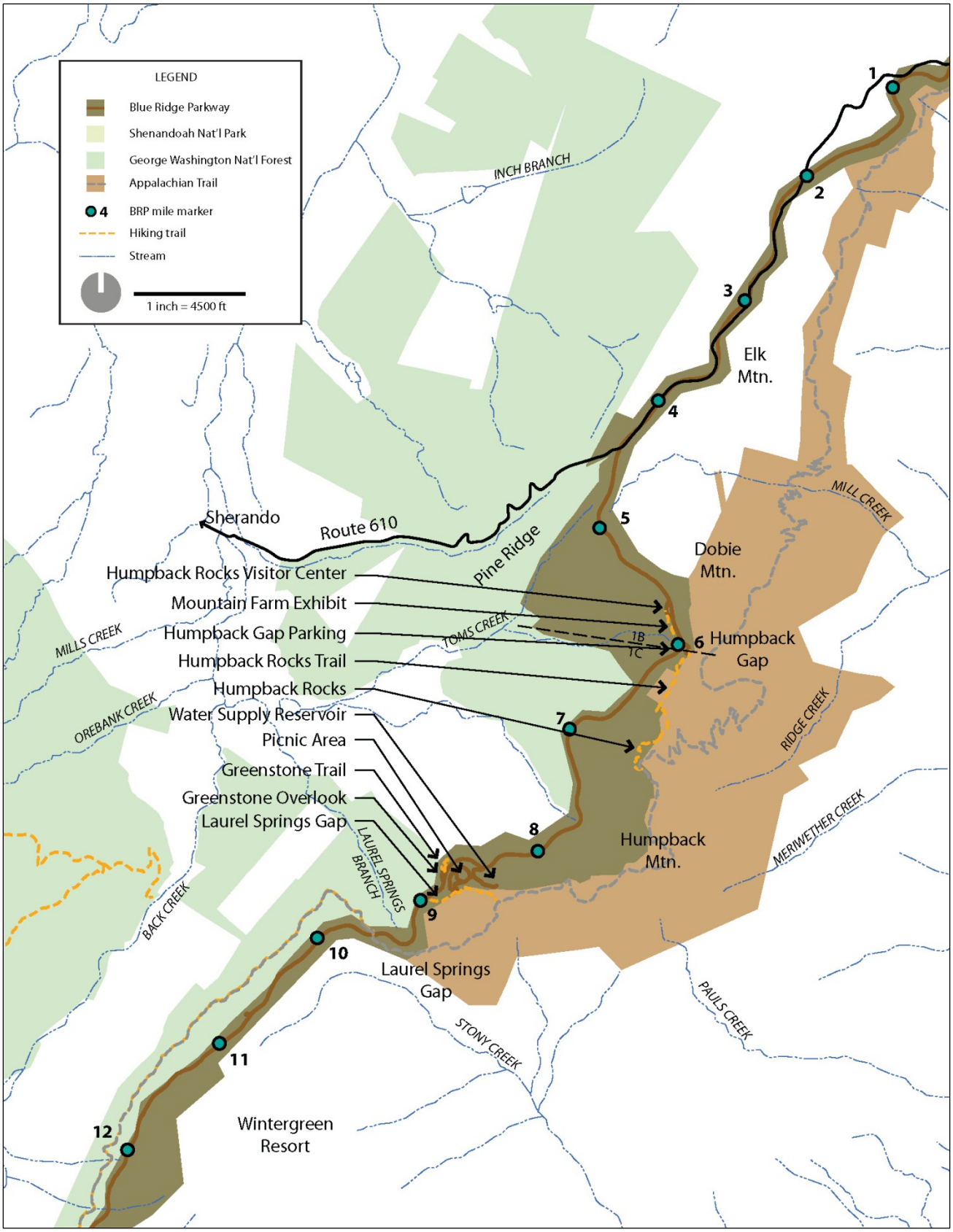


FIGURE 48. Key features of the Humpback Rocks developed area and surrounding context.

Landscape Character Areas

See Figure 49, Character Areas.

For the purposes of organizing the documentation of existing conditions, as well as later sections of the CLR, the Humpback Rocks developed area has been divided into a series of discrete character areas that share similar traits and are unified by land use, topography, vegetative character, and historic associations. The five character areas that are the focus of this study include:

Visitor Center. The Visitor Center Character Area is located between mileposts 5 and 6 along the Blue Ridge Parkway. It encompasses the access road to the visitor center and associated parking area, the visitor center building and orientation plaza along its primary facade, which houses the park's administrative offices, restrooms, exhibits, and a bookstore, overflow parking, and a path that leads to the Mountain Farm exhibit. It is bounded by the Mountain Farm Character Area to the south and by the Blue Ridge Parkway to the east.

Mountain Farm. The Mountain Farm Character Area includes several buildings and structures that comprise an exhibit of farm life in the region during the late nineteenth and early twentieth centuries. Some of the features are local farm buildings that have been moved to the site from nearby farms, while others are interpretations of typical farm-related features. The site includes cultivated fields, kitchen gardens, orchard plantings, livestock pens, and a springhouse. The site also houses a contemporary water supply and treatment structure screened from view from much of the exhibit area. The character area is bounded by the Visitor Center Character Area to the north, the Blue Ridge Parkway to the east, and the Humpback Gap and Trail Character Area to the south.

Humpback Gap and Trail. Extending southeast from the Mountain Farm and located at milepost 6 of the Blue Ridge Parkway, the Humpback Rocks Gap and Trail Character Area encompasses a parking lot edged by a picnic table, the trailhead to the Humpback Rocks Trail, a spur trail leading to the Appalachian Trail, and a fenced hay meadow between the site and the parkway. The trail offers a strenuous climb to the summit of Humpback Rocks, which affords a scenic view to the Shenandoah Valley. The popular trail experiences heavy visitation throughout the year. This character area is bounded by the Mountain Farm on the northwest and by the Blue Ridge Parkway to the west.

Picnic Area. Located between mileposts 8 and 9, the Picnic Area Character Area is accessed by a spur road that leads to a paved loop road. Sited along the loop road are picnic tables and benches, grills, two comfort stations, drinking fountains, parking spaces, and dumpsters for refuse. The Picnic Area Character Area is bounded by the Blue Ridge Parkway to the north and west.

Water Supply and Storage. Located at the end of a hard-packed earth road extending from the picnic area access road, the Water Supply and Storage Character Area includes a small clearing, several water collection and storage structures, a solar panel, and well heads used to supply water to the developed area. There is a picnic table located along the wooded margin of the clearing. The character area is bounded by the picnic area to the northwest and by woodland on all other sides.

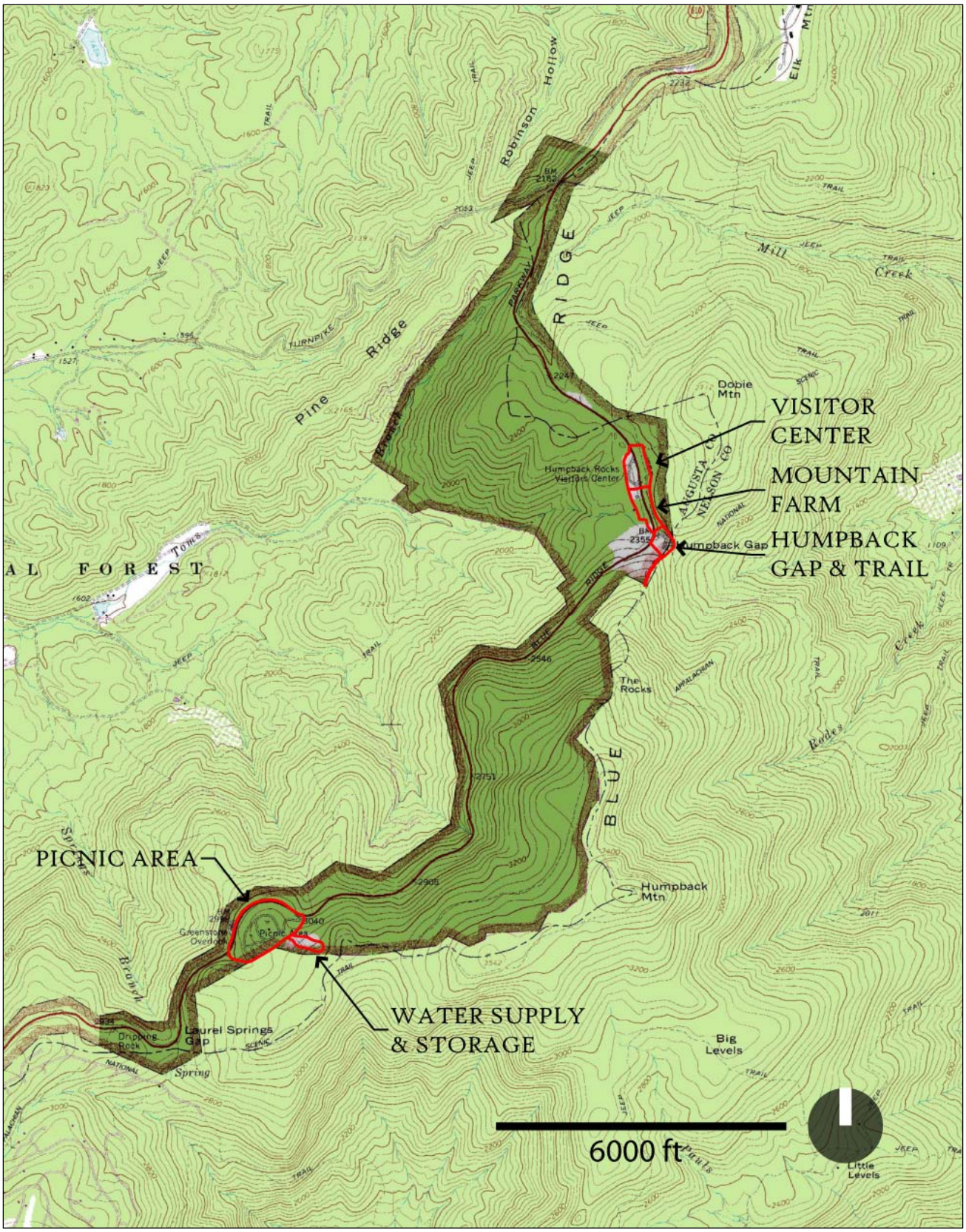


FIGURE 49. Character areas of the Humpback Rocks developed area.

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

LEGEND
- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

Road signage
2350
2350
Howardsville Turnpike Road Trace
Stone curb
Meadow & overflow parking
Hard-packed earth access road
Septic field
2350
2325
2325
Blue Ridge Parkway
Drop inlet
Parking
Drop inlets
Parking
Stone curb
Grass ditch
Trash receptacle
DETAIL AREA
Stone-lined tree well
Utility features
Well house
Universally accessible walk
Wood railing
Road trace
Road trace
Stone-lined tree well
Utility box
Pasture

0' 50' 100'
SCALE: 1"= 100'

Jun 20, 2012 - 10:43am P:\2009 \500\500\ 2009.508 - DSlaton - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08310ex1fc-20-12.dwg

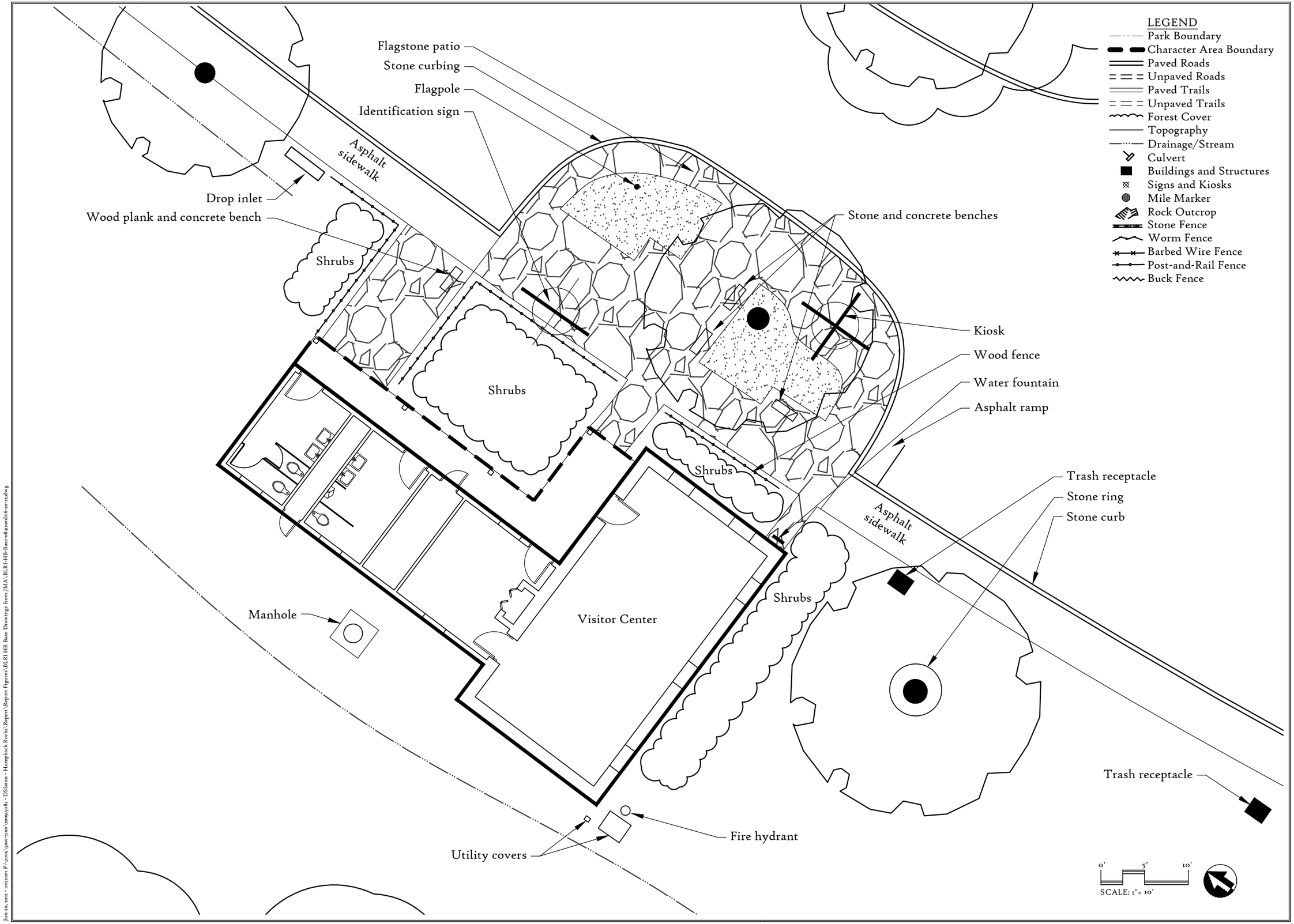
Existing Conditions: Visitor Center Character Area

Copyright 2011 John Milner Associates, Inc.

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA



Existing Conditions: Visitor Center Character Area Detail

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 10:32am P:\2009\50050\200950.pbl - DSI.stm - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HRB-Base-08.3.mod.dwg

Existing Conditions Documentation by Landscape Character Area

Visitor Center

See Figure 50, Existing Conditions: Visitor Center Character Area and Figure 51, Existing Conditions: Visitor Center Character Area Detail.

This character area features the main entrance into the Humpback Rocks developed area and includes the Humpback Rocks Visitor Center and administration building (milepost 5.6), an adjacent vehicle parking area, walks and a self-guided path that leads to the Mountain Farm exhibit, ornamental plantings, fences, and identity, directional, wayfinding, and interpretive signage (Figure 52). The National Park Service currently proposes to undertake several projects relating to rehabilitation of this character area. These include repaving the asphalt stormwater channels and the asphalt walks along the parking area, removal of two trees that are growing into the asphalt walk, repair and replacement of culvert piping and headwalls, and relocation of an asphalt wheelchair ramp.



FIGURE 52. View towards the Humpback Rocks Visitor Center from the north meadow.

Natural Systems and Features

The Visitor Center Character Area and its associated parking area features are sited on an upland plateau near Humpback Gap. Much of the character area is maintained in mown grass meadow dotted with open-grown deciduous hardwood trees, ornamental plantings, and thickets (Figure 53). An undeveloped area between the visitor center parking and the parkway contains a bog fed by several springs. The flow from the springs feeds ephemeral streams that do not run in the late summer or during droughty periods. The outflow is culverted beneath the parking area and daylights south of the visitor center (Figure 54). The streams empty into Toms Creek that arises west of the visitor center and eventually flows into Back Creek. Eastern deciduous hardwood forest dominated by hickory and oak, typical to the region, frames the character area to the north, east, and west.



FIGURE 53. The landscape around the visitor center is maintained as a meadow through mowing. Portions of the meadow north of the visitor center are used for overflow parking. Buck fencing is used to prevent visitors from parking on the septic field associated with the visitor center.



FIGURE 54. Stormwater is managed through the use of ditches along road and parking margins and around buildings.

Responses to Natural Resources

The Blue Ridge Parkway corridor, which extends through this character area, was designed to offer an ever-changing view of the dramatic and beautiful Blue Ridge Mountain scenery. Its design is intended to respond to the topography, vegetation, and geology of the region in such a way that the visitor's experience of these natural resources is enhanced. (See Appendix B: Design Information: Roads).

Other responses to natural features in evidence within this character area include the siting of the visitor center complex on a relatively level upland plateau in close proximity to the Blue Ridge Parkway and the use of curbs, drop inlets, and swales to gather and direct stormwater within the vicinity of the visitor center. Stormwater management features are particularly associated with the parking area and the building precinct. Drainage within the parking lot is directed to drop inlets at low points in the southern corners of the lot (Figure 55). Culverts pick up overland flow of stormwater at the uphill margins of the road, parking area, and paths, and convey it beneath the pavement to daylight downslope (Figure 56). The culverts are typically marked and concealed by stone headwalls, and some drop inlets are framed with stones (Figure 57). PVC piping has been used to convey stormwater beneath the asphalt walk to the Mountain Farm (Figure 58). (See Appendix B: Design Information: Culverts.)

Grass-lined swales also convey stormwater along the margins of the parking area and around the visitor center (Figure 59). In general, stormwater within the character area flows toward the southwest. Potable water is supplied to the visitor center from a well house in the Mountain Farm area. The well was drilled in 1962, is 65 feet deep, and can produce 60 gallons of water per minute. A septic drain field located to the north of the visitor center accommodates the waste water from the restrooms.



FIGURE 55. A drop inlet in the visitor center parking lot.



FIGURE 56. A stone headwall and culvert near the visitor center.



FIGURE 57. A culvert and stacked stone headwall below the parking area.



FIGURE 58. PVC pipes convey stormwater beneath the asphalt walk leading to the Mountain Farm exhibit.



FIGURE 59. A drainage ditch south of the visitor center.

Patterns of Spatial Organization

The Visitor Center Character Area is located along the west side of the linear Blue Ridge Parkway corridor (parkway right when traveling south). Views of the visitor center are afforded from the parkway both from the north and south. Parking, orientation, and other visitor services features are tightly grouped near the building. An open grass field surrounds the building and edges the access road from the parkway. Woodland frames the field, forming a spatial edge to the open space around the visitor center and associated amenities.

The visitor center faces east, forming a strong spatial edge to the parking area and a flagstone terrace that fronts the building (Figure 60). Large deciduous hardwood trees are scattered within the mown grass that surrounds the building and edges the parking area. Denser vegetation occupies an undeveloped area between the parkway and the parking area, and helps screen the parkway and the visitor center from each other. Circulation features lead to the building along the margins of the parking area, and continue on to the Mountain Farm exhibit from the southern end of the parking area (Figure 61). Wood fencing is used to define the edges of the septic drainage field located north of the visitor center as well as the boundary between the visitor center and the Mountain Farm.

Topographic Modifications

The topographic modifications evident within this character area include the grading of the access road, parking areas, walks, and the visitor center site, including the ditching used to convey stormwater around the building (Figure 62). Grading was also used to support construction of a universally accessible walk between the visitor center and the Mountain Farm exhibit that elevated the path to establish a relatively gentle grade (refer to Figure 61). Other topographic modifications relate to road traces that pass through the character area, including the Howardsville Turnpike and an unnamed private drive along its southern boundary.



FIGURE 60. The flagstone terrace at the visitor center.



FIGURE 61. An asphalt walk leads between the visitor center and the Mountain Farm exhibit.



FIGURE 62. There is evidence of several underground utility features behind the visitor center. Grading used to site the building is also apparent.

Land Uses and Activities

The primary land uses associated with this character area include interpretive/museum/ educational in the form of the orientation displays and interior exhibits in the visitor center; administrative uses associated with the offices located within the visitor center; visitor services in the form of restroom facilities within the building; and transportation, which is associated with the Blue Ridge Parkway that provides a vehicular connection between the Shenandoah and Great Smoky Mountains National Parks (refer to Figure 60). Additionally, commercial uses are associated with the bookstore located within the visitor center. A septic drain field north of the visitor center provides utility support for the restrooms. There is additional evidence of several underground utility features behind the visitor center (refer to Figure 62).

Circulation

The Blue Ridge Parkway extends north/south through the Humpback Rocks developed area, including the Visitor Center Character Area. The visitor center parking area is entered from either its northern or southern end via the parkway. The visitor center access road and parking area are lined with stone curbing. This curbing also edges the northern-most traffic triangle at the intersection of the Blue Ridge Parkway and the visitor center access road. (See Appendix B: Design Information: Curbing.)

Parking in the Visitor Center Character Area includes a main paved lot as well as a turf- surfaced overflow area north of the visitor center (Figure 63). The overflow parking area is accessible via a hard-packed earth and gravel access road located along the northern edge of the access road (Figure 64). The adjacent asphalt-paved parking lot includes forty-two pull-in spaces, including one universally-accessible space, and is approximately 290 feet by 70 feet in size. The margins of the access roads connecting the area to the parkway are sometimes used for unauthorized overflow parking (Figure 65).



FIGURE 63. A road trace extends between the visitor center and the Mountain Farm.



FIGURE 64. A hard-packed earth and gravel access road leads to the overflow parking area from the visitor center parking lot.



FIGURE 65. Cars and other vehicles often park along the shoulders of the south access road by the visitor center.

The Blue Ridge Parkway, as it traverses the Visitor Center Character Area, is an undivided two-lane asphalt-paved road, approximately 20 feet wide, with grass shoulders, center striping, and no side striping. At the intersection of the parkway with the access road, triangular islands are edged with stone curbing (Figure 66). (See Appendix B: Design Information: Roads).

A mortared flagstone terrace approximately 48 feet by 26 feet is located directly in front of the visitor center. An asphalt ramp provides access to the visitor center from an adjacent universally-accessible parking space (Figure 67). The flagstone terrace and an asphalt sidewalk line the visitor center parking area and provide pedestrian access to the visitor center building from the rest of the parking area (refer to Figure 60). The sidewalk is in fair condition due to cracking and patches that may create trip hazards (Figure 68). Additionally, tree trunks and roots have caused the sidewalk to heave in a number of locations (Figure 69). These problems are proposed to be addressed by the National Park Service as part of existing repaving projects, which include removal of two hickory trees and replacement farther away from the paved surface. (Proposed plans also include reorganization and improvement of the plaza and parking, and installation of new interpretive signage in the grassed area.) The sidewalk is approximately 5 feet wide and extends along the length of the assigned parking spaces. Another asphalt sidewalk is located along the side of the parking lot opposite the visitor center, also approximately 5 feet wide. It is in fair condition due to cracking and moss growth in some areas, which could result in trip hazards. The junctions between the stone curb and the sidewalk, and between the sidewalk and adjacent turf, are characterized by jagged uneven edges.

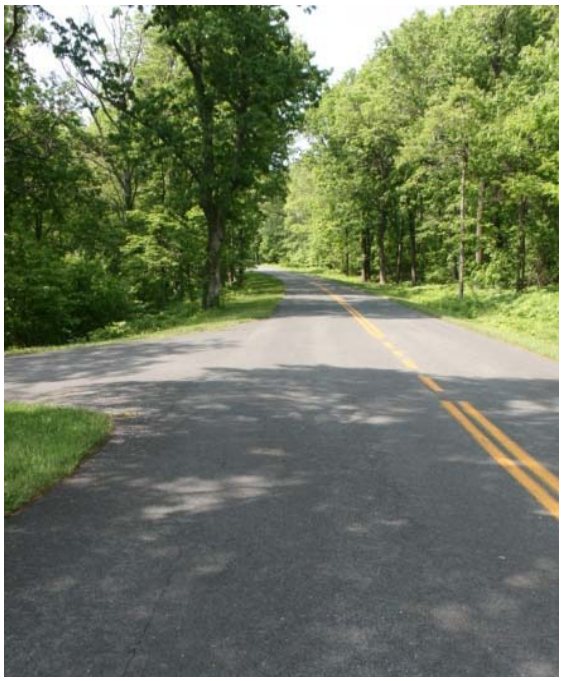


FIGURE 66. View north along the Blue Ridge Parkway near the visitor center access road.



FIGURE 67. An asphalt ramp links a universally-accessible parking space with the walk leading to the visitor center.



FIGURE 68. The asphalt sidewalks around the visitor center are cracked and patched.



FIGURE 69. Trees are growing into the sidewalk near the visitor center, resulting in damage to the sidewalk and creating trip hazards.

Another asphalt walk extends from the parking area south towards the Mountain Farm (refer to Figure 61). This path is 6 feet wide and is edged by interpretive signage. It was rehabilitated in 2009 to meet universal accessibility standards. Some of the base material is eroding. As the path crosses a culvert, it is edged by a wood handrail for the protection of visitors. The handrail is supported by wood posts. The headwall is proposed for relocation 5 feet to the west, and the handrail is proposed for removal (Figure 70). The asphalt path terminates at the gate into the Mountain Farm exhibit.

The Howardsville Turnpike trace is located along the eastern edge of the character area, and parallels the Blue Ridge Parkway (Figure 71). The trace survives today as a hard-packed earth corridor but is becoming overgrown with vegetation, including some saplings and shrubs. A second road trace associated with an unnamed private drive that connected to the Howardsville Turnpike edges the character area to its south. This trace is surfaced with hard-packed earth and turf (refer to Figure 63).



FIGURE 70. The wooden gate and interpretive signage at the Mountain Farm exhibit entrance.



FIGURE 71. Grading associated with the Howardsville Turnpike trace is visible to the east of the Blue Ridge Parkway within the Visitor Center Character Area.

Cultural Vegetation

Groves of deciduous trees and mown turf generally characterize the Visitor Center Character Area. Ornamental shrubs and perennials have been planted around the building foundation. Native species such as flame azalea (*Rhododendron calendulaceum*), mountain laurel (*Kalmia latifolia*), and ferns are featured in the plantings, although some invasive exotic species such as privet (*Ligustrum* sp.) are also found in the planting beds around the building (Figure 72).

Native trees in evidence include shagbark hickory (*Carya ovata*), white and green ash (*Fraxinus americana* and *F. pennsylvanica*), Eastern red cedar (*Juniperus virginiana*), white oak (*Quercus alba*), black gum (*Nyssa sylvatica*), red oak (*Q. rubra*), and hemlock (Figure 73). Native shrubs in evidence include sassafras (*Sassafras albidum*) and spicebush (*Lindera benzoin*). The boggy area between the visitor center and the Blue Ridge Parkway is more thicket-like and includes large trees as well as understory growth and saplings, and colonization by invasive species (Figure 74). Refer also to Figure 75, Visitor Center Vegetation.



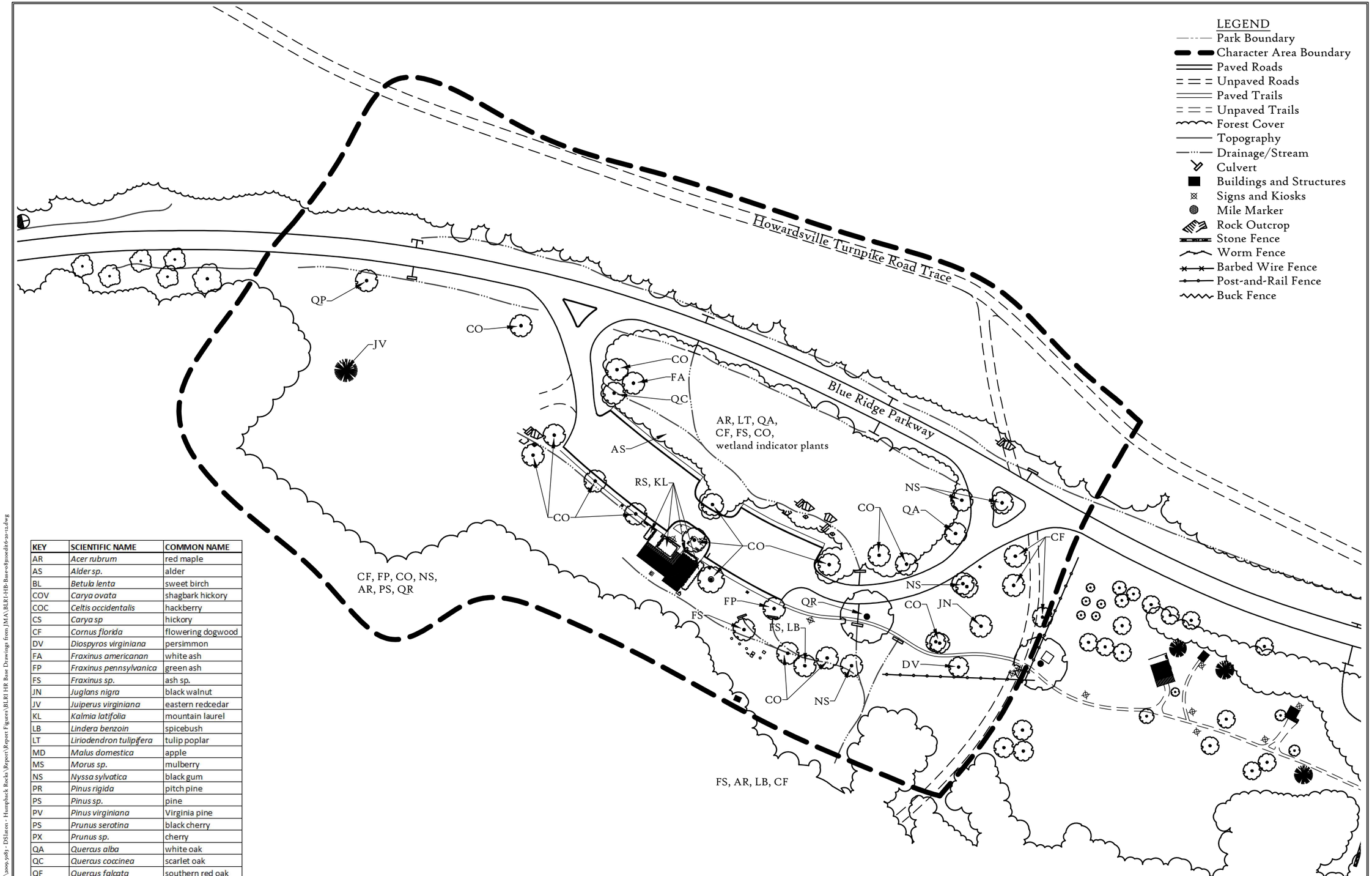
FIGURE 72. Ornamental plantings are set within two-rail post-and-peg fencing around the visitor center.



FIGURE 73. A shagbark hickory is located in the field near the visitor center.



FIGURE 74. Groundcover and understory vegetation are part of the thicket between the Blue Ridge Parkway and the visitor center parking area.



KEY	SCIENTIFIC NAME	COMMON NAME
AR	*Acer rubrum*	red maple
AS	*Alder sp.*	alder
BL	*Betula lenta*	sweet birch
COV	*Carya ovata*	shagbark hickory
COC	*Celtis occidentalis*	hackberry
CS	*Carya sp*	hickory
CF	*Cornus florida*	flowering dogwood
DV	*Diospyros virginiana*	persimmon
FA	*Fraxinus americanan*	white ash
FP	*Fraxinus pennsylvanica*	green ash
FS	*Fraxinus sp.*	ash sp.
JN	*Juglans nigra*	black walnut
JV	*Juiperus virginiana*	eastern redcedar
KL	*Kalmia latifolia*	mountain laurel
LB	*Lindera benzoin*	spicebush
LT	*Liriodendron tulipifera*	tulip poplar
MD	*Malus domestica*	apple
MS	*Morus sp.*	mulberry
NS	*Nyssa sylvatica*	black gum
PR	*Pinus rigida*	pitch pine
PS	*Pinus sp.*	pine
PV	*Pinus virginiana*	Virginia pine
PS	*Prunus serotina*	black cherry
PX	*Prunus sp.*	cherry
QA	*Quercus alba*	white oak
QC	*Quercus coccinea*	scarlet oak
QF	*Quercus falcata*	southern red oak
QP	*Quercus palustris*	pin oak
QR	*Quercus rubra*	red oak
RP	*Robinia pseudoacacia*	black locust
RS	*Rhododendron sp.*	azalea
RM	*Rosa multiflora*	multifora rose
US	*Ulmus sp.*	elm
VP	*Viburnum prunifolium*	blackhaw viburnum

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Existing Conditions: Visitor Center Vegetation

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 10:46am P:\2009\3091-3500\3095.3081 - DS\Jan - Humpback Rocks\Report\Report Figures\VLR\HR Base Drawings from JMA\BLRHR-Base-Bmodel6-20-12.dwg

Buildings and Structures

Humpback Rocks Visitor Center. The original visitor center at Humpback Rocks was constructed between 1955 and 1956 based on a design prepared by the Roanoke architectural firm of Brown and Shank, but was destroyed by fire in 1981. It was rebuilt as an expanded facility and reopened the following year (Figure 76 and refer to Figure 51). The building houses a small museum and interpretive space, restrooms, offices, a bookstore, and a lobby with a contact desk. The building is composed of two sections. The main block is a gable-front 19-3/4 foot by 23 foot rectangular structure composed of concrete block. The exterior walls are clad with coursed stone rubble with deeply raked mortar joints (Figure 77). A stone chimney extends west of the roof ridge behind the entrance door.

A 38 foot by 19 foot concrete block wing clad with board-and-batten siding, which projects to the north, includes the lobby, office, and restrooms (Figure 78). A flagstone-floored porch, connected to a flagstone terrace that extends to the parking area, spans the eastern edge of the wing and connects to the roof of the main block, providing covered entries to restrooms and the visitor center lobby. The frame gables are clad with wide unpainted weatherboard. The museum interior is also sheathed with board-and-batten (Figure 79). The roof is clad with textured asphalt shingles. Two, one-over-one single sash windows set on rock sills with wide rock lintels are located in the gable end of the principal (east) facade (Figure 80). Three windows of similar construction are located in the south facade. The entrance door is set within the north side of the main block. This opening is also spanned by a wide rock lintel. Doors leading to the men's and women's restrooms are set within the extension wing, with a window between them. Windows along the west side of the extension provide light for the restrooms and an office space. A door on the west side of the building also serves the restrooms. A plaque next to the door indicates that the structure is building number B269.



FIGURE 76. The new visitor center, as seen from the adjacent parking lot.



FIGURE 77. The front gable portion of the visitor center.



FIGURE 78. The north wing containing the lobby, office, and restrooms.



FIGURE 79. The interior of the visitor center.



FIGURE 80. Detail of visitor center exterior showing a stone lintel over a double hung window.

Storage building behind the visitor center. The storage building was constructed in 1956 on a small knoll southwest of the visitor center within a wooded area. The structure, approximately 6-1/2 feet by 5-1/3 feet in size, is constructed of concrete block (Figure 81). The concrete slab shed roof is approximately 3-1/2 inches thick and is set at a height of 7-1/2 feet above the floor slab. A single door, 2-1/2 feet in width, is set within the building's principal facade. When the expanded visitor center was completed in 1982, the building was no longer needed for use by the park. It is currently used by the Appalachian Trail Club to store tools used in trail maintenance.



FIGURE 81. The storage building behind the visitor center.

Views and Vistas

The relatively level topography and the open, mown character of the visitor center area allow for views along and towards the Blue Ridge Parkway from various points within the character area (Figure 82). Additionally, the visitor center can be seen from the parkway itself, thus offering visitors a view of their destination (Figure 83). Humpback Mountain and the Humpback Rocks formation are visible from the parkway near both the northern and southern visitor center access roads, although tree canopy obscures the view in places, including from the terrace in front of the Humpback Rocks Visitor Center (Figure 84 and Figure 85). Due to the extent of woodland cover, the focus of this character area is primarily internal.

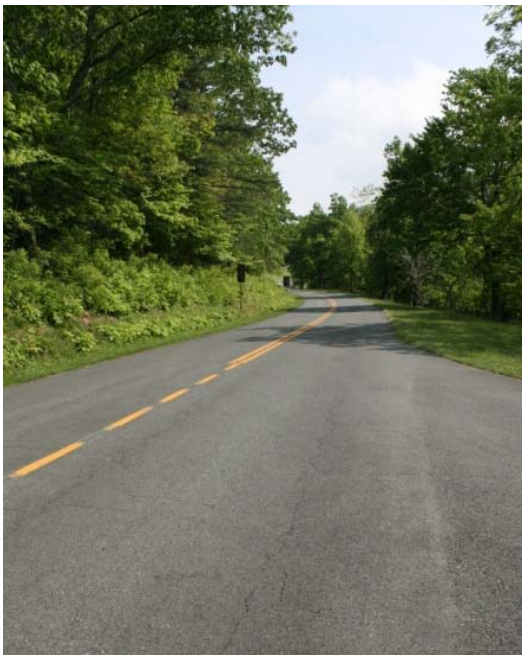


FIGURE 82. The view south along the Blue Ridge Parkway from the entrance to the visitor center.



FIGURE 83. View of the visitor center and Humpback Mountain, looking south from the Blue Ridge Parkway.



FIGURE 84. View of Humpback Mountain and the Humpback Rocks formation, looking south from the visitor center south access road.



FIGURE 85. The view south to Humpback Mountain from the visitor center is partially obscured by vegetation.

Small-scale Features

Small-scale features associated with the visitor center area include site furnishings, fences and gates, rock edging, signs, and utilities.

Site Furnishings. Four benches are located along the margins of the flagstone terrace in front of the visitor center (Figure 86). Three of these benches are fashioned from a slab of stone set on two rectangular concrete bases (Figure 87). The benches are approximately 3 feet 2 inches wide and 18 inches tall. The benches are backless, set in concrete, and are in good condition. A fourth bench is located near the entrance to the restrooms and is constructed of wood planking set atop concrete supports. It is 5 feet wide and 18 inches tall (Figure 88).

Most of the trash receptacles located within the Humpback Rocks developed area are brown powder-coated steel, approximately 3 feet square and 4 feet tall, with large chute-like openings that overhang the unit by about 1 foot (Figure 89). They are generally in good condition. The receptacles are secured by round concrete-set metal poles (Figure 90). Three of these trash receptacles are located along the margins of the visitor center parking area.



FIGURE 86. Benches and signage outside the visitor center.

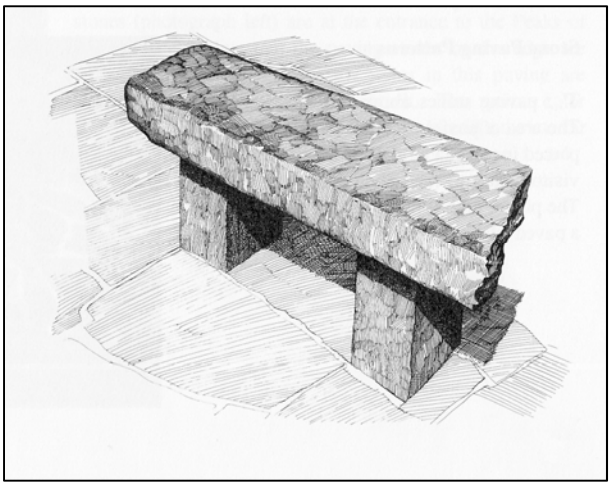


FIGURE 87. A drawing of a typical bench outside the visitor center.

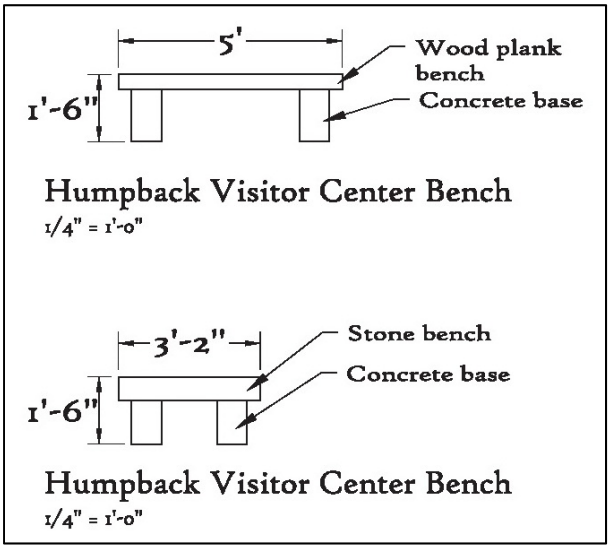


FIGURE 88. Details of the visitor center bench near the restroom.



FIGURE 89. A bear-proof metal trash receptacle near the visitor center.



FIGURE 90. Trash receptacles are secured by round metal poles set in concrete.

An aluminum flagpole that flies an American flag is set within a circle of stones and a pie-shaped turf planting bed within the flagstone terrace in front of the visitor center building (refer to Figure 60). At some point the ball at the top of the flagpole was replaced with a toilet float. The flagpole is otherwise maintained in good condition.

A water fountain constructed of a metal basin supported by a rectangular wood post is set in a small asphalt pad in front of the visitor center (Figure 91).



FIGURE 91. A drinking fountain in front of the visitor center.

Fences and Gates. Within the meadow north of the visitor center, buck fencing serves to prevent visitors from parking on a septic drain field associated with the visitor center restrooms Figure 92). A two rail post-and-rail fence is used to frame the visitor center planting beds (refer to Figure 76). Post-and-rail fencing edges the asphalt walk that leads to the Mountain Farm exhibit (Figure 93). The post-and-rail fence continues around a small pasture near the northern end of the Mountain Farm exhibit area (Figure 94). Post-and-rail fencing also edges the boundary between this character area and the Mountain Farm Character Area to the south (Figure 95). (See Appendix B: Design Information: Fences.)



FIGURE 92. The buck fence around the septic drain field north of the visitor center.



FIGURE 93. Post-and-rail fencing edges the walk to the Mountain Farm exhibit.



FIGURE 94. Five rail post-and-rail fencing edges a small pasture near the Mountain Farm.



FIGURE 95. Post-and-rail fencing edges the Mountain Farm exhibit along the boundary with the Visitor Center Character Area.

Stone edging. Stone edging surrounds a tree to the south of the visitor center area and a stone tree well encompasses a tree in the southern traffic triangle and a tree to the south of the visitor center (Figure 96 and Figure 97).



FIGURE 96. A stone tree well at the south entrance to the visitor center.



FIGURE 97. Stone rings a tree by the visitor center.

Signs. A wood identity sign indicating the Humpback Rocks Visitor Center and Farm Museum faces the walkway in front of the building (Figure 98). The large billboard-style sign is supported by two 8 inch by 6 inch wood posts. The posts are painted grey, but the wood boards of the face are stained a natural wood color. The text is routed into the boards and painted white. While the sign shows some evidence of weathering, it is generally in good condition.

A three-sided information kiosk made of steel and fiberglass is also located in front of the visitor center and provides visitors with orientation and interpretive information (Figure 99 and refer to Figure 86). One side of the kiosk is a display case for bulletins and newsletters. The kiosk is 7 feet 6 inches high with three panels that are each 4 feet 6 inches tall and 3 feet 3 inches wide, and is in good condition. The National Park Service plans to replace this kiosk in the future.



FIGURE 98. The wood identity sign in front of the visitor center.

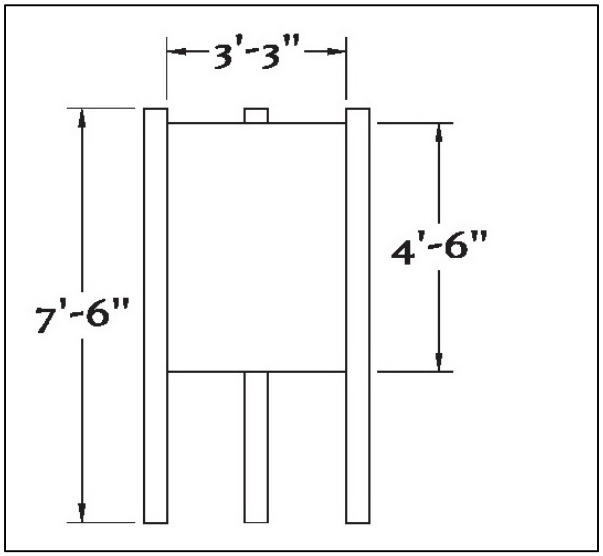


FIGURE 99. The kiosk at the Humpback Rocks Visitor Center.

Two small metal interpretive signs are located along the walk that leads to the Mountain Farm exhibit. The small metal interpretive signs are approximately 20 to 30 inches tall and are supported by a 2.5 inch by 4 inch steel post. The sign faces are set at an angle on posts. They are 9.5 inches wide by 7.5 inches tall with engraved type. In general, these signs are in poor condition due to damaged text panels, illegible text, and erosion around the concrete bases. This type of signage is also found in the Mountain Farm exhibit area.

A metal sign with a brown vinyl overlay and white lettering set on a rough-hewn wood post is located at the gate to the Mountain Farm. The sign announces the start of the self-guided trail that

passes through the exhibit (refer to Figure 70). This sign is in good condition.

Other signs are associated with the road and parking area and include directional and regulatory signs, and wayfinding signs indicating the location of the visitor center and restrooms (Figure 100 and Figure 101 and refer to Figure 96). These signs are constructed of metal mounted on metal posts. These signs are typically in good condition. (See Appendix B: Design Information: Signs.)



FIGURE 100. A road sign along the parkway indicating the location of the visitor center and restrooms.



FIGURE 101. A road sign indicating the location of the visitor center.

Utilities. A number of utility features including sewer manholes, concrete pads, utility meters, and a fire hydrant are located within this character area (Figure 102 and Figure 103 and refer to Figure 58 and Figure 62). The majority of these features are located within the vicinity of the visitor center building.



FIGURE 102. Utility meter board in the field south of the visitor center.



FIGURE 103. A fire hydrant and concrete pad beside the visitor center.

Archeological Resources

Two archeological investigations have been conducted in the area of the Humpback Rocks Visitor Center. In 1978, Douglas McLearen of Washington and Lee University conducted a walk-over survey, minor subsurface testing, and shovel tests. Two sites were identified in the vicinity of the visitor center and investigated further. The report prepared regarding the investigation concluded that the open field north of the visitor center had been disturbed, but not to the extent that it could not offer additional research potential. Additionally, the area that is now the agricultural demonstration field located in the Mountain Farm Character Area was identified as an area worthy of protection from looting and ground disturbance more invasive than the plowing that had already occurred.

A 1997 study by John Cornelison and Regina Meyer of the NPS Southeast Archeological Center investigated an area proposed for a water line replacement project and two Archaic sites identified in the 1978 McLearen study. The study assigned temporal categories to the areas based on lithic materials recovered.

Mountain Farm

See Figure 104, Existing Conditions: Mountain Farm Character Area.

The Mountain Farm Character Area encompasses an assemblage of relocated mountain farm buildings and structures used to interpret local history. A trail runs through the Mountain Farm exhibit that leads to the visitor center as well as the Humpback Gap/Rocks parking area.

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

LEGEND
- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

Woodline is approximate

Wood stage
Apple orchard
Rock-lined garden
Rock-lined herb garden and fire pit
Log cabin
Chicken house
Wood pile
Wood barrel
Cellar & meat house
Rock line
Ash hopper
Laundry basin
Spring house
Rock circle
Kissing gate
2375
Howardsville Turnpike Road Trace
Blue Ridge Parkway
EAST
Crop field exhibit
Self-guiding trail
Demonstration area
Fire pit
Plow
Log barn & corncrib
Pig pen
Well cover
Well house
Water bars
Kissing gate
Woodline is approximate
2300
2325
0' 50' 100'
SCALE: 1"= 100'

Jun 20, 2012 - 10:53am P:\2009 \500\500\2009.508 - DSlaton - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HR-Base-existcult16-2012.dwg

Existing Conditions: Mountain Farm Character Area

Copyright 2011 John Milner Associates, Inc.

Natural Systems and Features

A natural spring exists within the Mountain Farm Character Area that has been developed in association with an exhibit spring house (Figure 105 and Figure 106). In addition, there are several unnamed ephemeral streams that convey the overland flow associated with seeps and stormwater during and after storm events.

Like the Visitor Center Character Area, this area is located on a broad upland plateau slightly below the Blue Ridge Parkway. The plateau is edged by more steeply-sloped topography to the south and east where it meets the road. To the west, the land falls away dramatically at the edge of the upland plateau. Woodland vegetation obscures a visual understanding of this topography.

Vegetation within the character area includes a variety of ornamental and cultivated plantings as well as small clusters of native forest trees.



FIGURE 105. The spring located in the Mountain Farm exhibit is marked by stacked stone and a wooden sign.



FIGURE 106. A stone-lined pool captures water in the interior of the spring house.

Responses to Natural Resources

The spring that sits at the heart of the spring house is held within a rectangular stone-lined pool that empties into a stone-lined channel outside the building (refer to Figure 106). The spring was likely used as a source of drinking water for the William J. Carter Farm that once occupied the property. This pool is interpreted as a location where former residents kept perishables cool.

Features associated with the Mountain Farm exhibit are primarily constructed of materials readily available in the region, including wood from local timber and collected stone. Log water bars are employed along the trail near its southern end to help manage stormwater where the topography becomes steeper (Figure 107). The logs are set at an angle to direct runoff away from the surface of the trail. Many are set so high that they may represent a pedestrian trip hazard and may also exacerbate erosion. (See Appendix B: Design Information: Culverts.)

Culverts are found along the parkway east of the Mountain Farm Character Area. These stormwater management features are edged by headwalls faced with stacked stone and are used to direct stormwater under the parkway in several locations. Some empty within the character area, and are directed into a broad shallow detention basin near the meat house and root cellar. The basin includes an overflow spillway edged with stone and small check dams (Figure 108).

A contemporary pump house constructed in 2000 that is used to provide potable water to drinking fountains and the visitor center is also present within the character area (Figure 109). The facility is located to the southwest of the log barn within a wooded area.



FIGURE 107. Log water bars are employed along the trail near its southern end to help manage stormwater where the topography becomes steeper.



FIGURE 108. Drainage flows from a culvert beneath the parkway into the Mountain Farm where it is slowed by a detention basin.



FIGURE 109. The contemporary pump house structure.

Patterns of Spatial Organization

This character area is organized around a centrally-located self-guided trail that extends north/south through the Mountain Farm exhibit features and connects the site to both the visitor center and the Humpback Rocks trailhead (Figure 110). Buildings, structures, and other features associated with interpretation of the site as a pioneer mountain farm are oriented along the linear trail. There is also a small agricultural field in the northwest corner of the character area and a small apple orchard in the northeast corner. The Mountain Farm exhibit is edged to the east by the linear corridor of the parkway.



FIGURE 110. The log cabin and lock-style worm fencing along the Mountain Farm self-guided trail.

Topographic Modifications

The topographic modifications in evidence within the character area are primarily associated with grading used to accommodate the Mountain Farm structures, trails, and cultivated areas established during the 1950s (Figure 111). In some cases, stone retaining walls and steps are used to access structures such as the log cabin and the second story of the cellar and meat house/gear loft (Figure 112).



FIGURE 111. An interpretive agricultural plot at the north end of the Mountain Farm exhibit.



FIGURE 112. The meat house and root cellar is edged by stone steps to accommodate the grade change.

Land Uses and Activities

Land uses associated with the Mountain Farm Character Area include agricultural, museum/interpretive/educational, transportation, and utility. The primary land use associated with this character area is the museum/interpretive/educational focus of the Mountain Farm self-guided trail and adjacent relocated buildings and structures used to portray aspects of pioneer life in the area during the late 1800s (refer to Figure 70). A small cultivated field and an apple orchard at the north end of the character area are used to interpret agricultural practices in the area prior to the development of the Blue Ridge Parkway (refer to Figure 111). The Blue Ridge Parkway is associated with transportation land uses. The well house is associated with utility functions.

Circulation

The Mountain Farm Character Area encompasses a portion of the Blue Ridge Parkway as well as the Howardsville Turnpike (see also Visitor Center Character Area). There are no other vehicular circulation features within the character area. Pedestrian circulation occurs along the self-guided trail that bisects the character area and provides access to the farm buildings and structures and other interpretive features (Figure 113). The trail extends beyond the exhibit area and terminates at milepost 6 of the Blue Ridge Parkway, allowing visitors access to the Humpback Gap parking area. The Mountain Farm trail is approximately 8 feet wide and is surfaced with gravel. The trail is not universally accessible. Stormwater has eroded the gravel surfacing in some areas, particularly around the barn area. Social trails are present where visitors leave the gravel trail to get a closer look at the Mountain Farm features. A roughly maintained hard-packed-earth trail provides access to the pump house (Figure 114).



FIGURE 113. The log barn is surrounded by a stacked stone wall. The gravel used to pave the self-guided trail has washed off in places.



FIGURE 114. The access path to the pump house.

Cultural Vegetation

Cultural vegetation within the Mountain Farm consists of mown grass, exhibit plantings, large shade trees, a small apple orchard in the north end of the character area, and scattered native forest trees (Figure 115). Refer also to Figure 116, Mountain Farm Vegetation.



FIGURE 115. A stone-lined planting bed with herbs near the log cabin.

Much of the character area is maintained in mown grasses, particularly around the cabin and other buildings. There is also a small apple orchard located between the fence and the log cabin. A few older trees, likely planted in the 1980s, are present. The park believes these to be the Red Delicious variety. Additional saplings of Virginia Winesap and Macintosh varieties were planted in 2010 to replenish the exhibit orchard (Figure 117). A cultivated field features crop exhibits (Figure 118). Several large shade trees are located within the area, including a large black walnut (*Juglans nigra*) near the north entrance to the character area, a large white oak (*Quercus alba*) near the spring house, and another large oak along the trail at the southern end of the character area (Figure 119 and Figure 120). Successional woodland and native forest trees overhang portions of the Mountain Farm exhibit and edge it to the east, west, and south.

KEY	SCIENTIFIC NAME	COMMON NAME
AR	*Acer rubrum*	red maple
AS	*Alder sp.*	alder
BL	*Betula lenta*	sweet birch
COV	*Carya ovata*	shagbark hickory
COC	*Celtis occidentalis*	hackberry
CS	*Carya sp*	hickory
CF	*Cornus florida*	flowering dogwood
DV	*Diospyros virginiana*	persimmon
FA	*Fraxinus americanan*	white ash
FP	*Fraxinus pennsylvanica*	green ash
FS	*Fraxinus sp.*	ash sp.
JN	*Juglans nigra*	black walnut
JV	*Juiperus virginiana*	eastern redcedar
KL	*Kalmia latifolia*	mountain laurel
LB	*Lindera benzoin*	spicebush
LT	*Liriodendron tulipifera*	tulip poplar
MD	*Malus domestica*	apple
MS	*Morus sp.*	mulberry
NS	*Nyssa sylvatica*	black gum
PR	*Pinus rigida*	pitch pine
PS	*Pinus sp.*	pine
PV	*Pinus virginiana*	Virginia pine
PS	*Prunus serotina*	black cherry
PX	*Prunus sp.*	cherry
QA	*Quercus alba*	white oak
QC	*Quercus coccinea*	scarlet oak
QF	*Quercus falcata*	southern red oak
QP	*Quercus palustris*	pin oak
QR	*Quercus rubra*	red oak
RP	*Robinia pseudoacacia*	black locust
RS	*Rhododendron sp.*	azalea
RM	*Rosa multiflora*	multifora rose
US	*Ulmus sp.*	elm
VP	*Viburnum prunifolium*	blackhaw viburnum

LEGEND

- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

CF CO US DV MS PV JV RP

COC, QP, CF, FP

RM

JN

MD

JN

DV

VP

JV

AR, CF, PS, PX, JV, FS, CO

JN

PV

PX

CF

LT, CF, PS, AR, FS, JV

NS

QA

QR

Blue Ridge Parkway

2300

2325

0' 50' 100'

SCALE: 1"= 100'

Jun 20, 2012 - 10:53am P:\2009\50071001 2009.5083 - DS\Intro - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HR-Base-ed3y2ed16f-2012.dwg

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Existing Conditions: Mountain Farm Vegetation

Copyright 2011 John Milner Associates, Inc.

The northern half of the character area is surrounded by forest, while the southern portion is bordered by vegetative growth of a more open character. Species observed include witch hazel (*Hamamelis virginiana),* dogwood (*Cornus florida*), crabapple (*Malus* sp.), red oak, birch (*Betula* sp.), black cherry (*Prunus serotina*), chokecherry (*P. virginiana*), red maple (*Acer rubrum*), green and white ash, and poison ivy (*Toxicodendron radicans*). Invasive species are also present within the area and include multiflora rose (*Rosa multiflora*) and Japanese barberry (*Berberis thunbergii*) (Figure 121).



FIGURE 117. A small apple orchard has been planted near the log cabin.



FIGURE 118. The self-guided trail and the cultivated field at the north end of the Mountain Farm exhibit.



FIGURE 119. At the south end of the Mountain Farm Character Area visitors enter/exit through the "kissing gate." A large red oak is visible beyond.



FIGURE 120. A large black walnut overhangs the trail at the north end of the Mountain Farm exhibit.



FIGURE 121. Barberry and other non-natives are present within the area.

Buildings and Structures

The buildings and structures within the Mountain Farm Character Area are for the most part historic structures that have been relocated to the site from other farms within the region. The Mountain Farm exhibit was completed in 1952–1953. The buildings and structures within the Mountain Farm exhibit include the log cabin, chicken house, root cellar and meat house, barn, pig pen, and spring house. A well house is also located within the character area near the barn and is of contemporary construction. The majority of the structures are roughly constructed of unpainted log, stone, and wood shingles. These materials are vulnerable to deterioration from exposure to rain, sun, and wind and other environmental conditions. In addition, BLRI staff reports infestations of bees, mice, and ants.

Mountain Farm log cabin. (LCS ID005130). The Mountain Farm cabin was moved to the site in 1953 from the Hamilton Farm located at milepost 51.7. The cabin was built by William Ramsey circa 1890. At the Mountain Farm site, the Ramsey cabin was placed approximately 100 feet upslope from the Carter family cabin that had stood on the same property previously. The Carter cabin was in poor condition by the 1950s and rehabilitation was impractical.

The Ramsey cabin is a single pen log dwelling (Figure 122). The one-room, nearly-square, gable-roofed cabin is approximately 17 by 19-1/2 feet in size and is built of hewn logs with half-dovetailed joints at the corners and walls. The walls are chinked with a soil-cement mix applied over wood infill (Figure 123). The gable ends are clad with weatherboarding that is composed of narrow split clapboard (Figure 124). The top log plate overhangs the wall to carry the roof structure and protect the wall against the elements. The roof is clad with wood shakes. Single pegged batten doors, offset from one another, punctuate the principal and rear facades. The principal facade, which faces west, also includes a full-width, 7-foot-wide porch. The porch is built of split and hewn material and is carried on four irregularly-spaced hewn posts mortised into the front beam, and irregular stone piers at grade (Figure 125).



FIGURE 122. The log cabin and its environs.



FIGURE 123. Detail of half-dovetailed corner joints and soil-cement chinking.



FIGURE 124. Clapboard at the gable end.



FIGURE 125. Detail of the front porch showing supports.



FIGURE 126. A small opening is cut into one of the logs on the south wall west of the chimney.



FIGURE 127. View west of the log cabin showing the chimney and small opening to the left.

There is a single shuttered opening on the northern gabled end, but no windows. A small opening cut into one of the logs on the west side of the chimney, midway between the chimney and the west end of the south wall, is interpreted as a viewing point for occupants to observe activities on the exterior (Figure 126).

A large coursed limestone chimney is located on the south wall, rising from a wide base near the ground and narrowing with sloping shoulders just above the first floor ceiling (Figure 127). A stone retaining wall extends from the east side of the chimney across the rear to establish a level landing behind the house.[131]

The interior features a plank floor, exposed hewn pole joists, and a loft space accessed by a ladder. The building is generally in good condition as a result of ongoing cyclical maintenance by parkway facilities staff.

Mountain Farm chicken house. (LCS ID005130). The chicken house was relocated to its present site east of the Mountain Farm cabin in 1952–1953 as part of the establishment of the exhibit. This structure was originally part of the John C. Clark farm, located one mile to the north of Irish Gap at milepost 36.4. The Mountain Farm chicken house is approximately 8 by 10 feet in size. It is a rectangular log pen structure with round logs set with V-shaped notches at the corners (Figure 128). The walls are chinked with split wood poles held in place by locust wedges intended to prevent access by predators. The roof is composed of log purlins supported on log gable ends and covered with wood shakes (Figure 129). The structure stands on a low limestone rubble foundation (Figure 130).

131. Gibsom Worsham, "Humpback Rocks Farm, Nelson County, Virginia" (Christiansburg, Virginia: National Park Service, 1999), 170–171.



FIGURE 128. The chicken house and its environs.



FIGURE 129. Detail of the roof construction at the eave of the chicken house.



FIGURE 130. Detail of the chicken house foundation.

There are two doors set within the front facade (Figure 131). The larger door is set low and off-center, hung by wooden pintles, and contains pegged jambs. The smaller door hangs on leather hinges. It is set more than 4 feet above the ground and was accessed by a chicken ladder, now missing. It is generally in good condition.



FIGURE 131. The chicken house showing the two doors on the front facade and the interpretive sign explaining the historic role of the building type.

Mountain Farm meat house and root cellar. (LCS ID005129). The meat house and root cellar is a gabled two-story structure built into the hillside southeast of the Mountain Farm log cabin, with entrances to the east and west at separate grades. Stone stairs lead to the upper entrance (Figure 132). On the exterior, stone retaining walls extend to each side. The stone stair rises along the south side to provide access to the upper floor. The building was relocated to the site in 1953 from the John C. Clark farm located near milepost 36.4 of the Blue Ridge Parkway. The wood frame structure measures approximately 11-1/2 by 15 feet in plan. Log gable ends support pole purlins that form the roof, which is clad with split shake (Figure 133). The walls are round logs, V-notched at the corners and chinked with strips of wood that are pegged to the logs. Vents are placed in the sides of the structure by leaving out sections of split pole chinking. The small batten door along the east side is set relatively high off the ground and is wider than it is tall (Figure 134).



FIGURE 132. The meat house and root cellar is edged by stone steps to accommodate the grade change.



FIGURE 133. View of the log gable ends that support pole purlins that form the roof.



FIGURE 134. A view of the small batten door along the east side of the meat house and root cellar.

Inside, the roof is board, while the floor is a split-plank puncheon. The log walls rest on two locust posts at the front corners of the root cellar; the space between has been infilled with stone. The cellar is entered from a centrally-placed door on the western downhill side, and has walls of dry laid coursed limestone rubble (Figure 135). Two doors provide access to the interior space. The outer door is referred to as the summer door, and is composed of widely-spaced rails. The inner or winter door is constructed of vertical boards. Stone bins in the lower floor indicate food storage containers.[132] The building is generally in good condition.



FIGURE 135. Detail of stone masonry cellar walls.

Mountain Farm barn. (LCS ID005127). The Mountain Farm barn, which is also referred to as a stable in some documents, is located near the southern end of the exhibit area (refer to Figure 113). The barn was relocated to this site in 1952–1953 as part of the exhibit establishment from the John C. Clark farm, formerly located at milepost 36.4 of the parkway. It is set within a stacked stone wall, constructed as part of the exhibit, which forms a barnyard area.

The main block of the tall wood-frame, single-crib barn houses a stable and corn crib and measures 16 feet square. A later addition, which measures 9 by 15 feet, houses a cow shed (Figure 136 and Figure 137). Both sections are constructed of unsquared logs. The gable roof is carried with pole

132. Ibid.

purlins and is covered with wood shakes. The building faces north towards the cabin. The logs that comprise the stable and corn crib include V-notches at the corners, while the cow shed has saddle notches. Wood chinking lines the walls to the height of the interior hay loft (Figure 138); hay stored in the loft and placed on the log flooring was intended to insulate the barn below. The corn crib is located in the east side of the structure, and is formed by a pole partition extending across the stable from north to south. The corn crib is accessed through a small hatch in the north exterior wall. A central door with pegged jambs in the north wall provides access to the interior of the stable, while the loft is reached through a small door in the east gable end, and a ladder provides access to the loft from the east side. Poles laid across the stable form the floor of the loft above. A manger extends across the south wall. A small entrance in the south side of the structure serves as the entrance into the cow shed, which also contains a loft. The cow shed is also of pole construction. Its roof is continuous with that of the main building, but clad with wider shakes. The door to the cow shed is formed with a high sill and pegged jambs with wooden hinges (Figure 139). The structure is generally in good condition.



FIGURE 136. View of the barn. The cow shed addition to the barn can be seen on the right.



FIGURE 137. The south side of the barn is the cow shed.



FIGURE 138. The barn is made up of unsquared logs with wood chinking.



FIGURE 139. The entrance to the cow shed.

Mountain Farm pig pen. (LCS ID005131). The "bear-proof" pig pen interpreted as part of the Mountain Farm exhibit was built in 1953 (Figure 140). Located west of the stable/barn, the pig pen is approximately 8 by 10 feet in plan, and 4 feet high. The structure is composed of five stacked V-notched logs covered with split wooden rails. The rails are secured by a cross rail that passes between crossed poles on each side to secure it from entry by bear. The poles are pegged to the logs. The floor of the structure is a split-log puncheon. A wooden feed trough is set at one end of the pen.[133]



FIGURE 140. The bear-proof pig pen located behind the log barn.

Mountain Farm spring house. (LCS ID005126). The Mountain Farm spring house is located near the southern end of the exhibit complex. The one-story rectangular frame structure is approximately 8-1/2 by 10 feet in size and constructed of squared hewn logs set with V notching at the corners and a wooden board gabled roof covered with shakes (Figure 141 and Figure 142). The gables are filled with conventional framing. The foundation is composed of coursed limestone rubble (Figure 143). A low, 3-1/2 foot high door set on wooden hinges provides access to the interior from the center of the east gable end (Figure 144). Water from a free-flowing spring is channeled through pipes to a cooling trough set along the centerline of the building interior. The door provides access to the trough, which is edged by a flagstone floor. The water exits the rear of the building into a small rock pile where it is culverted beneath the path or infiltrates the ground (Figure 145). Oak boards line the interior walls, and in some locations wooden shakes are nailed to the logs to cover the spaces between.[134] The spring house was relocated to this site in 1952–1953 from Cash Hollow near milepost 29 of the Blue Ridge Parkway as part of the exhibit, and was sited above a naturally-occurring spring that likely supported Carter family use of the property during the late nineteenth and early twentieth centuries.



FIGURE 141. The spring house and its environs.



FIGURE 142. Detail of the spring house roof.

133. Ibid.

134. Ibid.



FIGURE 143. Detail of the spring house foundation and wall construction.



FIGURE 144. The front facade of the spring house.



FIGURE 145. A drawing of the spring house showing the channel where water exits the rear of the structure.

Well house at the Mountain Farm. This structure, built circa 2000s, is located in the woods west of the Mountain Farm exhibit. It is an 8 foot 5 inch by 7 foot single-story frame structure with a gable roof clad with asphalt shingles (refer to Figure 109). The roof has deep overhangs on all sides. The structure has vertical board siding and a concrete foundation. Vents are located at the top of the walls in the gable ends. The roof includes gutters and downspouts. A single door is recessed within the center of the long dimension of the principle facade, which faces east. A routed wood sign identifies the building number as B410. A utility meter is attached to the rear facade.

Performance stage. This wooden stage structure, constructed in 2010, is located beneath a tree at the entrance to the Mountain Farm exhibit (Figure 146). It is composed of a plywood plank platform, approximately 12 feet square, with vertical boards tightly set across the base. Cut logs are placed at intervals along the sides and rear of the structure and rise above the height of the stage. The performance stage is used for special events and is removed at the end of each season.



FIGURE 146. View northwest of the wooden performance stage at the north end of the character area.

Views and Vistas

The self-guided trail through the Mountain Farm exhibit affords linear views of the group of buildings along its length as well as directed views of individual buildings (Figure 147). The surrounding forest and topography limit views between the Mountain Farm and the Blue Ridge Parkway.



FIGURE 147. A view of the Mountain Farm exhibit including the log cabin, agricultural field, and self-guided trail.

Small-scale Features

There are several types of small-scale features present within the Mountain Farm exhibit area. These include site furnishings, fences and gates, rock edging, signs, and utility-related features.

Site Furnishings. A wooden barrel that serves as a trash receptacle is located near the meat house and root cellar (Figure 148). There are also several newly-constructed wooden backless benches near the log cabin and beside the orchard, which are the only site furnishings in the Mountain Farm Character Area (Figure 149). These benches were not present during some of the project team site visits, indicating they are moved onto the site periodically for interpretive purposes.



FIGURE 148. The rear facade of the chicken coop and a wooden barrel used as a trash receptacle.



FIGURE 149. Several benches are placed near the log cabin. Apple tree saplings were planted nearby in September 2010.

Fences and Gates. A wooden worm fence with locks edges the Mountain Farm to the east along the Blue Ridge Parkway, while standard post-and-rail fencing edges the west side of the character area along the southern end of the Mountain Farm trail. A short section of worm fencing with locks is located along the Mountain Farm trail just south of the log cabin (refer to Figure 110). (See Appendix B: Design Information: Fences.)

There are three gates associated with the character area: two different types of kissing gates and a unique wooden gate at the exhibit entrance. The first kissing gate is set within the post-and-rail fencing at the southern end of the exhibit (Figure 150). The second kissing gate is located at the intersection of the Mountain Farm trail with

the parkway. The kissing gates are composed of three panels of four-rail post-and-rail fence sections, with two panels forming a V-shape and the third panel almost completely bisecting the V, but allowing a small passage for pedestrians at the base of the V. This gate appears to be a later addition to the area.

The unique wooden gate is located at the northern entrance to the Mountain Farm exhibit. Built as part of the original Mountain Farm exhibit in the 1950s, it represents mountain ingenuity; "the gate illustrates what could be handcrafted from the native trees nearby. The handmade gate pivots on the single 12 inch diameter post and is counterbalanced by fieldstones placed inside a hollowed out log (Figure 151). The fenceline connects behind the large posts."[135]

Also within the character area is a fieldstone wall that surrounds the barn area to interpret its use as a yard for cattle (refer to Figure 113).



FIGURE 150. The fencing at the south end of the Mountain Farm exhibit includes this "kissing gate."

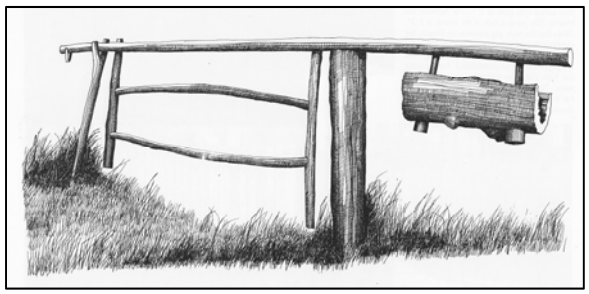


FIGURE 151. The wooden gate at the northern entrance to the Mountain Farm exhibit.

135. Carlton Abbott and Partners, P.C., 272.

Signs and Interpretive Features. Several small farm-related implements and structures are sited along the interpretive trail (Figure 152). These features include a wooden wash tub, a lye vat, an ash hopper (Figure 153), a laundry basin (Figure 154), a plow (Figure 155), and various small craft features used for seasonal demonstrations near the log cabin.

Interpretation of Mountain Farm features occurs through a system of small metal signs located along the trail and adjacent to buildings and structures (Figure 156).



FIGURE 152. There are several other seasonally used small scale features along the Mountain Farm trail that interpret pioneer farm life.



FIGURE 153. The ash hopper used to interpret the production of lye used for soap.



FIGURE 154. A hollowed-out tree trunk is interpreted as a laundry basin.



FIGURE 155. A wooden plow located near the log barn illustrates the types of equipment that would have been used by pioneer farmers to break the ground for planting crops.



FIGURE 156. One of the metal interpretive signs used within the Mountain Farm Character Area. Note the exposed concrete base due to erosion and compaction of the surrounding grade.

Rock edging. Rock edging is used to define a planting bed and a fire pit near the log cabin (Figure 157). A small fire pit is located along the self-guided trail surrounded by a small tightly-angled section of worm fence. This fire pit is used for interpretive discussions and exhibits. There is also a ring of rocks near the spring house, which may have been placed to provide drainage and prevent erosion (Figure 158).

Utility. A well cover is located in the area of the pump house (Figure 159).



FIGURE 157. Rock circles define a fire pit and a planting bed beside the log cabin.



FIGURE 158. Rock piled near the spring house is of unknown use and origin.



FIGURE 159. A well cover near the pump house.

Archeological Resources

Nothing is currently known about archeological resources within this character area. Use of the property by the Carter family as part of their farmstead, and the presence of free-flowing springs, level topography, and proximity to the Howardsville Turnpike, suggest that this site may contain archeological evidence of past cultural activities and uses of interest.

Humpback Gap and Trail

See Figure 160, Existing Conditions: Humpback Gap and Trail Character Area.

The Humpback Rocks Trail is a popular hiking destination that leads to a dramatic rock formation affording views of the Shenandoah and Rockfish Valleys. Access to the trail is provided from a small parking area located east of the Blue Ridge Parkway (milepost 6.0). A kiosk placed at the trailhead provides orientation for visitors. Two additional smaller trails arise near the northeast corner of the parking lot and a small picnic area, one of which is a spur that leads to the Appalachian Trail. The Howardsville Turnpike road trace also extends through the character area nearby.

Natural Systems and Features

The Humpback Gap and Trail Character Area extends over a gently sloping area to the east of the Blue Ridge Parkway and includes the more steeply-sloped hillside leading to the rocks. Humpback Rocks is a dramatic greenstone outcrop located at approximately 3,000 feet AMSL, north of the peak of the taller Humpback Mountain (3,600 AMSL). The lower slopes of the rocky hillside are maintained in open fields with scattered hardwood trees, including oaks and black gum. Native Eastern deciduous hardwood forest occupies the northeastern margins of the character area and the upper slopes of the hillside. The trail corridor extends through hardwood forest, which features a rich understory.

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

LEGEND
- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

0' 25' 50'
SCALE: 1"= 50'

Albright Loop trail
Woodline to be confirmed
Metal gate
Picnic table
Trash receptacle
AT connector trail
Stone curb
Asphalt sidewalk
Grass swale
Asphalt gutter
Remnant orchard tree
Wood gate
Parking
Parking
Parking
Interpretive wayside
Kisok
Stone curb
Milepost marker 6
Meadow
Stone and rider fence
2375
2400
Humpback Rocks Trail (gravel)
Round log waterbars along beginning of trail

Existing Conditions: Humpback Gap & Trail Character Area

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 11:07am P:\2009\50075100\2009.508 - DSIstore - Humpback Rocks\Report\Report Figures\BLR1 HR Base Drawings from JMA\BLR1-HB-Base-08jvnorlife-2012.dwg

The Humpback Gap parking area is set within the topographic feature identified as Humpback Gap. Other natural features within the character area include rock outcrops within the open field and along the rock fence, some of which were integrated into the wall design (Figure 161).



FIGURE 161. A rock outcrop set within the stone and rider fence along the Humpback Gap parking area access road.

Responses to Natural Resources

The Blue Ridge Parkway corridor edges the Humpback Gap and Trail Character Area to the west. To facilitate road construction and travel, the corridor follows a relatively level plateau at the base of Humpback Rocks and Humpback Mountain.

Extending along the same plateau but also ascending the mountain ridges is the Appalachian Trail. The trail extends through the Humpback Gap and Trail Character Area; a spur trail connects the parking area with the Appalachian Trail. The Appalachian Trail continues beyond parkway land, traversing mountainous terrain between Maine and Georgia. The Appalachian Trail was rerouted in the late 1990s to avoid conflicts with day users. The former Appalachian Trail alignment continued to the summit of Humpback Rocks. The former trail is now used exclusively by the parkway, and a new route around the rock formation has been established for the Appalachian Trail that continues on to Humpback Mountain.

Stormwater associated with the access road and parking area is conveyed within a ditch located north of the road (Figure 162). The western portion of the ditch is approximately 2 feet wide and paved with asphalt while the eastern portion is turf (Figure 163).

Other features used to control stormwater include drop inlets within the parking area and culverts that convey water from the parking area beneath the sidewalk or road corridor to open grass or woodland beyond (Figure 164 and Figure 165) and waterbars used to shed overland flow of stormwater off the Humpback Rocks Trail. A stone-lined drop inlet is located near the junction of the access road and the Blue Ridge Parkway that conveys stormwater beneath the traffic island to the far side of the parkway (Figure 166). Stone is used to face culvert headwalls and other stormwater management structures to help tie these features to the character of the surrounding landscape. The stormwater outfall at the northeast corner of the parking area is eroded and the area is in poor condition. (See Appendix B: Design Information: Culverts.)



FIGURE 162. The asphalt-lined ditch at the entrance to the Humpback Gap parking area.



FIGURE 163. The grass-lined ditch near the entrance to the Humpback Gap parking area.



FIGURE 164. Stone curbing inset with a culvert along the parking area margin at Humpback Gap.



FIGURE 165. Erosion below the parking area where the culvert empties.



FIGURE 166. A stone-faced headwall associated with a culvert conveying stormwater beneath under the parkway.

Patterns of Spatial Organization

The spatial organization of the character area is primarily defined by the landform of Humpback Rocks that contains the level terrain of the gap to its south, and elevated terrain that edges the access road to the north, as well as woodland that frames the parking area to the east. To the west, the central space is edged by the rock wall that forms a meadow adjacent to the parkway and over the lower slopes of Humpback Rocks. Within this contained space is the Humpback Gap access road, which ends in a loop. Trees frame the road and parking area, and are included within the central portion of the loop road. The Humpback Rocks trailhead leads up the mountain through woodlands to the south. Adjacent to the parking area is a small walk edged by a picnic table that also frames the space. The open meadow and expansive open sky around the Humpback Rocks trailhead contrast with the narrow contained space of the parkway corridor with vertical edges defined by woods and topography. The open organization of the Humpback Gap parking area helps to define it as a significant point along what is generally a more linear space (Figure 167 through Figure 169).



FIGURE 167. The stacked stone and rider fence around the field beside the Humpback Gap parking area.



FIGURE 168. View of the field and the parkway from the Humpback Rocks trailhead.



FIGURE 169. The Humpback Gap parking area loop road.

Topographic Modifications

The topographic modifications evident within this character area include the grading of the access road, parking area, walks, and the Humpback Rocks Trail as well as minor grading associated with the Appalachian Trail spur (Figure 170). Both the Appalachian and Humpback Rocks trails were designed to follow the natural landform to reduce the need for grading.



FIGURE 170. The sidewalk along the parking area is deteriorating.

Land Uses and Activities

The primary land uses within this area are recreational and museum/educational/interpretive. Also included is the transportation use associated with the Blue Ridge Parkway corridor. Recreational features include the small picnic area adjacent to the parking area and the three trails. Museum/educational/interpretive uses are associated with the kiosk and interpretive signage.

Circulation

The Blue Ridge Parkway runs along the western edge of the character area in a north/south direction and continues southwest toward the Humpback Rocks picnic area and north toward the Mountain Farm and Humpback Rocks Visitor Center (refer to Figure 168). The road corridor is approximately 20 feet wide and surfaced with asphalt. It is edged by gently sloping grassed shoulders. A traffic island edged with stone curbing marks the entrance to the Humpback Gap parking area. (See Appendix B: Design Information: Roads and Curbs.)

The Howardsville Turnpike Road trace is a hard-packed earth corridor approximately ten feet wide located along the northeast edge of the character area. While the road trace is encroached upon by vegetation, the alignment and grading of the road remain visible.

The Humpback Gap access road and parking area extends east from the Blue Ridge Parkway (refer to Figure 169). The access road is an asphalt-paved two-way drive that terminates in a one-way loop edged by parking spaces for up to fifteen cars and one or two vans or buses. Stone curbing lines the eastern edge of the parking area; the remainder of the lot is edged by turf (Figure 171). The stone curbing tapers to meet the asphalt, a detail used throughout the Blue Ridge Parkway. (See Appendix B: Design Information: Curbing.) A four foot wide asphalt walk is located along the eastern edge of the parking area. It is in fair condition due to cracking, patches, and crumbling edges. A narrow grass-surfaced maintenance access road leads from the trailhead parking area into the adjacent meadow through a break in the stone fence.



FIGURE 171. Stone curbing edges the parking area and tapers to meet the asphalt.

The Jack Albright Loop Trail is a 3-mile-long trail surfaced with hard-packed earth, topped with gravel at some locations and maintained free of vegetation to a width of approximately 3 feet. Dedicated in 2005, the trail begins at the northeast corner of the Humpback Gap parking lot, loops around Dobie Mountain, briefly overlaps with the Appalachian Trail and returns to the Humpback Gap parking area (Figure 172).[136]

The Humpback Rocks Trail begins at the south end of the Humpback Gap parking area and provides access to the Humpback Rocks formation (1 mile), to Humpback Mountain (2 miles), and to the Humpback Rocks picnic area (3.9 miles). The Humpback Rocks Trail ascends approximately 800 feet in elevation between the parking area and the Humpback Rocks formation. The trail is first surfaced with gravel. It is approximately 12 feet wide but eventually transitions to a narrower (5 feet and less) hard-packed earth trail. The trail is marked with blue blazes and was one time part of the Appalachian Trail. At 0.5 miles, a former alignment of the trail remains visible to the east. The trail then ascends a staircase of wooden steps, and switches back a half dozen times over increasingly rocky terrain to a junction at 0.9 miles with a short 0.1-mile spur that leads to the rocks to the left.

136. http://www.odatc.net/aboutoursection.html, accessed October 12, 2010.

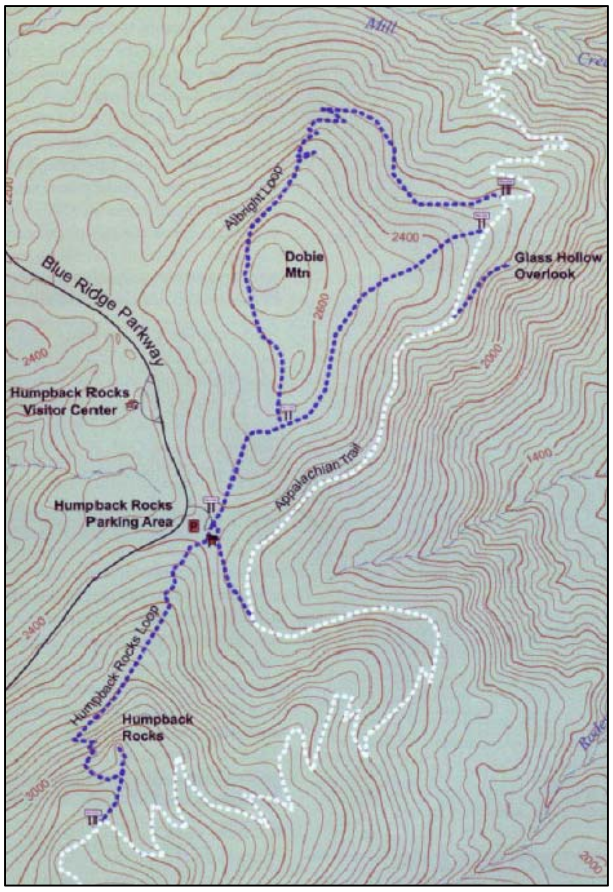


FIGURE 172. Plan of trails in the Humpback Rocks area.

The Humpback Rocks Trail reconnects with the Appalachian Trail approximately 0.2 miles past the turn to the rock formation and continues on to the summit of Humpback Mountain and then to the picnic area.

Water bars fashioned from wood and stone have been installed at various points along the trail to help moderate erosion caused by stormwater runoff (Figure 173). However, the existing water bars are doing little to moderate erosion and may in fact be contributing to the process, as evidenced by ruts and displaced gravel. The trail also includes stone and wooden steps to facilitate travel in areas of particularly steep terrain (Figure 174 and Figure 175).



FIGURE 173. The gravel trail is inset with wooden water bars near the Humpback Rocks trailhead.



FIGURE 174. Stone steps and a stone water bar along the Humpback Rocks Trail.

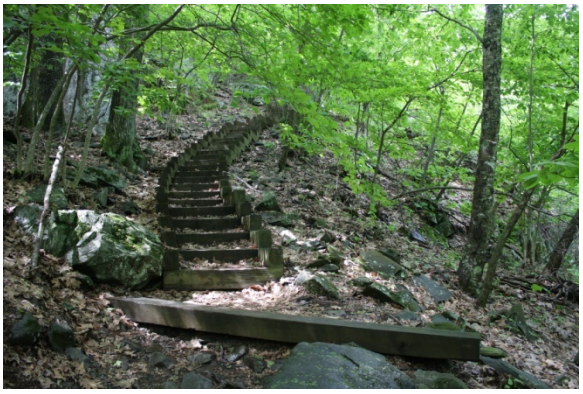


FIGURE 175. Wooden timber steps along the Humpback Rocks Trail.

The Appalachian Trail connector trail begins at the Humpback Gap parking area and continues southeast to intersect with the Appalachian Trail (Figure 176). It is a relatively level, narrow, gravel-covered hard-packed earth trail. It was developed in the late 1990s when the Appalachian Trail was rerouted to avoid the Humpback Rocks Trail. The connector trail in part follows the Howardsville Turnpike trace. It is marked with blue blazes while the Appalachian Trail is marked with white blazes.



FIGURE 176. The Appalachian Trail connector trail.



FIGURE 177. An apple tree along the Humpback Gap access road recalls the orchards once found in the area.

Cultural Vegetation

Most of the vegetation within the character area is comprised of either grassy meadow or relatively young forest (refer to Figure 167). A large meadow is located between the parkway and the Humpback Gap parking area. The meadow recalls the cleared fields that were historically created by farmers in the area prior to the construction of the Blue Ridge Parkway. An old apple tree is located within the open field adjacent to the access road. This tree recalls the orchards once found in the area (Figure 177). Several invasive species are evident within the young woodlands that edge the access drive to the north. Refer also to Figure 178, Humpback Gap and Trail Vegetation.

Species noted in the character area include red maple, Virginia pine (*Pinus virginiana*), white oak, blueberry (*Vaccinium angustifolium*), hickory (*Carya* sp.), witch hazel, beautyberry *(Callicarpa Americana*), black gum, dogwood, black locust (*Robinia pseudoacacia*), tulip poplar (*Liriodendron tulipifera*), and eastern red cedar. Invasive species noted within the area include Japanese barberry and Russian olive (*Elaeagnus angustifolia*).

Buildings and Structures

There are no buildings or structures within this character area.

LEGEND
- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

0' 25' 50'
SCALE: 1"= 50'

Howardsville Turnpike Road Trace

BL, PV, QA, QF,
LT, AR, NS, QR

Access Road

Blue Ridge Parkway

QA
QR
CO
QR
DV (5)
MD
JV
CF
CO
CF
MD
CO
RP
PS
FS, CS, CF, BL
CF
LT
2375
2400

KEY	SCIENTIFIC NAME	COMMON NAME
AR	*Acer rubrum*	red maple
AS	*Alder sp.*	alder
BL	*Betula lenta*	sweet birch
COV	*Carya ovata*	shagbark hickory
COC	*Celtis occidentalis*	hackberry
CS	*Carya sp*	hickory
CF	*Cornus florida*	flowering dogwood
DV	*Diospyros virginiana*	persimmon
FA	*Fraxinus americanan*	white ash
FP	*Fraxinus pennsylvanica*	green ash
FS	*Fraxinus sp.*	ash sp.
JN	*Juglans nigra*	black walnut
JV	*Juiperus virginiana*	eastern redcedar
KL	*Kalmia latifolia*	mountain laurel
LB	*Lindera benzoin*	spicebush
LT	*Liriodendron tulipifera*	tulip poplar
MD	*Malus domestica*	apple
MS	*Morus sp.*	mulberry
NS	*Nyssa sylvatica*	black gum
PR	*Pinus rigida*	pitch pine
PS	*Pinus sp.*	pine
PV	*Pinus virginiana*	Virginia pine
PS	*Prunus serotina*	black cherry
PX	*Prunus sp.*	cherry
QA	*Quercus alba*	white oak
QC	*Quercus coccinea*	scarlet oak
QF	*Quercus falcata*	southern red oak
QP	*Quercus palustris*	pin oak
QR	*Quercus rubra*	red oak
RP	*Robinia pseudoacacia*	black locust
RS	*Rhododendron sp.*	azalea
RM	*Rosa multiflora*	multifora rose
US	*Ulmus sp.*	elm
VP	*Viburnum prunifolium*	blackhaw viburnum

Jun 10, 2012 - 10:17am P:\2009\2009150\2009.5083 - DSIaten - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-Soilsonly-2012.dwg

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Existing Conditions: Humpback Gap & Trail Vegetation

Copyright 2011 John Milner Associates, Inc.

Views and Vistas

Views from the access road to the Humpback Rocks formation are afforded across the meadow along the parkway (Figure 179). From Humpback Rocks, long views of the Shenandoah and Rockfish valleys are available that are among the most dramatic along the Blue Ridge Parkway (Figure 180 and Figure 181). Glimpses of the parkway and the Humpback Rocks parking area are also afforded from the rocks (Figure 182).



FIGURE 179. View of Humpback Rocks, looking south from the entrance drive.



FIGURE 180. View of the Blue Ridge Parkway and the Shenandoah Valley, looking southwest from Humpback Rocks.



FIGURE 181. View of the Shenandoah Valley from Humpback Rocks, looking west.



FIGURE 182. View of the parking area and the parkway from Humpback Rocks, looking north.

Small-scale Features

Small-scale features associated with the Humpback Gap and Trail Character Area include site furnishings, fences and gates, signs, and utilities.

Site Furnishings. Several wood benches are located along the lower portions of the Humpback Rocks Trail (Figure 183). These benches are approximately 5 feet long, 1 foot wide, and 27 inches tall. A concrete-top picnic table with a stone base and wooden benches is located near the parking area, along with a brown powder-coated steel bear-proof trash receptacle (Figure 184 and Figure 185). (See Appendix B: Design Information: Site Furnishings.)



FIGURE 183. A wooden bench along the lower Humpback Rocks Trail.



FIGURE 184. A bear-proof metal trash receptacle near the picnic table at the Humpback Gap parking area.



FIGURE 185. The picnic table at Humpback Gap parking area.

Fences and Gates. The meadow by the entrance to the parking area is lined with a fieldstone and rider fence. This fence defines the limits of the parking area and continues around the meadow and south along the parkway. A break in the fence exists near the parking area to allow for maintenance vehicle access (Figure 186). To the south, the fence transitions to a wooden post-and-rail fence. Remnant worm fencing is visible along portions of the Humpback Rocks Trail and is in various stages of decay (Figure 187).

A rusted metal gate is located at the edge of the woods across the alignment of the old Howardsville Turnpike (Figure 188). Remnant rock fencing, also referred to as a hog wall, is visible from the Humpback Rocks Trail within the adjacent woodland (Figure 189). (See Appendix B: Design Information: Fences.)



FIGURE 186. A break in the fence for maintenance access is gated with a wooden rail.



FIGURE 187. Remnant fencing along the Humpback Rocks Trail.



FIGURE 188. Metal gate blocking access to the Howardsville Turnpike road trace.



FIGURE 189. A remnant hog wall along the Humpback Rocks Trail.

Signs. Several signs are located within the character area, including directional, wayfinding, and regulatory road signs (refer to Figure 169). An interpretive kiosk is located at the Humpback Rocks trailhead that provides information regarding the trail, as well as other trails in the area, such as the Appalachian Trail (Figure 190 and Figure 191). This kiosk is supported by two 6 inch by 6 inch wooden posts that are set in concrete and has a peaked single roof and a locked glass display case that is 4 feet 7 inches tall and set 4 feet 2 inches above the ground. The posts stand 10 feet 9 inches above the concrete footings and are set 6 feet 11 inches apart.



FIGURE 190. The interpretive kiosk at the Humpback Rocks trailhead.

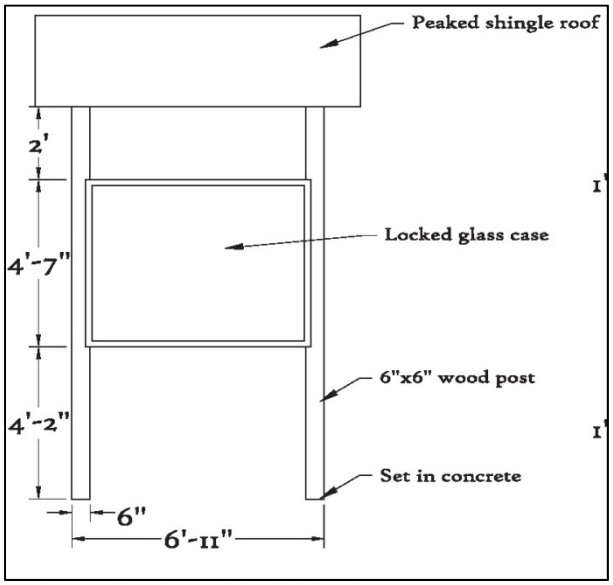


FIGURE 191. Drawing of the interpretive kiosk at the Humpback Rocks trailhead.

A wooden sign identifies the Humpback Gap Overlook along the Blue Ridge Parkway road corridor (Figure 192). The sign is supported by two 6x6 wooden posts. The wooden sign face, which is 4 feet wide and 22-1/2 inches wide, has routed white painted lettering and is in good condition. An interpretive wayside is located in the middle of the parking area (Figure 193). The sign is composed of a black painted metal frame, inset with a fiberglass panel that contains interpretive information about how local residents once cleared land in the area for farming. The sign is consistent with the National Park Service standard wayside used in many parks around the country. The sign is hard to read because of dirt and weathering and is in poor condition. Wayfinding signage is located to the northeast of the parking area and indicates the length of the Albright Trail and distance to the Appalachian Trail (Figure 194). This sign is 4 feet 5 inches tall and is composed of two 4 inch by 4 inch wooden posts with a plastic sign face that is 3 feet 9-1/2 inches wide and 10 inches tall with white routed letters. It is in good condition.



FIGURE 192. The Humpback Gap Overlook identity sign.



FIGURE 193. The interpretive wayside at the Humpback Gap parking area.



FIGURE 194. Wayfinding signage near the parking area.

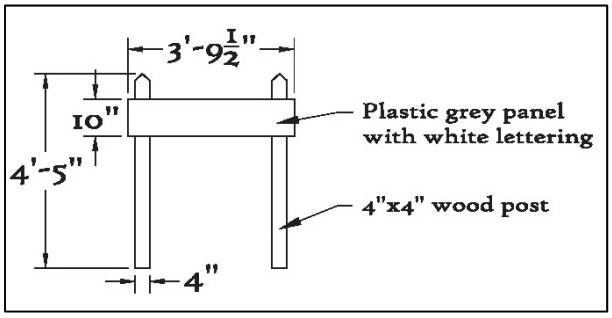


FIGURE 195. Directional signage at Humpback Gap parking area.

Three signs are located in close proximity to the Humpback Rocks formation. One sign is 51 inches tall and composed of a 6x6 wooden post with a chamfered top supporting a 40 inch by 18 inch wooden sign face with routed lettering painted white that indicates distances and directions to the picnic and parking areas (2.7 and 0.8 miles, respectively) (Figure 196). A 6x6 timber post with a chamfered top is marked with the word “rocks” and a blue painted arrow to indicate the direction

to the Humpback Rocks formation (Figure 197). A third wooden 8 inch by 10 inch timber post with an angled face is also located along the Humpback Rocks Trail to indicate the direction of the new route to the Appalachian Trail. The inclusion of multiple arrows, likely the result of the relocation of the Appalachian Trail, is confusing for hikers (Figure 198). The signage is in good to fair condition.



FIGURE 196. Signage along the Humpback Rocks Trail indicating the direction and distance to the parking area and the picnic area.



FIGURE 197. Signage along the Humpback Rocks Trail indicating the way to the rock formation.



FIGURE 198. The sign near the Humpback Rocks formation indicating direction to the Appalachian Trail.

Each mile of the Blue Ridge Parkway is identified with a concrete milepost marker. One such marker is located across from the Humpback Gap access road, denoting milepost 6 (Figure 199). The milepost marker is a 1-1/2 foot high, triangular cast concrete column with chamfered edges and routed numbers on two faces. The numbers are painted dark blue to be visible to visitors in passing vehicles. (See Appendix B: Design Information: Signs.)



FIGURE 199. Milepost marker 6 at the entrance to the Humpback Gap parking area.

Other. Other small-scale features observed within the character area include a small concrete and steel boundary marker dated September 1941, a small campfire ring near the Humpback Rocks formation, and a small rock cairn near Humpback Rocks (Figure 200 through Figure 202).



FIGURE 200. A concrete boundary marker dated September 1941 near the start of the Humpback Rocks Trail.



FIGURE 201. A stone fire ring near Humpback Rocks.



FIGURE 202. A rock cairn near Humpback Rocks.

Archeological Resources

No information has been identified to indicate whether archeological investigations have been conducted in this area. The Howardsville Turnpike trace may constitute a potential archeological resource of interest.

Picnic Area

See Figure 203, Existing Conditions: Picnic Area and Water Supply and Storage Character Area.

The picnic area is located at milepost 8.4 along a knoll overlooking the Blue Ridge Parkway to its east. It is composed of upper and lower loops connected to an access road. The upper loop was opened in 1956 and the lower loop in 1962 or 1964. The entrance features a gate that can restrict access to the picnic area. There are ninety-six picnic sites within the picnic area and ninety-eight picnic tables. Two of the sites have two tables. Many of the picnic sites are in deteriorated condition. The facility is accessible by car as well as by foot via hiking trails. A paved asphalt road and the associated parking spaces provide access to picnic tables and grills sited throughout the adjacent forested area. At least one picnic table and a small grill are located at each picnic site. A comfort station is also located within the center of each loop. The Greenstone Overlook and Greenstone Trail are located across the Blue Ridge Parkway from the picnic area. The majority of the character area is wooded.

Natural Systems and Features

The picnic area and its associated features are sited on an upland plateau near the base of the Humpback Mountain. The landform and topography of the picnic area generally slopes toward the northwest.

Vegetation communities present within this character area include native oak-hickory woodland consisting of mature deciduous hardwood trees with some shrubs and thickets. The picnic area is sited near Laurel Springs Gap.

A small stream located south of the picnic area crosses the Catoctin Trail.

PICNIC AREA
CHARACTER AREA

3025
3050
3000
2975
3000
2975
3000

Blue Ridge Parkway

Loop road

Access Road

Stone curb

Wood gate

Septic field

Comfort station A

Trash receptacle

Maintenance access road

Hard-packed earth road

Metal gate

Old spring road

Picnic table

Appalachian Trail connector trail

Stone hog wall remnants

Dumpster enclosures

Comfort station B

Appalachian Trail connector trail

Universally-accessible picnic sites

Rock Appalachian Trail marker

Metal fence posts

Concrete slab bridge

Catoctin View Trail

Catoctin Trail overlook

WATER SUPPLY & STORAGE
CHARACTER AREA

Solar panel

Shed

Well cap

LEGEND

- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

0' 75' 150'
SCALE: 1"= 150'

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Existing Conditions: Picnic Area, Water Supply & Storage

Copyright 2011 John Milner Associates, Inc.

Jun 30, 2012 - 11:11am P:\2009\300s\300\2009.308 - DSIston - Humpback Rocks\Report\Report Figures\BLRJ HR Base Drawings from JMA\BLRJ-HR-Base-08june2012.dwg

Responses to Natural Resources

The primary response to natural features in evidence within this character area is the siting of the picnic area on a relatively level upland plateau in close proximity to the linear corridor of the Blue Ridge Parkway but screened from view from the other visitor use areas.

Drainage within the character area is controlled through the use of ditches, culverts, curb drains, and drop inlets. Drop inlets covered by metal grates and surrounded by stones are located throughout the picnic area to manage stormwater (Figure 204). The associated culverts daylight below the road and parking area through stone headwalls (Figure 205). As elsewhere along the parkway, native stone is used to construct these features to help tie them to the character of the surrounding natural environment. However, there are also small plastic drains associated with some of the parking spaces in various stages of disrepair. An asphalt-lined ditch drains water away from comfort station B (Figure 206).

A precast concrete bridge is used to cross a small intermittent stream along the part of the Catoctin Trail near the picnic area.



FIGURE 204. A metal grate drop inlet with stone surround.



FIGURE 205. A stacked-stone headwall and culvert.



FIGURE 206. A wooden retaining wall and bear-proof metal trash receptacle near comfort station B.

Patterns of Spatial Organization

The picnic area is organized around the curvilinear loop road system that provides vehicular access to ninety-eight tables at ninety-six picnic sites. Picnic tables are generally sited to either side of the road, and comfort stations are set within the interior space formed by each of the loop roads.

Topographic Modifications

Topographic modifications in evidence include grading to accommodate the access road and picnic sites as well as the comfort stations.

Land Uses and Activities

Land uses associated with this character area include recreation and visitor services. The picnic tables provide the recreational uses, while the comfort stations constitute a visitor service use.

Circulation

Circulation that extends through this character area includes the access road, loop roads and parking areas within the picnic area, as well as trails that connect the comfort stations to the picnic area. A spur trail that provides a connection to the Catoctin Trail also arises within the picnic area. The Blue Ridge Parkway edges this character area to the west, north, and east. The intersection of the picnic area access road and the parkway forms a traffic triangle that has been edged with stone curbing.

The picnic area access road is approximately 20 feet wide and surfaced with asphalt. The access road transitions to a narrower (12 feet wide) one-way loop road that is also surfaced in asphalt (Figure 207). In many places the road is cracking, heaving, broken, and covered in moss (Figure 208 and Figure 209). The access road is in good condition while the loop road is generally in fair condition. Many, but not all, of the parking pull-offs are lined with slate curbing (Figure 210). This curbing does not extend all the way to the road and does not taper to meet the ground. Most of the slate curbing is leaning irregularly, is in various stages of disrepair, and is overall in fair to poor condition. The parking pull-offs associated with the universally accessible picnic area have concrete wheelstops (Figure 211). An asphalt universally accessible ramp leads to the entrance into comfort station B. (See Appendix B: Design Information: Curbing.)



FIGURE 207. The entrance to the picnic area loop drive and informational kiosk.



FIGURE 208. The asphalt paving of the parking pull-offs is cracking and patched.



FIGURE 209. Some picnic area parking pull-offs are covered in moss indicating infrequent use and slippery conditions in wet weather.



FIGURE 210. Stone edging is used around parking spaces at the picnic area.



FIGURE 211. The universally accessible picnic area has concrete wheel stops instead of slate edging.

The access road to the water supply and storage area extends from the picnic area access road and heads southeast and uphill to a clearing associated with the water supply and storage area (See Water Supply and Storage Character Area, below). The road is surfaced with hard-packed earth. Access to the road is limited by a metal gate near the beginning of the road (Figure 212).



FIGURE 212. A metal gate restricts vehicular access to the water supply and storage area.

Several hard-packed earth and gravel footpaths extend through the picnic area between the picnic sites and the comfort stations. Two universally-accessible picnic tables are located near comfort station B. An asphalt-paved ramp affords universal access to the entrance of the comfort station (Figure 213). A hard-packed earth road connects comfort station A to the access road, presumably to allow for maintenance access to the comfort station (Figure 214).



FIGURE 213. The universally-accessible path to comfort station B.



FIGURE 214. A maintenance access road leading to picnic area comfort station A, and a metal stormwater grate surrounded by stones visible in the foreground.

A flight of concrete steps connects the lower picnic area and the comfort station.

There are two pedestrian trails that extend from the picnic area. The 0.3 mile Catoctin View Trail leads to a lookout point that provides a view of the Shenandoah Valley (Figure 215). Metal tubes that likely once supported a fence are located along the south side of the start of the trail (Figure 216). A precast concrete bridge is located near the beginning of the trail and crosses a stream (Figure 217). The other trail is a connector to the

Appalachian Trail. Both trails are hard-packed earth and less than 5 feet wide. A small boulder marks the start of the trails from within the picnic area (Figure 218).



FIGURE 215. A view from the Catoctin View Trail to the stone viewing platform.



FIGURE 216. Metal fence posts along the start of the Catoctin View Trail.



FIGURE 217. The precast concrete bridge along the Catoctin View Trail.



FIGURE 218. A boulder marks the start of the Appalachian Trail connector trail and the Catoctin View Trial from the picnic area.

Cultural Vegetation

Many of the deciduous trees within the picnic area are relatively mature and shade the area in the summer. Several trees, however, appear to be in decline or include potentially hazardous limbs (Figure 219). Species observed within this character area include hickory, blueberry, red oak, white oak, chestnut oak (*Quercus prinus*), pin oak (*Q. palustris*), scarlet oak *(Q. coccinea)* birch *(Betula* sp.), chokecherry, and pinxterbloom azalea *(Rhododendron periclymenoides)*.



FIGURE 219. Some of the trees along the picnic area loop drive may need to be evaluated for potentially hazardous conditions.

Buildings and Structures

Comfort stations at picnic area (2). The first comfort station is located in the northern section of the picnic area. Referred to as comfort station A, this building was constructed in 1955–1956. It is a rectangular building, approximately 13-1/2 by 25 feet in plan, with a gable roof clad with concrete shingles fashioned to look like wooden shakes (Figure 220). The building houses separate men's and women's restroom facilities separated by a central wall. Entrances are afforded in each of the gabled end walls. The doors are set on the left hand side of each gable end. A 3 foot square window occupies the right hand side of the wall. The long dimension of the building features two sets of 3 foot by 3 foot double windows, placed closer to each gable end. A metal drinking fountain is attached to the wall between the paired windows. It was installed by park staff in 1990. The building walls are composed of vertical wood boards. Over each door, a shed roof extends from the gable wall that is supported by 6x6 wooden posts. Horizontal boards are nailed between the posts with space between, affording a modicum of privacy. The entrance is approached by a low platform that sits beneath the shed roof, and requires a slight step up.



FIGURE 220. Comfort station A at the picnic area.

The second structure, comfort station B, built in 1965, is designed to accommodate universal accessibility needs, and is distinct in design from comfort station A. It is surrounded by a concrete slab that can be approached by a ramped universally-accessible asphalt walk. The 15 foot by 23-1/2 foot comfort station is a one-story structure with a shallow-pitched gable roof with long overhangs above the entrances at either end (Figure 221). The doors are set within the far right hand sides of the gable ends. There are no windows in the building. The low-pitched roof is clad with asphalt shingles. Vertical boards compose the walls of the structure. The boards extend halfway up the walls, where they are joined to a double horizontal board. A second tier of narrower vertical boards (board-and-batten) continues from the horizontal break to the eaves. Round poles support the roof at the ends and in the center. A routed wood sign identifies the building number as B044. Privacy screen walls extend from the long dimension of each side near the door openings. A door is set within the center of the long dimension of the building. Two concrete steps lead to the door. A metal drinking fountain is attached to the wall on the south side of the door.



FIGURE 221. Comfort station B at the picnic area.

Wood timber retaining wall at picnic area comfort station B. A contemporary wood timber retaining/seat wall edges the universal accessibility entrance to the comfort station B at the picnic area. The wall is composed of 12 inch by 12 inch timbers, stacked to form a wall that is approximately 3 feet high at its highest point. The wall steps down to meet the surrounding grade at the gable ends of the building. The retaining wall was constructed in 1989.

Screen enclosures around dumpsters at the picnic area. Two wood screen structures were constructed in 1992 to surround dumpsters located along the picnic area access road. These structures enclose the dumpsters on two sides and are set adjacent to, yet offset from, each other. The structures are 12 feet by 11 feet 10 inches in size, with vertical wood boards, painted grey-blue, set within framing and mounted on 6 inch by 10 inch wood posts to a height of 7 feet 6 inches. The structures screen the dumpsters from the entrance into the picnic area, although they are visible to visitors as they exit. Visitors can dispose of their trash in the dumpsters as they leave the picnic area.

Catoctin View Trail Viewing Platform. A stone viewing platform is located at the end of the Catoctin View Trail. The platform is of rustic construction and incorporates a natural rock formation that was altered to provide ease of access and visitor safety. Stone steps were added to the rock face and a stacked stone and mortar wall runs along the length of the formation and stands approximately 3 feet high (Figure 222). The viewing platform was constructed in 1958.

Catoctin View Trail Bridge. The Catoctin View Trail includes a bridge crossing of an intermittent drainageway. This bridge was installed in 1975 as a temporary measure to address erosion of the trail after storm events. It is constructed of salvaged precast concrete drop inlet lids.

Views and Vistas

Views and vistas are limited within this character area due to the extensive woodland cover. A sweeping view of the Shenandoah Valley is available from the pedestrian overlook at the end of the Catoctin View Trail (Figure 223).



FIGURE 222. A stone viewing platform is located at the end of the Catoctin View Trail.



FIGURE 223. The view from the end of Catoctin View Trail.

Small-scale Features

Small-scale features associated with the Picnic Area Character Area include site furnishings, fences and gates, signs, and utilities.

Site Furnishings. The picnic area contains ninety-six individual picnic sites with ninety-eight picnic tables (Figure 224). Each of the picnic sites is surfaced with gravel and features a picnic table and a small grill. Three styles of picnic tables are present. One is composed of precast concrete piers supporting a concrete tabletop and wood plank benches. The second features concrete supports and tabletops, with the benches replaced with recycled plastic (Figure 225). Approximately nineteen of the picnic tables have plastic replacement benches. Some of these tables exhibit problems with cracking, spalling, and broken tops or benches (Figure 226). The third picnic table type is a universally-accessible style that has only one bench and is composed of a concrete top with a recycled plastic bench and precast concrete piers.



FIGURE 224. A typical picnic site.



FIGURE 225. A concrete top picnic table with recycled plastic benches.



FIGURE 226. Condition problems associated with some picnic tables include spalling concrete.

The grills are metal and elevated approximately 2-1/2 feet off the ground on poles (Figure 227). Brown powder-coated bear-proof trash receptacles are located at the comfort stations (refer to Figure 206). (See Appendix B: Design Information: Site Furnishing.)

A metal drinking fountain is located on the outer wall of comfort station B.



FIGURE 227. A metal grill at the picnic area.

Fences and Gates. Two dumpsters are provided at the picnic area. These are surrounded by the painted wood screen fence structures described above (Figure 228). A large timber, double swinging arm type gate controls access to the picnic area near the intersection of the Blue Ridge Parkway and the picnic area access road (Figure 229). (See Appendix B: Design Information: Fences and Gates.)



FIGURE 228. Dumpsters are screened using wooden fences.



FIGURE 229. A double-arm swinging wood gate restricts access to the picnic area.

A stone wall that bisects the western loop of the picnic area is a remnant hog wall (Figure 230). The wall, constructed of stacked stone, is approximately 3-1/2 feet tall, and, according to existing NPS interpretive signage, was constructed by slaves from the Shenandoah Valley during the slow winter months to contain the half-wild hogs that were once pastured in the forest to forage for food. Some of the wall sections have vegetation growing in them, and stone that has become dislodged. The National Park Service plans to repair sections of the wall and remove vegetation.



FIGURE 230. The hog wall remnant that runs through the western half of the picnic area.

Signs. Directional and wayfinding signage is present within the picnic area, including a metal sign indicating the return loop and metal traffic signs (Figure 231 through Figure 233). At the entrance to the loop road, two wooden posts feature a painted wood sign indicating the possible presence of bears in the picnic area. A brown-painted sign board with an attached wooden box is located across the access road to the left. Neither of these signs is consistent with standard Blue Ridge Parkway designs. A rock painted with the Appalachian Trail symbol indicates the start of the Appalachian Trail connector trail. The rock is located at the southernmost curve in the picnic area loop road. This site is also the beginning of the Catoctin Trail (refer to Figure 218). (See Appendix B: Design Information: Signs.)



FIGURE 231. Directional signage at the picnic area.



FIGURE 232. The entrance to the picnic area loop drive and informational kiosk.

Utilities. A septic drain field is located in the eastern half of the picnic area near comfort station B (Figure 234). The location of the drain field is marked by metal pipes. Fire suppression water hydrants are located in the vicinity of the comfort stations (Figure 235).



FIGURE 233. New advisory signage at the picnic area entrance.



FIGURE 234. The septic drain field in the picnic area.



FIGURE 235. A fire suppression water hydrant at the picnic area.

Archeological Resources

No information has been identified regarding archeological resources within this character area.

Water Supply and Storage

See Figure 203, Existing Conditions: Picnic Area and Water Supply and Storage Character Area.

The Water Supply and Storage Character Area is a small clearing where several features and structures associated with the collection and storage of water for the Humpback Rocks developed area are located. The character area was developed in 1985.

Natural Systems and Features

Vegetation communities associated with this character area include a cleared expanse of mown grass and surrounding native hardwood forest.

Responses to Natural Resources

The Water Supply and Storage Character Area is located to take advantage of elevated topography so water can be gravity fed to the picnic area comfort stations. A concrete underground tank holds 15,000 gallons of water. Use of the adjacent well relies on a solar-powered pump due to a lack of available electrical service in this location.

Patterns of Spatial Organization

The Water Supply and Storage Character Area is maintained predominantly as a small open field surrounded by hardwood forest. The access road is a linear open corridor through the woods that links to the picnic area access road.

Topographic Modifications

Some grading has occurred within the character area to support construction and installation of the solar panel, shed, and related features (Figure 236). Some grading may also have been required to accommodate the access road.

Land Uses and Activities

The primary land use associated with this character area is utility and associated with the supply of water to the picnic area (Figure 237). A picnic table is available for park personnel recreational use (Figure 238).

Circulation

The access road to the Water Supply and Storage Character Area is an approximately 10 foot wide hard-packed earth road leading south-southeast from the picnic area access road (refer to Figure 212). The road is in good condition.

A hard-packed earth trail extends northeast from the edge of the woods and leads to the springs that supplied fresh water to the Humpback Rocks developed area prior to the drilling of the well. In 1965 a road was established from the spring into the woods almost to the Appalachian Trail to extinguish a forest fire. This road is now mostly grown over.



FIGURE 236. Grading associated with Water Supply and Storage Character Area.



FIGURE 237. The Water Supply and Storage Character Area.



FIGURE 238. A metal and wood picnic table and trailhead at the edge of the Water Supply and Storage Character Area.

Cultural Vegetation

Species observed within this character area include those typical of an oak-hickory forest, including hickory, red oak, white oak, chokecherry, and ferns (Figure 239).



FIGURE 239. A cluster of ferns along the Water Supply and Storage Character Area access road.

Buildings and Structures

The Water Supply and Storage Character Area includes a small prefabricated shed made by Leonard Co. (Figure 240). It is composed of wood siding set in a metal frame. The character area also includes a solar panel and several concrete pads. There is an underground concrete water storage tank constructed of with a capacity of 15,000 gallons. These features are in generally good condition where visible.



FIGURE 240. A shed and well covers at the Water Supply and Storage Character Area.

Water storage structure. The primary structures within the character area include a concrete well, a pump house, and water collection and distribution features that were installed in 1985. The only above-ground structure is a small prefabricated building, approximately 4 feet by 8 feet in plan and 8 feet high, with a low-pitched gable roof that sits barely above the height of the single door located in the center of the gable end of the principal facade. The door has two panels, top and bottom, incised with two large Xs. The structure is clad with full-length horizontal concrete boards both on the walls and the roof, set within a metal framing system. A solar panel abuts the side of the structure.

Views and Vistas

Views and vistas within the character area are internally-focused and limited due to the surrounding forest.

Small-scale Features

The small-scale features associated with this character area include well-related above-ground structures and solar panels used to power the complex (refer to Figure 240). A single wood and metal picnic table is also located within the character area (refer to Figure 238).

Archeological Resources

No information has been identified regarding known or potential archeological resources within this character area.

Analysis and Evaluation

Introduction

This chapter is comprised of three sections: an evaluation of the significance of the Humpback Rocks developed area landscape in accordance with the guidance provided by the National Register of Historic Places; a comparative analysis of historic and existing landscape conditions; and an integrity assessment.

The significance evaluation identifies the important historical associations of the property, as well as its architectural, archeological, and social value. The property's significance is tied to a discrete period of time in which its important contributions were made and to relevant national, state, and local historic contexts.

The comparative analysis examines the similarities and differences between historic and existing landscape conditions to provide an understanding of how much the park and its resources today reflect their character and appearance during the period of significance. It also indicates those features and qualities that are character-defining for the historic landscape.

One of the byproducts of the comparative analysis is an inventory of resources that survive from the period of significance. Those that retain integrity and are associated with the developed area's significant historic contexts are referred to as contributing features. Resources that originated after the period of significance and those that do not retain integrity or do not relate to the developed area's significant historic contexts are identified as non-contributing. Features that are known to have existed during previous periods of the site's history but which are no longer extant are identified as missing resources. This information is summarized in Appendix A, a table that lists each of the features described in this chapter. The table conveys the names and alternate names for inventoried landscape features through time, identifies which features contribute to the significance of the landscape, provides a condition rating for each feature, and lists dates of origin and modification for each feature as known.

The final section of this chapter is an integrity assessment that summarizes to what degree the property retains its ability to convey landscape conditions present during the identified period of significance.

Current National Register Status of the Blue Ridge Parkway

The Blue Ridge Parkway is not currently listed in the National Register of Historic Places.

A draft National Historic Landmark (NHL) nomination was prepared in 2005 by Ian Firth, Professor Emeritus in the College of Environment and Design at the University of Georgia, who also prepared draft Historic Resource Studies (HRS) for the Blue Ridge Parkway in 1993 and 2005. The draft nomination suggests the likely areas, aspects, and period of significance for the road corridor and associated resources. In addressing the overall significance of the parkway, Firth's draft nomination notes:

> The Blue Ridge Parkway is the premier long-distance, scenic national parkway in America. Begun in 1935, it was the first national parkway designed for long-distance recreational motoring. It gives motorists an opportunity to escape the frenetic pace of modern life, and

> drive without hurry or distraction through an unspoiled stretch of rural America… The principal components of the parkway are the roadway with its supporting structures and constructed landforms, a scenic corridor provided by a broad right-of-way, a chain of some seventeen recreation areas, and a variety of exhibits and signs interpreting the natural and cultural histories of the region. . . . The design of the parkway was not the product of a single brain, rather it was the outcome of a convoluted process of collaboration and experimentation involving landscape architects and architects in the NPS and engineers in the Bureau of Public Roads, with important contributions from others in multiple federal and state agencies plus members of other organizations and private citizens. Nevertheless, a coherent design philosophy evolved, which produced a new type of parkway with its own distinct character, and one that would serve as a model for other long-distance parkways. The parkway was brought to completion in 1985 [*sic*], a remarkable achievement in view of the many political, social, and economic changes that occurred during the fifty years it was under construction.[137]

Firth classifies the Blue Ridge Parkway as a designed historic landscape. The resource types that he identifies as comprising the design vocabulary of the Blue Ridge Parkway include:

- The roadway, composed of the location, route, alignment, and paving and edging of the travel way, its grades and sideslopes, the adjacent overlooks, and parking areas that comprise attached spurs.

- Structures that support the engineering and passage of the travel way, including bridges, tunnels, drainage channels and structures, retaining walls, guard walls and guard rails.

- The scene and context for the travel way corridor and intended views, including the right of way, scenic easement design intent, forest and woodland scenes, and agricultural scenes.

- Recreation areas and park buildings that encompass trails and trail shelters, picnic areas and campgrounds, lodges, coffee shops, gas stations, maintenance compounds, ranger dwellings, and administrative offices.

- Exhibits and signs that include "pioneer" structures, craft centers, gift shops, other exhibits, visitor centers, and parkway signs.

The draft nomination indicates that the Blue Ridge Parkway meets NHL Criteria 1 and 4, as well as Exception 8. Under Criterion 1 (consistent with National Register Criterion A), Firth proposes that the Blue Ridge Parkway is significant as the premier example of a national parkway designed for long-distance recreational motoring through rural scenery, within the broader context of American parkway design, the American parks movement, and the history of transportation.

Under Criterion 4 (consistent with National Register Criterion C), Firth suggests that the roadway and associated park developments constitute an exceptionally important work of design in the fields of landscape architecture and civil engineering and a fusion of modern engineering with scenic landscape design:

> It was a recreational project of unprecedented scale and complexity, focused on the needs of motorists, and it illustrates a high point in the history of American parkways. As the first long distance, scenic national parkway, it was intended 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 were redoubled to complete this parkway as one of only two examples of its kind. Therefore the significance of the Blue Ridge Parkway arises from its role as the first long distance, scenic national parkway, and its position as the first, and so far, only one to be completed.
>
> Significant character-defining features of the parkway design are found in the design of the road, the landscape development of the

137. Firth, NHL nomination, Draft, 69–70.

> roadside, and the structures and developed areas constructed along the parkway according to established Park Service aesthetic standards. Over time the phases of development of the parkway have been affected by a variety of developmental forces, generally related to the national economy, changing technologies, and national/regional/ local politics. Throughout these developmental periods, the NPS applied a consistent design aesthetic to the planning and implementation of the parkway. This agency consistency has produced a contiguous designed historic landscape from North Carolina to Virginia that is significant for the period from 1933 to 1987.[138]

Firth also indicates that the Blue Ridge Parkway meets the criterion for NHL Exception 8 (consistent with National Register Criterion Consideration G) for properties less than 50 years old by stating:

> The entire Blue Ridge Parkway is of extraordinary national importance because of its unique role and position in the history of America's parkways. Those parts of the Blue Ridge Parkway that were constructed and developed between 1933 and 1955 will be at least 50 years old in 2005. They illustrate the process by which the first long distance, scenic national parkway was given form. Those parts of the Parkway that were constructed and developed between 1956 and 1987 are less than 50 years old, but contain resources that illustrate the process by which the parkway road was brought to completion; and those resources are essential to an understanding of the history of this parkway and of America's parkways.
>
> Periods of construction reflect variations of materials used and technologies applied, but the significant character-defining elements of the Parkway are recognizable throughout. Many of the significant landscape characteristics of the Parkway reflect a period beyond the current 50-year period established by the National Register as a measure for evaluating historic significance of landscapes, buildings and structures. Therefore, National Register Criterion G must be applied that gives consideration to properties "achieving significance within the past 50 years if it is of exceptional importance.[139]

Firth's draft, however, attempts to distinguish between parkway resources that were built between 1956 and 1987 along the road corridor and those associated with the recreation areas. Firth suggests that resources located within the recreation areas that postdate 1956 are non-contributing for their lack of consistency with the design ethic promoted over the remainder of the parkway:

> The contributing resources illustrate this twofold achievement: its design and its completion. The evolution of the design philosophy took place primarily before the Second World War, but important refinements and modifications were made immediately after the war. All components of the Parkway that were built or developed between 1935 and 1955 illustrate this design history and are contributing resources. Between 1956 and 1985, the push to complete the Parkway focused on the road with its supporting structures and scenic corridor, and components that illustrate this history are contributing resources. The goal of completion was not applied to the recreation areas, or the exhibits and signs, and their development has continued into the present day; therefore developments in these areas that took place after 1955 are considered noncontributing resources.[140]

Aspects of the parkway that were developed between 1956 and 1966 were generally associated with the National Park Service's Mission 66 program. As part of this program, Congress authorized funding levels to expand and rehabilitate the National Park System, which had been inundated by visitors following the end of World War II and was suffering from overuse. The design style associated with Mission 66-period features was known as Park Service Modern,

138. Firth, NHL nomination, Draft, as cited in Jaeger Associates, *Otter Creek Cultural Landscape Report*, 163. The 444-mile-long Natchez Trace Parkway has been completed since this assessment was made.

139. Ibid.

140. Ibid.

which was quite distinct from the rustic style used during the pre-war development of the parkway and modified rustic used between World War II and Mission 66. This deviation from the design style that initially characterized parkway features was apparently of concern to Firth in his significance evaluation, as suggested by his selection of 1956 as the end date for resources contributing to the significance of the recreation areas.

Evaluation of Significance

The information presented in Ian Firth's 1993 and 2005 draft HRS reports and the and 2005 draft NHL nomination was considered in conjunction with the guidance afforded in National Register Bulletins: *How to Evaluate and Nominate Designed Historic Landscapes, Guidelines for Evaluating and Documenting Rural Historic Landscapes,* and *How to Apply the National Register Criteria for Evaluation*, and the information derived from the CLR's comprehensive investigation into the history of the Humpback Rocks developed area landscape to consider the significance of the site within the context of the broader Blue Ridge Parkway property. The investigation into the site-specific history of the Humpback Rocks developed area has suggested consideration be paid to revising aspects of the draft NHL nomination of the Blue Ridge Parkway. The relevant aspects are identified in the discussion of the site's potential National Register-level significance conveyed below.

National Register Criteria for Evaluation

In order for a property to be eligible for inclusion in the National Register of Historic Places, it must possess significance under one of four criteria. The Criteria for Evaluation state:

> The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. That are associated with the lives of persons significant in our past; or
>
> C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. That have yielded, or may be likely to yield, information important in prehistory or history.[141]

The cultural landscape of the Humpback Rocks developed area is a component of the Blue Ridge Parkway, a nationally significant designed historic landscape that is eligible under National Register Criteria A and C in the areas of engineering, entertainment/recreation, landscape architecture, and transportation. The Humpback Rocks developed area is significant as one of the early recreation areas identified by parkway planners where visitors would be afforded an opportunity to connect more deeply with the region through recreation and education. Parkway design principles are conveyed throughout the developed area, tying it to the broader 469-mile historic linear landscape.

Per Criterion A, the site is associated with events that have made a significant contribution to the broad patterns of our history in the areas of entertainment/recreation and transportation. In particular, these events include development of the Humpback Rocks site as a recreation area of the Blue Ridge Parkway, a federal park project that offered a new way for motorists to experience the beauty and history of their environment, while assisting in conservation of scenic areas and also providing important social and economic impacts on Appalachia.

141. National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1995).

The recreational areas were seen as a potential source of employment in the facilities offered. In addition, while motorists benefitted from a respite from city life, their presence could provide potential economic stimulus to the rural communities. In the 1930s, many areas of mountain farmland were in poor condition, as for several decades, population pressures had caused farmers to work depleted areas instead of following shifting cultivation practices. In addition to cooperating with established handicraft guilds to produce and sell work, Stanley Abbott advocated combining the sale of handicrafts with other mountain products to benefit the local people, "in keeping with the good neighbor policy begun with the agricultural leasing program."[142]

The Humpback Rocks developed area is one of several recreation areas identified in 1934 as key properties to be acquired for the development of special parkway motorist and recreational services, one of eight such areas proposed for the Virginia segment, and the first encountered by motorists traveling south from milepost 1 of the Blue Ridge Parkway. The recreation areas expanded the role of the parkway from a linear road corridor to a park. The recreation areas offered several amenities to visitors, among them the opportunity to connect with sites of high scenic and natural value, through the provision of walking and hiking trails, picnic areas, campgrounds, and educational facilities. They also were designed to offer combinations of food, fuel, and lodging, so motorists could remain on the parkway for longer periods.

The recreation areas were proposed for the Blue Ridge Parkway by parkway designer Stanley Abbott, who envisioned that they would be tied to key landmarks and spaced as evenly as possible along the 469-mile road corridor. Parkway designers planned recreation areas around places of scenic value, noting:

> As we traveled through the mountains on general reconnaissance, favorite places came into our thinking and we might say to ourselves or out loud 'We ought to control this,' or 'a gem.' Then we were guided, too, by some sense of need for rhythm or pattern—or a jewel on the string of beads occurring every so often, so there was a comprehensive plan, but not a rigid one. Our theory was a major park every sixty miles, and in between two lesser day-use areas, as against night-use or larger, more rounded development.[143]

In his draft National Historic Landmark nomination, Ian Firth identified typical features of the parkway's recreation areas, including trails and trail shelters; picnic areas and campgrounds; lodges, coffee shops, and gas stations; maintenance compounds, rangers' houses, and administrative offices.[144]

Humpback Rocks was designed to take advantage of expansive views toward the Shenandoah Valley and Alleghany Mountains, and the hiking opportunities afforded by the dramatic Humpback Rocks formation. Although proposed as early as 1934 for inclusion as a recreation area, land acquisition within the area proved challenging, and many of the features envisioned for the site were not built for another thirty years. Beginning in 1939, the National Park Service slowly acquired and developed the land necessary to effect the proposed vision for the Humpback Rocks recreation area. Over this extended period, the National Park Service debated the need for several of the components originally proposed for the recreation area, including a coffee shop, gas station, and campground, which were never built.

Although several of the planned amenities and recreational features were never constructed at Humpback Rocks, the developed area contains many of the attributes envisioned by parkway

142. Firth, *Historic Resource Study*, Draft, 210; Abbott, "Memorandum for the Superintendent, Instruction to Park Operators, Blue Ridge Parkway, re: Merchandise Authorized for Sale in Gift Shops," February 20, 1946, National Archives (Philadelphia), BLRI Archives, RG 5 Series 85, Box 122, Folder 13.

143. Stanley Abbott, quoted in Carlton Abbott, "The Visual Character of the Blue Ridge Parkway" (National Park Service).

144. Firth, NHL nomination, Draft, 4.

designers for the recreation areas: trails, exhibits, picnic areas, and a visitor center where visitors can further connect with the offerings of the park. These amenities are exhibited through the presentation of pioneer life and farming as represented in the Mountain Farm; recreational and scenic opportunities as afforded in the Humpback Rocks trails and picnic area; and educational opportunities at the visitor center and Mountain Farm.

The interpretation of pioneer life and farming underscores the connection of the Humpback Rocks site with the historic contexts of agriculture and exploration/settlement. Although further research is required to support the significance of archeological resources that remain from these historic periods (see Criterion D), the site evolved from the farmsteads and settlements that characterized mountain life.

As a planned recreation area along the parkway that illustrates the parkway designer's goals for these special features of the route, Humpback Rocks is closely associated with the transportation context in which the parkway is significant as the nation's first long-distance scenic travel route. The parkway was intended to serve as a model for "Parkways of the Future," as described by Arthur E. Demaray, Associate Director of the National Park Service, and Thomas H. MacDonald, Chief of the Bureau of Public Roads, in a radio broadcast in April 1935. With respect to the recreation areas along the parkway, Macdonald noted that

> . . . the Secretary of the Interior may in his discretion designate places along the proposed parkways that might well be expanded into mass recreational areas. . . . these extensions in all probability will include whole lakes and their shores, stream valleys, and entire mountains or groups of mountains. By this means the motorist from nearby towns will have available picnic grounds in ideal surroundings; while the long-distance traveler has the advantage of excellent roads through beautiful natural scenery.[145]

145. Ibid.

Also contributing to the potential significance of the developed area under Criterion A is the Humpback Rocks Mountain Farm exhibit, opened to the public in 1956. The collection of nineteenth century farm buildings and structures was relocated to the site from various sites along the parkway to form an exhibit. Together with a trail, interpretive signs and exhibits, and a living history program of mountain work and crafts by costumed interpreters during the summer months, the Mountain Farm exhibit provides interpretation of life on a small farm in the region during the nineteenth and early twentieth centuries. This type of exhibit falls within a broader context of interpretation used at national parks around the country.

Living history interpretation in the national parks began as early as the 1930s, when a replica Indian Camp was constructed at Yosemite National Park and when Navajos began to perform traditional dances for visitors to Mesa Verde National Park. Secretary of the Interior Harold L. Ickes encouraged the restoration of Pierce Mill in Rock Creek Park, Washington, D.C., as an operating gristmill in 1936, with the meal produced by the mill to be used in government cafeterias.[146] By the mid-1950s, other living history sites included mule-drawn barges on the Chesapeake and Ohio Canal in Washington, D.C.; glassmaking furnaces under construction at Jamestown, Virginia; the mountain farm at Great Smoky Mountains National Park; and, on the Blue Ridge Parkway, grinding of grain and demonstrations of mountain crafts at the reconstructed Mabry Mill.[147] The latter, an exhibit of mountain industries, was built as a water-powered mill between 1903 and 1914 and contains a gristmill, sawmill, and woodworking shop, as well as a nearby blacksmith and wheelwright's shop. Other exhibits have been established by the National Park Service at the site to expand the interpretation of mountain life and

146. Barry Mackintosh, "Interpretation in the National Park Service: A Historical Perspective," www.nps.gov/history/history/online_books/mackintosh2/directions_living_history, accessed December 12, 2010.
147. Ibid.

work, and a new pond was created below the water wheel.

At Peaks of Otter, the Johnson family farmed their holding between 1851 and 1941. The Johnson farmhouse, several log buildings, and the farmyard setting were rehabilitated for interpretive purposes. However, changes were made in the resources to portray life in a simplified manner that was later considered inappropriate. Other exhibits along the parkway used to interpret Appalachian life include two structures at Doughton Park, the Brinegar and Caudill cabins. Part of the story conveyed to visitors is the isolated nature of life in the Blue Ridge Mountains.

Development of the Mountain Farm exhibit at Humpback Rocks is part of the formative period of living history development in the national parks, which led to more extensive efforts in the 1960s with a living historical farm program. Supported by Secretary of the Interior Stewart L. Udall, National Park Service historian Roy E. Appleman responded to the program proposed by Marion Clawson, a "Resources for the Future" program director, in the April 1965 issue of *Agricultural History*. Clawson called for a national system of twenty-five to fifty operating historical farms under federal sponsorship, illustrating a variety of regions and historical periods.[148] National Park Service Director George Hartzog called the living historical farm program "entirely consistent with our emphasis on trying to interpret the peaceful and inspirationally creative contributions of this country in the field of history, to complement the great emphasis that has been placed so far on birthplaces and battlefields."[149]

Per Criterion C, the Humpback Rocks developed area embodies the distinctive characteristics of a type, period, or method of construction in the areas of engineering, entertainment/recreation, and landscape architecture and engineering. The Humpback Rocks developed area is likely significant under Criteria C for its association with national trends in park and parkway development, rustic design, Mission 66 planning and design, as well as the site-specific design lexicon established for this, the first national rural parkway corridor.

As exemplified at the Humpback Rocks developed area, the parkway incorporated a number of innovative engineering features, implemented according to design standards specific to the goals of the parkway's landscape architects and engineers. For example, specific areas of the roadway were elevated to avoid interfering with landscape features such as rock outcroppings, stands of large trees, and streams, both for purposes of conservation and to provide especially picturesque natural views. One unique design feature was the "daylight cross," created by flattening and rounding cut and fill slopes to integrate the road with the topography, make the road appear to follow the natural contours of the landscape, and open up particular views. Where rock was exposed in road construction, outcroppings were carefully given a natural appearance rather than leaving that created by rough excavation and blasting.

The use of native materials for the construction of landscape elements, such as the slate and stone used for curbing and stormwater management features and paving, represent distinctive local craftsmanship and indigenous materials typical of the parkway construction process. The design and construction of these features is consistent with the rustic design style that came to represent the signature of the National Park Service during the 1920s through the early 1940s. Rustic character derived from the early design period of parkway development is evident in association with features of the developed area, such as stonework used to edge road, parking, and path corridors.

The Humpback Rocks developed area is significant under Criterion C for the landscape architecture and engineering that successfully provided a linear scenic corridor through the

148. Ibid., 27, citing Marion Clawson, "Living Historical Farms: A Proposal for Action," *Agricultural History* 39 (April 1965).
149. Ibid., 28, citing memorandum, George Hartzog to Howard W. Baker, Howard R. Stagner, and Theodor R. Swem, Apr. 18, 1966, Living Historical Farms file, History Division; memorandum, Appleman to Hartzog, July 18, 1966.

challenging terrain of the Blue Ridge Mountains, while also providing significant recreational amenities that highlight the natural environment. The Blue Ridge Parkway was developed in phases that included the New Deal era period of planning and design and early construction, post-World War II continuation of work initiated during the New Deal era, and the completion of many outstanding components of the original plan during the Mission 66 initiative through provision of much needed funding. During Mission 66, design and planning was expanded to accommodate a dramatic increase in the number of visitors to national parks and the associated recreational pressures as well as the growing influence of the environmental movement over the management of national parks. Funding provided through the Mission 66 program permitted the parkway to be completed in Virginia in 1965, and to be nearly completed in North Carolina by the close of the program in 1966. The recreational resources at Humpback Rocks were completed during Mission 66, when the picnic area was expanded.

Also of potential significance under Criterion C is the Humpback Rocks Mountain Farm, as one of several designed interpretive exhibit provided for visitors along the parkway. In describing the pioneer exhibits along the parkway, Firth noted that the pioneer structures incorporated in exhibits along the parkway consist primarily of log structures, with each exhibit "presented as a carefully composed scene." Citing Stanley Abbot, he further noted that structures were selected "for their picturesque architecture and the interest of the legends which surround them." Buildings relocated to form particular groups are exemplified by Humpback Rocks Mountain Farm, with frame additions removed to emphasize the pioneer character of the buildings, and landscape settings altered to "create picturesque effects."[150]

At Humpback Rocks, the historical significance of the Mountain Farm buildings to their original period of construction and use, and the integrity of the cabin and outbuildings, may be considered to have been compromised by moving these structures to the farm exhibit. However, the Mountain Farm in itself may be considered significant as a component of the overall design approach and philosophy of National Park Service interpretive designers. The Mountain Farm is also an early example of living history interpretation by the National Park Service and a precursor to more extensive efforts by the National Park Service nationwide, as well as part of the planning effort along the parkway to provide educational and recreational experiences for visitors to enhance appreciation of the region and its history and resources.

In addition to the historical contexts discussed above under Criteria A and C, further consideration should be given to the site's potential to yield important information about history and prehistory through archeological investigation (Criterion D). The site of the developed area, first settled during the early nineteenth century and traversed by an important regional road corridor, may be significant for its association with early settlement and agricultural practices that indicate regional cultural practices that are closely tied to the natural environment. The trace of the Howardsville and Rockfish Gap Turnpike is a potential archeological resource that has been minimally investigated. In general, its location at Humpback Gap is of interest for the transportation history of the region. Also of interest are the sites of nineteenth and twentieth century settlement that fall within the boundaries of the developed area. Lifeways of the early settlers on the small subsistence farms in the area were based on materials available around them—hickory, chestnut, and oak trees from which nuts were gathered for food, logs for building, tannin for curing hides, and rocks used for construction of foundations, chimneys, and fences to control livestock. Appalachian farming practices of the period from early settlement through establishment of the parkway are represented by surviving evidence of farmsteads, fences, and the remnants of apple and other fruit orchards, and as interpreted at the Mountain Farm exhibit (*see*

150. Firth, *Historic Resource Study*, Draft, 474, citing Stanley Abbott, "Annual Report," 30 June 1941, 15.

further discussion below). Further archeological study is warranted to support additional evaluation of the Criterion D significance of the developed area.

Period of Significance

Consideration of the historic events and associations of the Humpback Rocks developed area suggests that the period during which these contributions to American history are likely significant extends between the date of earlier construction of parkway through the region in circa 1939 and the completion of the parkway picnic grounds in 1965 that constituted the last planned recreational amenity for the developed area as part of its contribution to the Blue Ridge Parkway. The period of significance reflects initial construction of the parkway within the developed area (Section 1B), while the end date encompasses the completion of the proposed picnic area facilities in 1965 as part of the Mission 66 initiative. This period of significance encompasses the time during which the vast majority of the character-defining structures and designed landscapes in the developed area were constructed. Few additional improvements were made within the area until the 1980s, and generally consisted of utility structures with limited visual impact on the developed area.

Further study is required to coordinate the significance evaluations of individual sites investigated along the parkway with future updates of the NHL nomination, in terms of how the various sites are understood within the context of the parkway in its entirety.

Comparative Analysis of Historic and Existing Conditions

For the purposes of this study, the period of significance of 1839–1965 suggested above has been utilized to compare historic and existing landscape conditions associated with the Humpback Rocks developed area. The narrative discussion is organized into the landscape characteristics used to document existing site conditions in Chapter Three:

- Natural Systems and Features
- Responses to Natural Resources
- Patterns of Spatial Organization
- Land Uses and Activities
- Topographic Modifications
- Circulation
- Cultural Vegetation
- Buildings and Structures
- Views and Vistas
- Small-scale Features

For each landscape characteristic, the discussion begins with a summary of the site's character-defining features and those surviving and missing from the period of significance. The summary also indicates the important changes that have occurred since the period of significance, and the resources that do not contribute to the developed area's significance. The summary is followed by more detailed information, as known, about the evolution of individual resources and resource types over time.

Overview

See Figure 241 through Figure 244, Features Contributing to the Significance of the Humpback Rocks Developed Area.

When comparing the landscape of the Humpback Rocks developed area during its period of significance to present-day conditions, the majority of the landscape associated with the Blue Ridge Parkway as it evolved before 1965 survives with a high degree of integrity. Contributing to the integrity of the landscape for the period of

significance identified are the Blue Ridge Parkway and its delineation as a two-lane, asphalt paved scenic driving corridor that lies lightly on the land and traverses the slopes of the Blue Ridge Mountains below the peaks. Intended views to the surrounding countryside and to adjacent fields and woodlands also survive to contribute to the integrity of the corridor.

Within the Humpback Rocks developed area, four distinct land use areas were established as part of a larger reservation that also survives with integrity from the period of significance: the Humpback Gap parking area and trail to the summit of Humpback Rocks, the visitor center complex, the Mountain Farm exhibit, and the picnic area. One of the notable changes has been the construction of a new visitor center in 1982 to replace an earlier structure lost to fire. The new visitor center is larger than the original structure, and does not contribute to the significance of the developed area. The Mountain Farm exhibit, while not original to the site, is composed of buildings that were moved from other farmsteads for interpretive purposes, approximating an understanding of regional life at the time of and before construction of the parkway. They are part of a parkway-wide system of mountain life exhibits designed to complement the visitor experience. Otherwise, only modest changes, as outlined below, have occurred within these areas to diminish developed area integrity to a limited degree.

Also surviving within the developed area are features that pre-date parkway construction, such the Howardsville and Rockfish Gap Turnpike trace, a road corridor that provided passage across the Blue Ridge Mountains beginning in the mid nineteenth century, a few apple trees representative of one of the important agricultural crops grown in the region, and a hog fence that extends through the picnic area.

At the time the Blue Ridge Parkway was conceived, much of the landscape was open and contained crop fields and pasture lands and associated fencing and farm roads. Much of this landscape is now gone and has been replaced with second-growth woodland. During the early- to mid-twentieth century, the environs of the parkway was primarily used for small-scale farming by local residents, but there were also timber companies that periodically harvested stands of trees in the area, as well as commercial apple orchard operations. The steep slopes and stony and erodible soils of the Blue Ridge Mountains were often not well suited to farming, and these activities led to problems with soil loss. To conserve soil, the U.S. Forest Service acquired large tracts of land in the area during the 1930s, donating some to the Blue Ridge Parkway project and incorporating others into the George Washington National Forest. Today, the formerly open character along the road corridor has become more closed and corridor-like as fields have reverted to forest cover; within the Humpback Rocks developed area, this has occurred in three specific locations, while the character of the woodland surrounding the parkway has generally become more dense and mature. This has resulted in some designed views becoming overgrown, and a loss of connection to the agricultural heritage of the region. The National Park Service continues, however, to manage a large field below Humpback Rocks by haying, which helps to recall historic farm practices, and the historic stone hog fence is visible within the picnic area. Also affecting views along the parkway is the greater extent of residential, industrial, and commercial developments visible to the west within the Shenandoah Valley from the summit of Humpback Rocks.

Use of culverts for circulation route crossings of water courses and wet areas

Grading to accommodate Howardsville Turnpike

Use of native stone to construct key components of the parkway ranging from walls and fences, buildings and foundations, paving and curbing, stormwater management features, and site furnishings

Parkway corridor designer to offer ever-changing views of dramatic and beautiful Blue Ridge Mountain scenery

2350

2350

Howardsville Turnpike Road Trace

Eastern deciduous hardwood forest

Linear corridor associated with the Blue Ridge Parkway

Culverts and stone headwalls

Rock lined tree well

Stone curb

Mown field

Access road

2350

2325

2325

Walks from parking area to visitor center

Grading to accommodate parking area

Parking area

Access road

Flagpole

Visitor center sited on level upland plateau

Eastern deciduous hardwood forest

Stone edging along parking areas

0' 50' 100'

SCALE: 1"= 100'

LEGEND

- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

Cultural Landscape Report *for*

Humpback Rocks

Blue Ridge Parkway, VA

Contributing Features: Visitor Center Character Area

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 10:48am P:\2009\2009-2010\2009.008 - DS\Intern - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08.pmoddt6-20-12.dwg

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

LEGEND
- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

Rock edging around planting beds
Log cabin
Chicken house
Meat house and root cellar
Lye vat
Spring and associated spring house to interpret water collection and refrigeration during the nineteenth century in the mountains
Exhibit trails
Fencing
Stone spring box
Howardsville Turnpike Road Trace
Blue Ridge Parkway
Gate
Mountain farm
Grading to accommodate cultivated areas
Use of local timber to construct Mountain Farm buildings
Grading to accommodate Mountain Farm buildings
Stone fence
Farm implements
Barn and pig pen
Washing tub
2375
2325
2300

0' 50' 100'
SCALE: 1"= 100'

Jun 20, 2012 - 10:56am P:\2009 \500\500\2009.508 - DSlaton - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08jun12(fig-20-21).dwg

Contributing Features: Mountain Farm

Copyright 2011 John Milner Associates, Inc.

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

LEGEND
- Park Boundary
- Character Area Boundary
- Paved Roads
- Unpaved Roads
- Paved Trails
- Unpaved Trails
- Forest Cover
- Topography
- Drainage/Stream
- Culvert
- Buildings and Structures
- Signs and Kiosks
- Mile Marker
- Rock Outcrop
- Stone Fence
- Worm Fence
- Barbed Wire Fence
- Post-and-Rail Fence
- Buck Fence

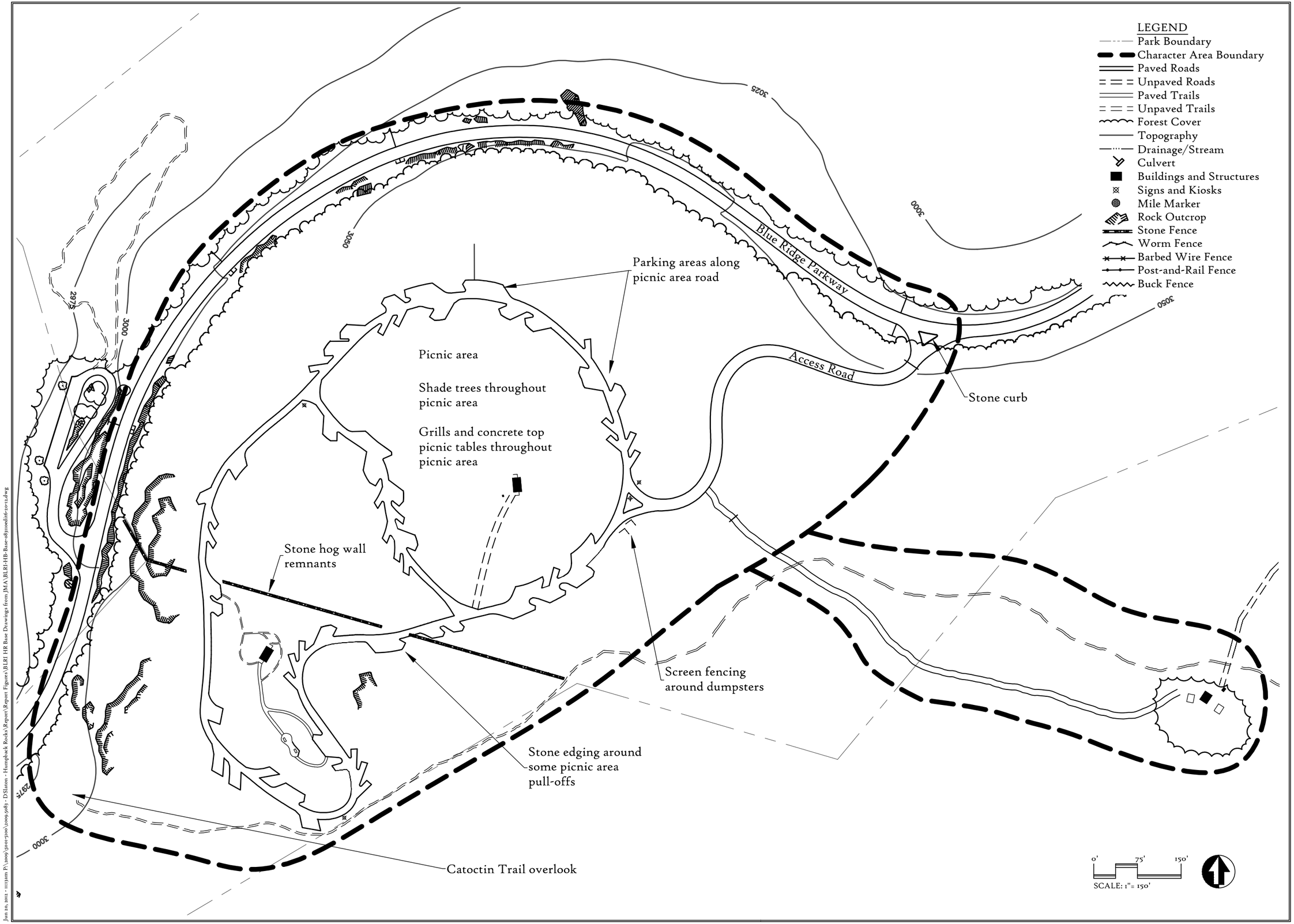
0' 25' 50'
SCALE: 1"= 50'

Howardsville Turnpike Road Trace
Metal gate
Drains to convey stormwater from parking area
Grading to accommodate parking area
Stone-and-rider fencing
Access Road
Orchard remnant
View to Humpback Rocks
Parking area
Blue Ridge Parkway
Milepost marker
2375
2400
Trail to Humpback Rocks along ridge
View from Humpback Rocks
Trail alignment

Contributing Features: Humpback Gap & Trail

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 11:08am P:\2009 \500\500\2009.500 - DSlaton - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08June2012-20-12.dwg



Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Contributing Features: Picnic Area, Water Supply & Storage

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 11:31am P:\2009\50015\2009.5081 - DSkeen - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08julsolife-2012.dwg

One of the other changes that has occurred since the end of the period of significance has been the addition of new facilities and features to accommodate visitors and park management needs, including replacement of the visitor center, provision of a new water supply system, and development of universally-accessible circulation features at the visitor center and picnic area. Relocation of the Appalachian Trail in 1978–1979, which had afforded access to the summit of Humpback Rocks since 1937, also affected the historic landscape by adding a new trail to the site and removing the connection for visitors between the Humpback Rocks and Appalachian trails. Other landscape changes that postdate the period of significance include updated interpretive signs and plaques. Many of these changes have had a minimal impact on the historic landscape.

Overall, some of the changes that postdate the period of significance are reversible or have been sited out of view of primary visitor use area, while others support visitor understanding and appreciation for the site's history. The character-defining qualities of the Humpback Rocks developed area and the impact that subsequent changes and alterations have had on landscape integrity are discussed in more detail below.

Natural Systems and Features

Character-defining natural systems and features of the Humpback Rocks developed area landscape include the steeply-sloped and rugged terrain of the Blue Ridge Mountains that is predominantly wooded, with open agricultural fields and pastures punctuating the cool darkness of the forest. The parkway corridor traverses the lower ridges and accessible sideslopes of the mountain range as a thin ribbon, sometimes crossing mountain streams and gullies via bridges and culverts. From the elevated terrain followed by the parkway, views are afforded of individual taller peaks along the route such as Humpback Rocks, or of broad vistas of mountains and valleys where the road follows the edge of the escarpment.

All of the extant natural systems and features associated with the Humpback Rocks developed area were present during the period of significance, and survive today with a high degree of integrity. These include the rural, rugged, mountainous terrain with high points that afford expansive views. Rolling to steep landforms, rock outcroppings, mountain gaps, slender stream corridors, and springs are as prevalent today within the developed area and its environs as they were when the parkway was established.

The region, including much of the parkway and the adjacent George Washington National Forest, is generally cloaked in native Eastern deciduous second- and third-growth oak-hickory hardwood forest in various stages of succession. Soils, climate, and available moisture within this part of Virginia generally favor hardwoods over conifers. Within this overarching oak-hickory forest association, there are more specific communities that reflect soils, available moisture, and orientation. Forests within the developed area are successional communities representative of these types and are consistent with those present during the period of significance.

Much of the woodland is less than one hundred years of age due to late-nineteenth and early-twentieth-century cultivation and logging. European-American settlers who moved into the region beginning in the 1830s were mostly farmers who cultivated crops in gently sloping areas with fertile soils and allowed livestock to graze in woodlots encompassing less suitable lands and fallow fields. Trees were harvested for local subsistence needs such as construction material and fuel. The agricultural practices of early settlers further reduced woodland cover in the area. Rail lines built through the region in the early twentieth century provided the means for transporting timber, and logging subsequently became an economically viable activity that led to further reductions in the area under forest cover. Poor farming, logging, and pasturing practices on marginal soils and steeply-sloped landforms contributed to extensive erosion in this part of the country during the early part of the twentieth century. To protect against further loss and improve soil conservation, the United States government, under the Weeks Act, began to acquire land in the area beginning in 1917. Much

of this land formed the basis for the George Washington National Forest, or was provided to the Department of the Interior for inclusion within the Blue Ridge Parkway and Shenandoah National Park, located nearby to the north. Despite the history of logging and cultivation in the area, several larger and older trees remain due to the remote and rugged nature of the terrain.

The existing forest differs from its nineteenth-century counterpoint in several key ways. During the early twentieth century, one of the region's most important forest dominants—the American chestnut (*Castanea dentata*)—was killed off by a blight caused by an introduced Asian pathogenic fungus. In addition, Eurasian species with the potential to displace and disrupt native plant species have colonized these native forest communities throughout the eastern United States. Past cultural land use activities such as cultivation have depleted soil fertility and structure and led to erosion and a loss of topsoil, while logging has disturbed natural woodland succession. Contemporary fire suppression practices have also affected forest composition; today, the forests contain a greater percentage of fire intolerant species than were present previously. Since 1965, the forests have generally matured and expanded, and become denser. Described as open woods on the 1947 PLUMs, the woodlands today appear to have become more layered, limiting the distance visitors can view into them from the parkway.

Natural landforms located within the developed area include Humpback Gap across from the visitor center, Laurel Springs Gap near the Greenstone Overlook, and a triad of peaks—Dobie Mountain at 2,212 feet above mean sea level (AMSL), Humpback Rocks, at an elevation of 3,210 feet AMSL, and Humpback Mountain at an elevation of 3,650 AMSL. Humpback Rocks and Humpback Mountain have long served as local landmarks and tourist destinations. Both command striking views of the surrounding landscape that were integral to the siting of a recreation area in this location by early parkway designers.

Perennial and intermittent streams that edge or flow through the Humpback Rocks developed area do not generally play a prominent role in Blue Ridge Parkway activities. These include Toms Creek, Mill Creek, Ridge Creek, Meriwether Creek, Pauls Creek, Laurel Springs Branch, Falling Rock Creek, and Shropshire Creek. Toms Creek arises from springs located east and south of the visitor center. It flows west, emptying into Back Creek south of Sherando. Some of the springs that arise within the Humpback Rocks developed area have been culverted and diverted around visitor center features. The spring located at the Mountain Farm has been incorporated into the exhibit of farm life, with the outflow diverted downslope through culverting and pipes to avoid conflicts with the nearby trail. A spring that formerly supported livestock pastured below Humpback Rocks has dried up, and this use has been discontinued.

Contributing Natural Systems and Features.

- Eastern deciduous successional hardwood forest
- Perennial and intermittent unnamed streams
- Springs and bog between the visitor center parking area and the Blue Ridge Parkway
- Spring at Mountain Farm
- Humpback Rocks
- Humpback Mountain
- Humpback Gap
- Laurel Springs Gap

Adjacent Natural Systems and Features of Interest.

- Dobie Mountain
- Shropshire Creek
- Falling Rock Creek
- Toms Creek
- Toms Creek falls
- Mill Creek
- Ridge Creek
- Meriwether Creek
- Pauls Creek
- Laurel Springs Branch

Non-contributing Natural Systems and Features.

- None identified

Missing Natural Systems and Features.

- None identified

Responses to Natural Resources

Several responses to natural resources are character-defining for the Humpback Rocks developed area and associated stretch of the Blue Ridge Parkway. These include the carefully sited curvilinear road corridor, which was designed to lie lightly on the land and was constructed to blend with the surrounding topography; and the use of natural and native materials for walls, fences, stormwater management systems, plantings and site furnishings that connect the resources to the natural environment. Early parkway developments reflect the rustic design style employed in many pre-World War II park projects to enhance connections with setting.

The establishment of overlooks and provision of viewing stations associated with trails and pull-offs offer additional opportunities for visitors to connect with the natural environment. Within the Humpback Rocks developed area, the Mountain Farm exhibit depicts several cultural responses to the natural environment that were characteristic of the area prior to construction of the parkway. The exhibit illustrates construction methods and materials that relate directly to the natural environment and address site-specific needs and issues, such as the use of locally available stone and wood materials, the establishment of a bear-proof hog pen, a root cellar to keep perishables cool, and a spring house for water collection, as well as a wooden lye vat to make soap, and a wash tub constructed out of a hollowed log. The arrangement of features within the exhibit was not based on local farmstead models, but rather constitutes a twentieth-century adaptation of the Appalachian vernacular for interpretive purposes.

Many of the extant cultural responses to natural resources survive with integrity from the period of significance. These include the design of the road corridor and its connection to the landform, topography, and character of the Blue Ridge Mountains; the use of native materials to link the road and developed area features to the environment; the siting of trails to provide access to high ridges and peaks; the siting of the visitor center, and Humpback Gap parking area on level plateaus and mountain gaps to facilitate access and development; and the use of several methods for managing stormwater in association with roads and trails.

There are also several examples of responses to natural resources that postdate the identified period of significance and therefore do not contribute to the historic landscape of the Humpback Rocks developed area. These include the use of waterbars and ditches along trails to direct stormwater off of the travel surface and diminish potential erosion; the use of PVC pipe to culvert water beneath the new universally-accessible trail leading from the visitor center parking area to the Mountain Farm exhibit; and the establishment of water supply and treatment features on the hillside above the picnic area and within the Mountain Farm exhibit area. Ditching used to convey stormwater around the visitor center, which was rebuilt in 1982 after a fire, also appears to postdate the period of significance.

Historic responses to natural resources that are no longer in evidence on the site include nineteenth- and early-twentieth-century settlement features which employed local materials to construct dwellings, outbuildings, and a schoolhouse/church in the vicinity of Humpback Gap prior to establishment of the Blue Ridge Parkway through the area, and adaptations of the mountainous terrain for farm purposes, including the siting of cultivated fields on level terraces, livestock pasture on wooded slopes, orchards on slopes where cool air cannot collect and kill buds and flowers, and timber harvesting within woodlots.

The most important surviving historic response to natural resources is the physical relationship exhibited by the Blue Ridge Parkway to the surrounding landscape. The narrow road corridor, sited along the brow and lower ridges of the Blue Ridge Mountains, follows a set of design principles

intended to connect it to the natural beauty and scenery of the mountain landscape without perceptively disturbing and altering native landform and topography. With its curvilinear alignment, softly rounded shoulders, narrow travelway, and carefully orchestrated series of dramatic and beautiful views, the design of the Blue Ridge Parkway was carefully fitted to the natural environment and setting. This relationship survives today with a high degree of integrity.

Trails located within the developed area are similarly sited to reflect a strong connection with natural resources. These include the Humpback Rocks Trail, first established by the Appalachian Trail Club in the 1930s. The Appalachian Trail, which extends between Mt. Katadin, Maine, and Springer Mountain, Georgia, was completed in 1937 and preceded work on the Blue Ridge Parkway in the vicinity of Humpback Rocks. The trail led to the summits of Humpback Mountain and Rocks, and was incorporated into the early development of the Humpback Rocks recreation area in 1941–1943 that included a parking area at Humpback Gap. This relationship was lost when the Appalachian Trail was rerouted in 1978–1979 to avoid Humpback Rocks, which has become a popular tourist destination, too crowded for through-hikers, and no longer consistent with the mission of the Appalachian Trail Conference. Laurel Springs Gap located at milepost 8 provided a level area that was used to site the picnic area in the late 1950s and early 1960s. The Catoctin Trail, which is accessible from the picnic area, includes an overlook feature with a vista of the Shenandoah Valley.

The existing visitor center, which was rebuilt in 1982 on the site of the original structure, is set on a relatively level plateau that is easily accessible from the Blue Ridge Parkway. The existing visitor center exhibits a similar connection to the landform and is oriented to the road and parking area in the same way as the original visitor center, although it has a larger footprint. Grading to accommodate the larger structure postdates the period of significance.

Several stormwater management features present today within the Humpback Rocks developed area continue to exhibit the intended responses to natural resources first proposed by early parkway designers. These include the culverting of stormwater beneath parking areas and pedestrian walks, ditching, and rustic detention basins using stone surrounds and stone headwalls that empty into grassy areas beyond. Examples of culverts that date to the period of significance and survive with integrity are in evidence at the picnic area, the Humpback Gap parking area, the visitor center, and along the parkway. Many of the developed area parking lots include metal drop inlets, which were designed to fade from view by being painted black or another dark color. Some were set in a framework of fieldstone to further connect them to the natural environment. Culverts are similarly set within stone headwalls to convey a rustic appearance that fits with the natural environment.

Channelized ditching along the road corridor was included in early parkway designs as part of the stormwater management system. These ditches are variously surfaced with grass, stone, or asphalt depending on their slope and the volume of water to be conveyed. Grass-lined ditches or swales were used for lighter volumes on shallower slopes due to the potential for erosion. One of these ditches survives along the access road to the Humpback Gap parking area. The upper section is grass, but the ditch is later surfaced with asphalt. Along the eastern margin of the Mountain Farm area, there is a stone-lined detention basin that is used to slow and help infiltrate water derived from one of the culverts extending beneath the parkway and prevent it from overrunning the trail. This basin was part of the original parkway development. The ditch and detention basin survive from the period of significance with integrity.

The log waterbars used along the southern end of the Mountain Farm and Humpback Rocks trails postdate the period of significance and are not consistent with design features associated with early parkway development. Another feature that postdates the period of significance is the white PVC culvert visible beneath the universally accessible asphalt walk to the Mountain Farm exhibit. Installed in 2009, this piping is not consistent with the character of the historic

landscape. These features do not contribute to the historic significance of the developed area.

Local residents who preceded the development of the Blue Ridge Parkway through the Humpback Rocks developed area depended primarily on two sources for potable water: wells and springs. The spring interpreted at the Mountain Farm exhibit was used by the Carter Farmstead prior to the establishment of the Blue Ridge Parkway. The Mountain Farm exhibit includes a spring house structure at the spring that was brought to the site from another pre-parkway farmstead. Water is collected in a pool interpreted as a refrigeration method used by early settlers. Today, the potable water needs of the Humpback Rocks picnic area are supplied by a well located on the slopes of Humpback Mountain above the picnic area. The well is solar-powered due to the challenges posed by providing electric service to the remote site. The picnic area water supply features were built in the 1980s and 1990s. There are also a pump house and well located in the woods near the Mountain Farm exhibit that supply potable water to the visitor center. The well, which provides 60 gallons of water per minute, was drilled in 1962. Water was originally stored in a structure that is no longer extant. The present pump house building was added in 2000. Thus all of the contemporary park water storage and collection structures at Humpback Rock postdate the period of significance.

Historically, local farms often included privies. The Mountain Farm exhibit does not interpret this building type. Today, septic drain fields are used in association with restrooms located in the visitor center and picnic area. These systems postdate the period of significance.

Another response to natural resources exhibited within the developed area is the use of native materials in construction. Features of the Mountain Farm exhibit, for example, are rustic, hand-built, frame structures constructed of regionally-harvested timber set on local stone foundations. These features survive from the period of significance.

Another local use of stone is the hog fences that extend up the western side of the Blue Ridge Mountains through part of the picnic area and along the lower slopes of Humpback Rocks. These fences formed extensive pastures shared by various farmers. These features survive from the period of significance.

The stone fences that surround the meadow below Humpback Rocks and demarcate an animal enclosure around the barn in the Mountain Farm exhibit area are interpretations of local stone fences built as part of the parkway. They were designed to reflect traditional regional building practices. These features survive from the period of significance.

Stone is also a character-defining component in the design of rustic features of the Blue Ridge Parkway. Stone curbing edges parking bays at the visitor center, picnic area, and Humpback Gap parking area, and roadway islands and has been used to construct drinking fountains, picnic table bases, and stormwater management features. These features survive from the period of significance. Stone was also used to face portions of the visitor center, both originally and in the rebuilt structure. The existing visitor center postdates the period of significance.

The Humpback Rocks developed area also exhibits examples of agricultural features designed in response to the character of the terrain. The cultivated gardens interpreted at the Mountain Farm exhibit are sited to take advantage of relatively level terrain, as would have occurred on the site historically. The erodibility of local soils affected agricultural practices in the area. Prior to construction of the parkway, cultivation was primarily conducted on upland areas with relatively level topography and suitable soils. The mown field below Humpback Rocks is an example of an area used as pasture. The steeper slopes of this area were better suited to livestock use than to cultivation.

Contributing Responses to Natural Resources.

- Blue Ridge Parkway corridor designed to offer an ever-changing view of the dramatic and beautiful Blue Ridge Mountain scenery and to lie lightly on the land
- Use of native materials to construct components of the Blue Ridge Parkway such as walls, fences, buildings, foundations, paving, curbing, stormwater management features, and site furnishings
- Use of drains to convey stormwater from parking areas
- Use of asphalt gutters along roadway margins to convey stormwater
- Use of culverts to convey circulation routes over water courses and wet areas
- Use of a stone-lined detention basin to infiltrate parkway stormwater
- Use of upland plateaus to site the visitor center, Mountain Farm, Humpback Gap parking area, and agriculture exhibits
- The alignment of the Appalachian Trail to follow mountain ridges and peaks
- The alignment of the Humpback Rocks Trail to follow the ridge to the overlook
- Use of local timber to construct and repair the Mountain Farm buildings
- The spring house exhibit at the Mountain Farm illustrating the traditional local use of water to keep perishables cool

Non-contributing Responses to Natural Resources.

- PVC pipe used to convey stormwater beneath the universally-accessible trail leading to the Mountain Farm from the visitor center parking area
- Use of a bridge to convey the Catoctin View Trail across a small stream
- Use of ditching to convey stormwater around the rebuilt visitor center
- Use of waterbars along trails to channel stormwater
- Pump house to provide potable water at the visitor center
- Water supply and storage features established in the 1980s and 1990s. Use of solar power to pump water from the well due to the lack of available electrical service
- Use of septic drain fields at visitor center and picnic area

Missing Responses to Natural Resources.

- Use of local materials to construct buildings and structures and small-scale features associated with the Humpback Gap area prior to establishment of the Blue Ridge Parkway
- Adaptations of farming to local conditions by residents prior to construction of the Blue Ridge Parkway
- Logging of woodlands
- Agricultural fields and pastures related to soil and slope conditions
- The use of privies on farmsteads that predated parkway development

Patterns of Spatial Organization

Character-defining patterns of spatial organization associated with the Humpback Rocks developed area include the narrow road corridor edged primarily by dense woodlands and punctuated at intervals by expansive views of mountains and valleys to the east and west, and tightly-grouped clusters of features designed to support a discrete function such as the visitor center, picnic grounds, and Humpback Rocks trailhead. These clusters are located adjacent to or near the parkway corridor. They are generally modest in size, with orthogonally arranged parking bays, and curvilinear road corridors designed to follow the form of the land.

Several extant patterns of spatial organization survive from the period of significance and contribute to the significance of the developed area. The primary pattern is established by the Blue Ridge Parkway, a linear open space corridor that generally flows through a wooded landscape edged at intervals by open fields, mountainous landforms and dramatic expansive views. While portions of the corridor are more wooded today than was the case historically, the patterns of spatial organization associated with the parkway corridor survive from the period of significance with integrity. The developed clusters include the

visitor center complex, the Humpback Rocks trailhead, the picnic area, and the Mountain Farm exhibit area, generally occur as openings in the otherwise wooded landscape.

Humpback Rocks was one of the first sites to be identified as a proposed recreation area along the parkway. Plans prepared for the "Appalachian Parkway" in 1934 identify the land proposed for development, to be assembled from tracts belonging to Mrs. Bernard McCrae and the Rockfish Valley Land Company, a timbering operation. Additional lands intended to form a scenic buffer were to be acquired from the U.S. Forest Service. A report that accompanied the 1934 plan called for the construction of a complex of buildings, consisting of a gas station, small restaurant with outdoor seating, a camp store, and rest rooms on the parcels. Foot trails would be created for hiking, while bridle paths were proposed for horseback riding. The existing log cabin associated with the Carter Farmstead was to be used for temporary stables. A large picnic area would be developed and feature picnic tables and benches as well as fireplaces.

The Humpback Rocks site was again included in a list of proposed recreation areas to be established along the parkway in a 1936 master plan by parkway Resident Landscape Architect Stanley Abbott due to its "gentle sloping pasture land surrounded by fine forest on the slopes of Humpback Mountain immediately below the Rocks."[151] Abbott continued to recommend an extensive development for the site that featured as a gas station, inn, cabins, campground, picnic area, and hiking trails. Many of these features were never built, however, possibly due to establishment of the Back Creek Recreational Area in the valley below Humpback Rocks by the U.S. Forest Service around the same time.

The Humpback Rocks trailhead parking area was the first visitor amenity developed along the parkway within the recreation area in circa 1941–1943. The current access road, one-way looped turnaround, and parking bay configuration, sited on a relatively level knoll within the sheltered location of Humpback Gap and surrounded in part by woodlands, appear consistent with the original design for the site. The degree of woodland cover has increased since the site's original construction, however, particularly on the knoll north of the parking area, enhancing its sheltered character over time. An open meadow edged by a stone fence stand between the parkway and the western edge of the parking area. This contained open space similarly survives from the period of significance.

The Mountain Farm exhibit was conceived as one of six major and nine minor exhibits of local life along the parkway by National Park Service architect Charles S. Grossman in 1952. Grossman considered the Humpback Rocks Mountain Farm site "a very attractive location for a farm group."[152] Grossman suggested that buildings be moved onto the site and grouped around the existing Charlie Carter log cabin to create an exhibit. He identified several buildings for this purpose in 1950 from the surrounding region, including a stable, chicken house, and meat house from the Clark Farm located at milepost 36.4 and a corncrib associated with the Mason Farm located at milepost 40.1. The proposed building arrangement was not, however, consistent with that presented by local farmsteads. The relocated buildings were placed in a linear fashion to either side of a central walkway, similar to a streetscape, which was intended to allow groups of visitors to experience the features in a leisurely fashion without feeling crowded. Despite the unusual arrangement of buildings, Grossman hoped to convey the impression of a remote, self-sufficient mountain farm, noting,

> Its form represents a romantic vision of mountain life that permitted a blending of concepts of survival of frontier lifeways and early republican independence. Its deliberately rustic detailing represents a continuation of the early American manner popularized as part of

151. Edward G. Speer and Dr. Jean Haskell, *Historic Resource Study of Humpback Rocks Farm (VA.) and its Surrounding Area* (Johnson City, Tennessee: The Center for Appalachian Studies and Services, 1999, 173.

152. Ibid.

the Colonial Revival and Arts and Crafts style.[153]

The current patterns of spatial organization exhibited by the Mountain Farm are consistent with those established on the site in 1952–1953, and survive from the period of significance with a high degree of integrity.

Similarly, the patterns of spatial organization exhibited at the Humpback Rocks Visitor Center and associated parking area survive with a high degree of integrity to their original design and construction period. The complex edges the Blue Ridge Parkway and is visible from the road corridor. Features include a short access road edged to either side by parking bays grouped around the visitor center entrance. The building faces east towards the parkway and forms a strong spatial edge to the parking area as well as the associated walkways and a paved plaza. A thicket of tree cover directly opposite the building entrance limits views of the parking area from the parkway. The visitor center complex sits on a broad, relatively level plateau edged by small knolls to the west. An open grassy meadow edges the building to the north. The visitor center complex is generally inward looking; views toward the Shenandoah Valley and points west are not afforded from the site. Although the visitor center has been rebuilt since the original establishment of this area, the existing patterns exhibited are consistent with the original design of the complex in 1955–1956.

Designs prepared in the 1930s for this location included a sandwich shop and motor service shop that were never built. A proposed trail to the Toms Creek waterfall below the present-day visitor center was never built.

Also surviving from the period of significance is the picnic area, which features a series of picnic table sites along a curvilinear road corridor that winds its way across a wooded knoll. The picnic area is designed to offer a series of intimate seating areas spaced along the margins of a looping road corridor. Privacy for the individual picnic sites is afforded by a combination of woodland vegetation and the curvilinear form of the road, which offers a constantly-changing series of views, and limits visual connections between parking and picnic sites. The picnic area was initially constructed by 1956, and completed in 1965. It survives today with integrity from the period of significance, and the curvilinear pattern of the road corridor, edged by picnic areas, within a woodland setting contributes to the significance of the Humpback Rocks developed area.

One change to the landscape that has affected an understanding of historic patterns of spatial organization since early parkway development is the extent of woodland cover, which far exceeds that present historically. Agricultural fields and pasture were more common components of the landscape in this area during the 1930s and 1940s when the parkway was first conceived and constructed. The Parkway Land Use Maps (PLUMs) for Sections 1B and 1C, prepared in 1947, illustrate land use, proposed parkway development, and planned roadside character (refer to Figure 318 through Figure 321 at the end of the chapter).

The PLUMS indicate that the landscape between the visitor center parking area and the Blue Ridge Parkway was maintained in open grown woodland at that time, with grass growing beneath widely-spaced trees (refer to Figure 318). Today this area has grown up in a relatively dense thicket overhung by native canopy trees. Another area that is shown as open in the 1947 PLUMs includes the lower slopes of Humpback Rocks. Notes on the PLUM drawings indicate this land was used for pasture at the time (refer to Figure 319). Although this meadow remains relatively open today, the upper portions are currently being colonized by woody growth. A third area that has become more wooded is located across the access road from the Humpback Gap parking area (refer to Figure 319). This area, which encompasses a section of the Howardsville Turnpike, is shown on the PLUMs as maintained in grass. Today, the area is nearly entirely wooded. The fourth area that has been allowed to revert to woodland cover but was

153. Ibid., 174.

marked as pasture in the PLUMs lies west of the parkway and the access road to the Humpback Gap parking area (refer to Figure 319). Today this area is colonized by young woodland.

Establishment of the George Washington National Forest adjacent to the Blue Ridge Parkway during the early twentieth century has also contributed to a more wooded context for the roadway, and a more closed, internal focus of developed areas such as the Humpback Rocks Visitor Center. While expansive views remain available from mountain summits such as Humpback Rocks and Humpback Mountain, the region is generally more wooded due to reforestation of farmsteads and logged parcels as part of the George Washington National Forest.

Other spatial patterns present during the period of significance that are no longer in evidence include the small farmsteads that were scattered about the mountains on arable land prior to parkway development. Although little is currently known about pre-parkway patterns of spatial organization, the landscape between circa 1848 and 1939 likely included gardens, cultivated fields, orchards, and open pasture used to graze livestock.

The sole surviving example of pasture land within the developed area is the meadow located between the Humpback Gap parking area and the parkway. Evidence of another former pasture exists in the form of a stone hog fence that extends through a portion of the picnic area. This fence extends down the mountainside to the Shenandoah Valley. Much of the land associated with this fenced pasture land is now wooded. It is not known whether the livestock pastured within the fenced land foraged within woods or open fields. However, livestock would have affected the composition and character of the wooded hillside by foraging saplings, shrubs, and herbaceous material. The landscape is more densely wooded and less open today than it was at the time of parkway development, and includes understory vegetation that would have formerly been diminished by foraging.

Patterns of spatial organization that predate parkway development were associated with a community of several families present on the level plateau near Shropshire Gap in proximity to the Howardsville and Rockfish Gap Turnpike. This community was consistent with a regional trend in farming that evolved from cultivation of extensive land areas to intensive development of smaller areas.[154] Predominantly subsistence farmers, the families lived on tracts of less than four hundred acres. The community was connected to communities in the Rockfish River Valley, such as Greenfield, and the Shenandoah and Back Creek Valley, such as Sherando, via the turnpike (Figure 245 and Figure 246). Although the settlement was located near the boundary between Nelson and Augusta counties, the community members were usually regarded as citizens of Nelson County. Some residents, including the Mayo and Butler families, are known to have been African Americans and were potentially freed slaves. Maps prepared during the Civil War of the area indicate the names of some local residents (Figure 247 and Figure 248). An 1884 county atlas indicates the Howardsville Turnpike, and nearby iron ore beds, a sandstone quarry, a manganese mine, and a furnace, as well as some local property owners (Figure 249 and Figure 250).

154. Dr. Jean Haskell Speer et al., "Cultural Resource Inventory," 3.

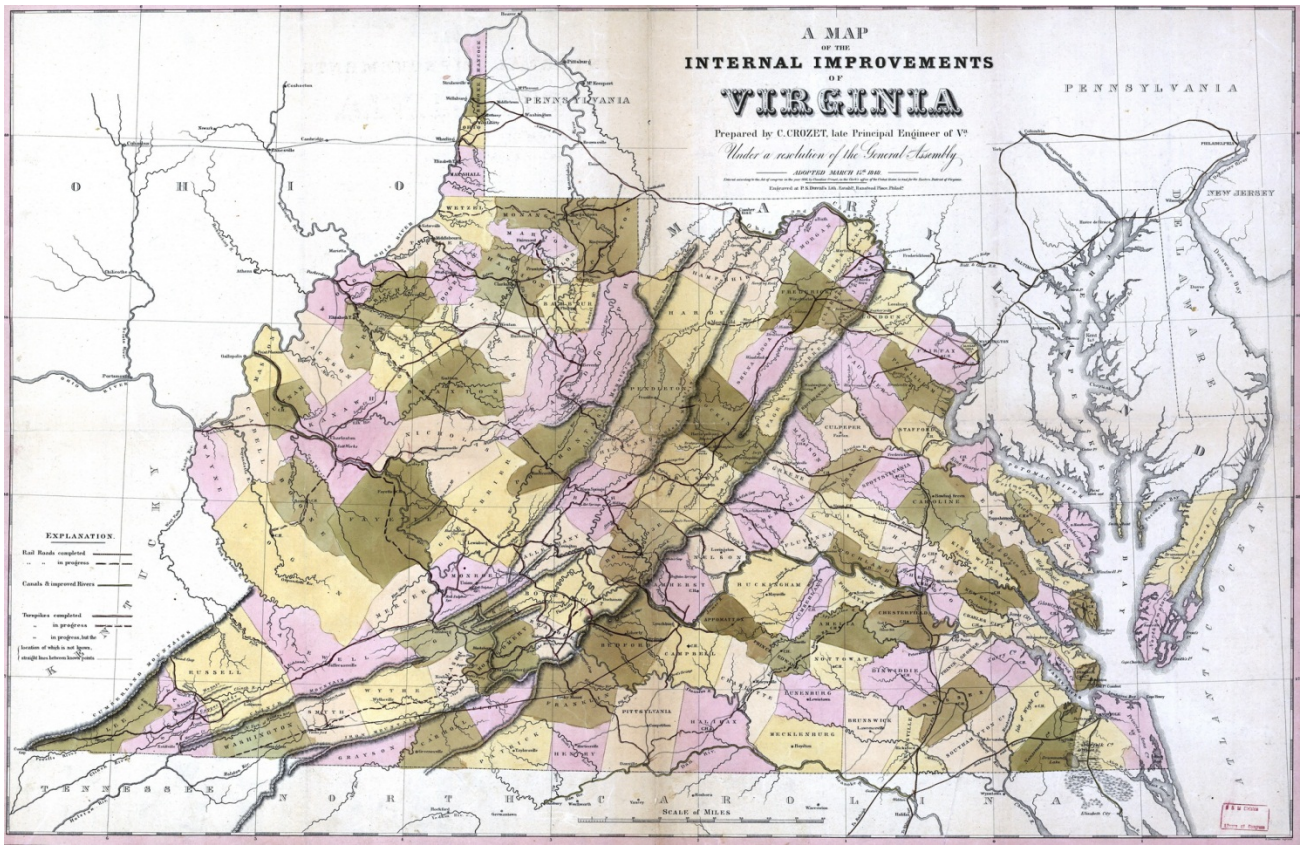


FIGURE 245. A map of the internal improvements of Virginia, prepared by C. Crozet, former principal engineer of Virginia, under a resolution of the General Assembly adopted March 15,1848.

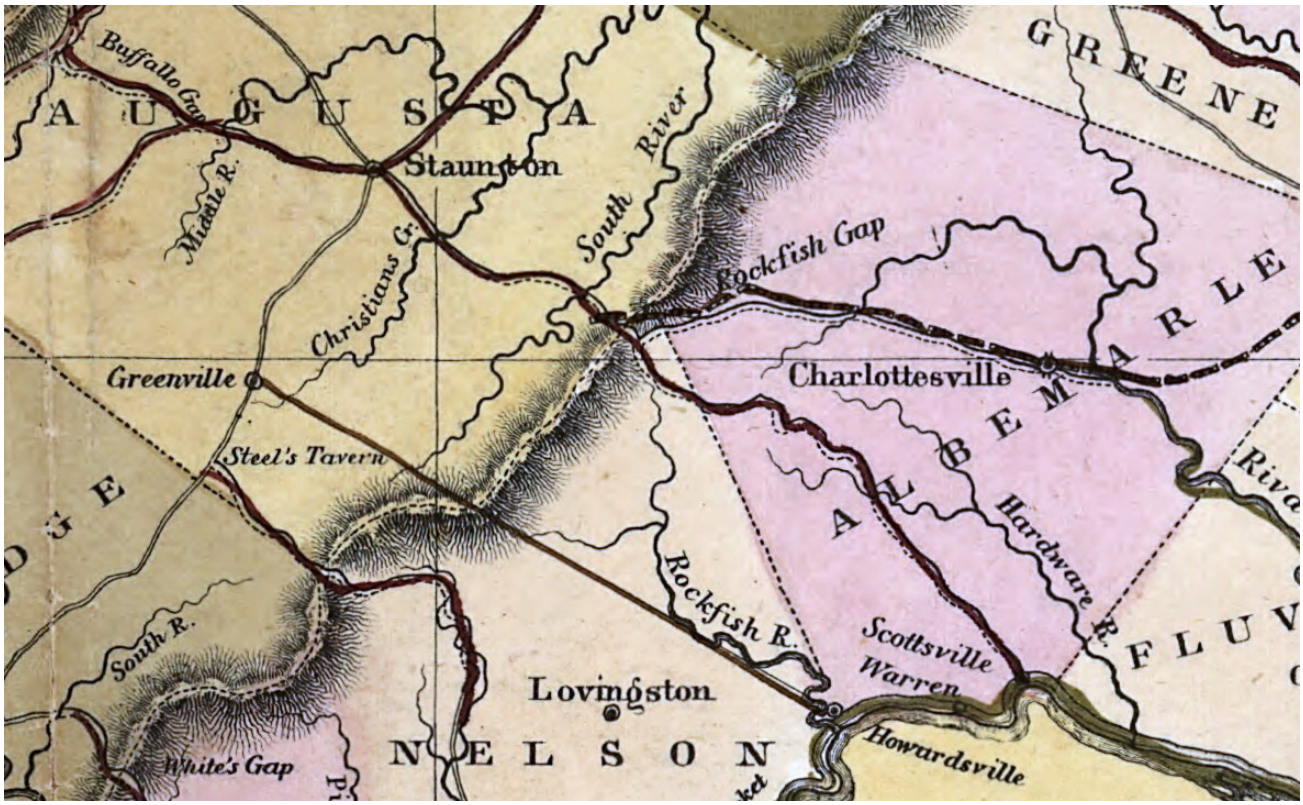


FIGURE 246. Detail of the 1848 map depicting the Humpback Rocks area.



FIGURE 247. A map showing portions of Nelson and Augusta County including the Howardsville Turnpike and what would become the Humpback Rocks developed area. "Map of Nelson and Surrounding Counties, 1863" by Jeremy Francis Gilmer.



FIGURE 248. Detail of the 1863 map showing the Humpback Rocks area.

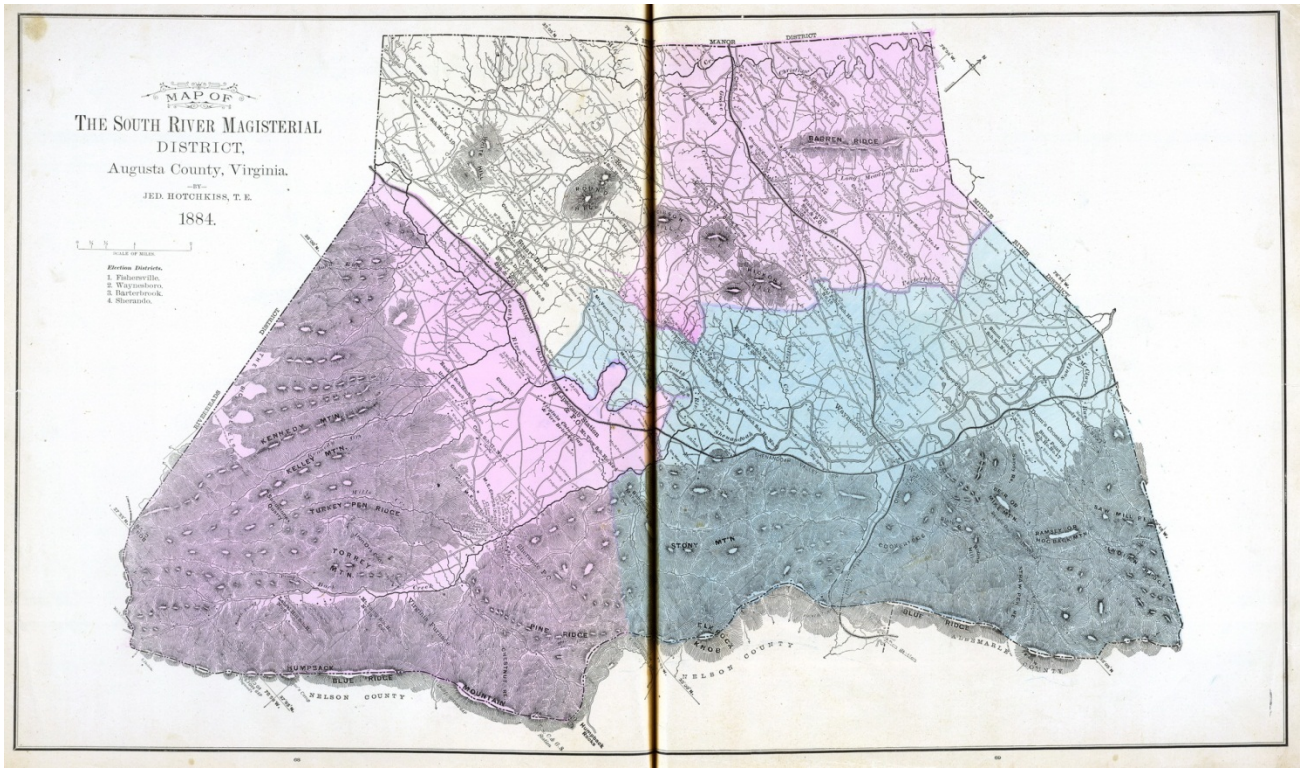


FIGURE 249. Map of Riverheads Magisterial District, Augusta County, Virginia. By Jed. Hotchkiss, T.E. (with) Plan of Greenville Town (with) Plan of Newport Village (Moffett's Creek P.O.) (both Riverheads District). 1884 (1885) from the Historical Atlas of Augusta County, Virginia. Maps from original surveys, by Jed. Hotchkiss, Top. Eng. Its annals, by Joseph A. Waddell. Physiography, by Jed. Hotchkiss. Illustrated. Chicago, Illinois: Waterman, Watkins & Co., 1885. (on verso) Shepard & Johnston, Printers, 140-6 Monroe St., Chicago, 72-27.

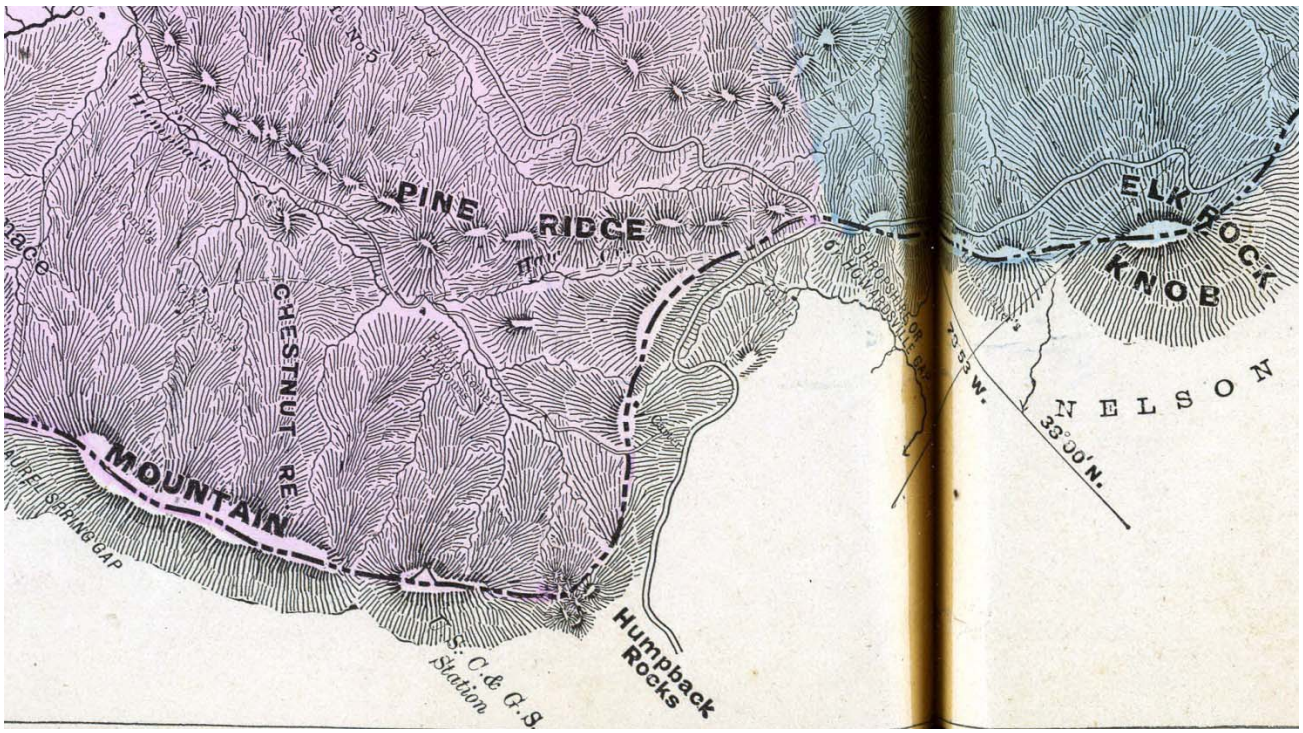


FIGURE 250. Detail of 1884 map showing Humpback Rocks area.

Associated settlement features would have affected the landscape in a way that is all but erased today by the woodland cover associated with the Blue Ridge Parkway and George Washington National Forest. Former fields, access roads, buildings, and other developments no longer exist to indicate these pre-parkway activities and associated spatial patterns.

During the early twentieth century, some of the families sold their land to Edgar M. Miller, a Nelson County farmer and land speculator. A portion of Miller's land edged Humpback Mountain. It included an orchard and two sawmills. Miller's purchase was part of a larger regional trend whereby small landowners sold their property to wealthy individuals who then amassed large parcels. Former owners sometimes became caretakers and tenants on their former land. Miller in turn sold the 1,360-acre Humpback tract to Thomas Fortune Ryan in 1925. Ryan was a wealthy financier who also purchased the 7,000-acre Oak Ridge Estate in Nelson County, and built a large summer retreat named Elk Mountain. The Humpback tract was treated as a recreational retreat rather than an agricultural property. This land was acquired by the Commonwealth of Virginia to be conveyed to the United States of America in 1939 for the construction of the Blue Ridge Parkway.[155] These pre-parkway land ownership patterns are difficult to discern today.

Contributing Patterns of Spatial Organization.

- Linear corridor associated with the Blue Ridge Parkway
- Forest cover creating spatial containment
- Curvilinear access road and parking area, tightly arranged parking bays, orientation to the parkway, open plaza/terrace fronting the building to serve as a landing for visitors edged by open meadow and lawn framed by woodland trees and limited ornamental plantings associated with the Humpback Rocks Visitor Center
- Streetscape associated with the Mountain Farm exhibit
- Curvilinear road corridor and tightly arranged parking bays associated with the Humpback Gap parking area
- Curvilinear road corridor loosely edged by a series of informally-arranged picnic sites with canopy tree cover at the picnic area
- Examples of pre-parkway agriculture and lifeways in the meadow below Humpback Rocks and sections of hog fencing

Non-contributing Patterns of Spatial Organization.

- Extent of woodland obscuring former open spaces, cultural developments, and agricultural field patterns

Missing Patterns of Spatial Organization.

- Farmsteads present prior to construction of the parkway and associated fields, roads, and building complexes
- Open meadow and pastured or open woodland associated with the rock fence that extends up the mountain from the Shenandoah Valley through the picnic area

Topographic Modifications

Several topographic modifications are character-defining for the period of significance identified for the Humpback Rocks developed area. These include the manner in which the roads, trails, and buildings were carefully fit to the landform and terrain, the use of level plateaus and mountain gaps to site developed area features, and the sensitive use of site engineering in the form of retaining walls, paving, and graded earth to accommodate cultural activities.

Evidence of topographic modifications surviving from the period of significance is present in several locations. They include the Blue Ridge Parkway road corridor, the site of the Humpback Rocks Visitor Center and adjacent parking area, the parking area and trailhead associated with the Humpback Rocks Trail, the Mountain Farm buildings, structures, and agricultural exhibits, and the picnic area. The water supply and storage

155. Speer and Haskell, 150.

access road, which exhibits evidence of grading, also survives with integrity from the historic period. Topographic modifications that appear to postdate the period of significance include grading to accommodate the larger footprint of the rebuilt visitor center in 1982, and the universally-accessible walk between the visitor center and the Mountain Farm in 2009. Realignment of the Appalachian Trail in 1978–1979 to avoid overlap with the Humpback Rocks Trail appears to have been accomplished with minimal grading; portions of the spur leading between the Appalachian Trail and the Humpback Gap parking area follow the Howardsville Turnpike trace. Topographic modifications that preceded parkway development include portions of nineteenth century Howardsville and Rockfish Gap Turnpike. This road corridor was rerouted when the Blue Ridge Parkway was built. Although traces of the road survive in the vicinity of Humpback Gap, much of the road to the east of the ridge has been lost or erased by parkway development.

Grading to establish the Blue Ridge Parkway through the Humpback Rocks area was completed in 1939–1941. Grading involved establishment of a relatively level road corridor edged by gently-sloped shoulders, smooth connections back to the natural contour of the land, and ditching in some locations. The road was designed to include mostly curvilinear alignments connected by short tangent sections. Curves were super elevated for the driving comfort of motorists. The horizontal and vertical alignments of the road were designed to be harmonious with each other, as well as with the form of the land, using minimal cut and fill sections. Despite these intended guidelines, extensive earth moving and some rock blasting were often required to establish the parkway corridor. Section 1C, which includes the Humpback Rocks developed area, was as "one of the roughest of the early parkway projects because of the excessive amount of rock encountered."[156]

Trails have also been established through the developed area. These were generally constructed using minimal grading and modification of existing topography. The Appalachian Trail, although rustic and relatively undeveloped in its approach and appearance, follows terrain that is generally challenging and rugged. Modest grading of existing topography and the establishment of rock retaining walls, stairs, waterbars, and ditches is required to keep the trail in good condition. Portions of the Appalachian Trail predate the parkway, while the realigned section that was developed in the late 1970s to bypass Humpback Rocks and its connection to the parking area postdate the period of significance. The Appalachian Trail was completed in 1937. Many of the topographic modifications in evidence in association with the trail date to its original construction. However, regular maintenance of the trail has included the addition of new ditching, stairs, realigned trail sections, and waterbars that postdate the period of significance. These modifications generally convey a character that is not consistent with the original trail design.

Grading was used to establish relatively level precincts for the Mountain Farm exhibit buildings in 1952–1953 that remains in evidence today. Grading was also used to establish the picnic area loop road corridor, parking areas, drainage features, and some picnic table and grill areas during the 1955–1956 and 1962 periods of construction that remain discernible today. Similarly, grading was used to establish the visitor center and associated parking area in 1955–1956. This grading also remains in evidence today. The additional grading conducted to accommodate the rebuilt and enlarged visitor center in 1982, including ditching behind the building to convey stormwater, postdates the period of significance and does not contribute to the significance of the developed area.

Contributing Topographic Modifications.

- Grading to accommodate the visitor center and Humpback Gap parking areas
- Grading to accommodate Mountain Farm exhibit buildings, structures, and trail

156. Harley E. Jolley, *The Blue Ridge Parkway* (Knoxville, Tennessee: The University of Tennessee Press, 1969), 118.

- Grading to accommodate Mountain Farm exhibit cultivated areas
- Humpback Rocks Trail alignment
- Appalachian Trail alignment (original)
- Grading to accommodate Humpback Gap parking area
- Howardsville Turnpike trace (surviving sections)
- Grading to accommodate the picnic area access road, picnic sites, and comfort stations

Non-contributing Topographic Modifications.

- Grading to accommodate the universal accessibility trail to the Mountain Farm from the visitor center parking area
- Grading and ditching to accommodate the larger footprint of the rebuilt visitor center
- Grading to reroute the Appalachian Trail away from Humpback Rocks
- Changes to the Humpback Rocks Trail to address erosion, including the addition of waterbars and ditches
- Grading to accommodate universal accessibility at the picnic area comfort station B

Missing Topographic Modifications.

- Portions of the Howardsville Turnpike east of the ridgeline

Land Uses and Activities

Character-defining land uses associated with the Humpback Rocks developed area are associated with the provision of visitor services and recreational opportunities for travelers to better connect them with the landscape of the Blue Ridge Mountains. The majority of the land uses present within the Humpback Rocks developed area today were established during the period of significance, continue to function as intended, and contribute to the significance of the developed area. These include agricultural, interpretive/museum/educational, recreational, transportation, utility, and visitor services land uses. Land uses that postdate the period of significance and therefore do not contribute to the significance of the developed area include administrative and commercial. Land uses that were present prior to the establishment of the Blue Ridge Parkway that are no longer represented on site include residential, industrial, religious, and educational. Each of these land uses is discussed in more detail below.

Administrative land uses are currently housed in the rebuilt visitor center. After the original visitor center burned in 1981, the building was rebuilt with additional space available to house the needs of parkway administration. This use postdates the period of significance and does not contribute to the significance of the developed area.

Agricultural land uses preceded parkway development in the area. Farmsteads and timber stands were present in the vicinity of Humpback Rocks in 1934 as parkway designers sought to assemble the acreage necessary to establish a recreation area on the site. Pasture areas present at the time of parkway construction are indicated on the PLUMs as within the field below Humpback Rocks to the east of the parkway, south of the Mountain Farm exhibit, and west of the parkway (refer to Figure 318 and Figure 319). Today, the meadow area between the Blue Ridge Parkway and Humpback Gap continues to be maintained through haying, perpetuating this historically important land use within the area.

The agricultural uses that were present on land surrounding the parkway are no longer in evidence at Humpback Rocks. Settlement of the mountainous terrain of western Nelson and eastern Augusta County began in the 1830s, and occurred as subsistence farmers of the Rockfish and Back River valleys were displaced by wealthier planters. By the mid-nineteenth century, a small community of several families had developed along the upper reaches of the Blue Ridge Mountains near Shropshire Gap in the vicinity of the Humpback Rocks Visitor Center. Most residents owned small farms of 200 to 400 acres. The primary crops cultivated at the time included Irish potatoes, corn, oats, wheat, and rye. Most residents also owned livestock such as swine, horses, milk cows, cattle, and sheep. The swine were left to forage within the woods where piled rock fences were constructed to form enclosures.

Besides hogs, much of the mountain area was used for grazing cattle. People living as far away as Sherando and Waynesboro used the mountain slopes to graze their cattle. Livestock were grazed in the meadow below Humpback Rocks under a lease agreement with a local farmer until 1978 when a spring that had provided water for the horses and cattle dried up. Livestock have not been part of the agricultural landscape of Humpback Rocks since.

Apple orchards became a staple of Nelson and Augusta County farms during the nineteenth century, with Albemarle Pippins and Virginia Winesaps eventually grown for export. A few older apple trees survive along the parkway that provide a connection to this important component of local life prior to the construction of the Blue Ridge Parkway. A small apple orchard exhibit was established at the Mountain Farm in the 1980s to interpret this history.

Another food source important to the local economy was chestnuts. Until the chestnut blight of the early twentieth century, local residents collected the nuts of this forest dominant, and sold them at market. The Howardsville Turnpike, constructed circa 1848, provided connections with rivers to the east where agricultural products could be shipped to market. The trace of the turnpike that survives provides a connection to this former use.

Local residents also derived income from timbering, which supported **industrial** developments in the area such as saw mills, tanneries, and blacksmithies. The Yancey Lumber Company and Rockfish Land & Lumber Company were located in the vicinity prior to the establishment of the Blue Ridge Parkway. They provided wood for building materials and railroad ties. Lumber cut within the mountains was transported to rail lines established nearby during the late nineteenth and early twentieth centuries to support this industry. Tan bark was locally extracted and used in nearby tan yards.[157] The William Mayo property, located behind Butler field near the current visitor center, included a blacksmith shop. None of these industries survive within or around the developed area today.

Commercial land uses are primarily associated with bookstore sales within the Humpback Rocks Visitor Center. Like the administrative function of the building, this use was added when the visitor center was rebuilt in 1982, and postdates the period of significance. Contemporary commercial uses do not contribute to the significance of the developed area. Original plans for the Humpback Rocks recreation area called for the construction of a motor service and sandwich shop for the convenience of motorists in the vicinity of the present-day visitor center. These features were never built.

Interpretive/museum/educational land uses have also been an important component of the Humpback Rocks developed area since the period of significance. The primary example is the Mountain Farm exhibit that interprets pioneer life and farming through the relocation of a collection of authentic local farmstead buildings and outbuildings. Established in 1952–1953, this collection survives with a high degree of integrity. The Mountain Farm exhibit opened to the public in 1956 when the visitor center was completed. The visitor center included a small museum when it was first built. This land use contributes to the significance of the developed area.

Like interpretation, **recreation** has been a key land use of the Humpback Rocks developed area since its conception and establishment as part of the Blue Ridge Parkway. The siting of a recreation area in this particular location was based on the potential to offer visitors an opportunity to hike to Humpback Rocks, a local landmark and a recreation destination that remains popular today. The hiking trail to Humpback Rocks incorporated portions of the Appalachian Trail, established through the region by at least 1937, perpetuating an existing land use. Initial designs for the

157. Dr. Jean Haskell Speer, Frances H. Russell, Gibson Worsham, "Cultural Resource Inventory; Wintergreen Tract, Humpback Rocks" (Blacksburg, Virginia: Virginia Polytechnic Institute and State University, 1993), 7.

recreation area prepared as early as 1934 also identified a need for a picnic area at Humpback Rocks. This vision was achieved with completion of the developed area picnic area between 1956 and 1965. Recreational activities are also known to have preceded parkway development. During the early twentieth century, several wealthy individuals bought up land in the area to create resorts, retreats, and vacation homes that would feature access to mountain recreation and views. These activities were located nearby but beyond the boundaries of the Humpback Rocks developed area. None of the historic resorts survive today.

Residential land uses were also present on the site prior to the establishment of the Blue Ridge Parkway but do not survive today. The Carter Farm was located on the current site of the Mountain Farm, and extended west below the exhibit area. Additional dwellings were located around Butler field, north of the present-day visitor center. The field was named for a family that lived on the site during the nineteenth century. Associated with this small community was a schoolhouse, which offered **educational** as well as **religious** uses as it doubled as a church on Sundays. The teachers boarded with a local family nearby and walked to the school.[158] In an interview conducted with a former resident of the area, Mrs. Lillian Sprouse remembered hearing her grandfather Carter, who lived on the farm where the Mountain Farm exhibit now stands, tell the story of building the school with some neighbors.[159] Nearby, the landscape at the base of Humpback Rocks included a clearing under the shade trees where benches were placed and church services were also held.[160] None of these land uses are present within the developed area today.

Transportation has been an important land use through the Humpback Rocks region since the mid-nineteenth century when the Howardsville Turnpike was established through Humpback Gap circa 1848–1857. The Blue Ridge Parkway now offers transportation options to travelers through the area, perpetuating this contributing land use.

Utility land uses are currently associated with the water supply and storage and well and pump house structure located near the Mountain Farm exhibit, as well as the septic leach fields located to the north of the visitor center. Although these features postdate the period of significance, they replace earlier structures that served similar needs

Visitor services have also been an important land use of the Humpback Rocks developed area since the establishment of the parkway through the area in 1939–1941. Parking facilities located in conjunction with the trail to Humpback Rocks were constructed with the early road corridor. Between 1941 and 1965, additional visitor services were added, including the picnic area and a visitor center, which houses rest rooms, drinking fountains, and rangers to answer questions and provide information to visitors. The visitor center has been rebuilt from its original design, and a stone drinking fountain that formerly sat outside the entrance is no longer extant. Although some of the individual features have changed over time, this land use survives from the period of significance and contributes to the significance of the developed area.

Contributing Land Uses and Activities.

- Agricultural
- Interpretive/Museum/Educational
- Recreational
- Transportation
- Utility
- Visitor services

Non-contributing Land Uses and Activities.

- Administrative
- Commercial

Missing Land Uses and Activities.

- Educational
- Industrial
- Religious
- Residential

158. Speer et al., "Cultural Resource Inventory," 9.
159 Ibid, 10.

160. Ibid, 20.

Circulation

Circulation is one of the key character-defining elements of the Blue Ridge Parkway. Within the Humpback Rocks developed area, there are several road and trail systems that reflect important principles of the design ethos expressed by early parkway designers. The Blue Ridge Parkway corridor in particular is the primary character-defining element of the developed area. It is composed of a narrow two-way driving corridor edged by minimal sculpted shoulders. An orchestrated sequence of short-, mid-, and long-range views that present a combination of dramatic mountain landforms and the rural agricultural character of Appalachia are an integral component of the road design. Carefully-constructed stonework characterizes bridges, walls, and culverts supporting the functionality of the road and associated stormwater management processes. Other character-defining circulation features include modest access roads that lead to the recreational sites and amenities intended to connect visitors with the landscape. Trails are also a character-defining component of the developed area, leading to several important experiences associated with the site—the Humpback Rocks formation and Mountain Farm exhibit.

Several circulation features located within the Humpback Rocks developed area were established during, or survive from, the period of significance and contribute to the significance of the developed area. These include the parkway itself, constructed through the region circa 1939–1941, the access roads to the Humpback Gap parking area completed by 1943, and the visitor center and picnic areas developed by 1956. Features that predate the parkway but survive today include the Howardsville Turnpike trace that dates to circa 1848–1857 and the Appalachian Trail, completed by 1937. Additional circulation features that can be traced to early parkway design principles include the stone edging of the picnic parking pull-offs, visitor center parking area, Humpback Gap parking area, and roadway triangles at the intersections between the visitor center and Humpback Gap access roads and Blue Ridge Parkway.

Circulation features that postdate the period of significance and constitute non-contributing resources include the universally-accessible asphalt path to the Mountain Farm, social trails found in several locations, the universally-accessible ramp to picnic area comfort station B, and the relocated sections of the Appalachian Trail that bypass Humpback Rocks. Each of these features is described in more detail below.

Blue Ridge Parkway. The Blue Ridge Parkway survives within the Humpback Rocks developed area from the period of significance with a high degree of integrity. The Blue Ridge Parkway was constructed through this region circa 1939–1941, and paved circa 1947–1950. Sections 1B and 1C were opened to visitors on October 13, 1941.

The Blue Ridge Parkway is divided into sections. The sections located within Virginia are introduced by the number 1, followed by a letter corresponding to their position along the route. The first section, which begins at Rockfish Gap, is 1B.[161] It extends to Humpback Gap. The second section, which continues through the remainder of the developed area, is section 1C. Section 1B, which is 6.027 miles long, was constructed between July 1939 and November 1940, while the 9.387-mile-long Section 1C was built between August 1939 and October 1941. Section 1C was described as "one of the roughest of the early parkway projects because of the excessive amount of rock encountered."[162]

The parkway was designed in accordance with specific guidelines and to careful standards. The road is generally an undivided, two-lane, two-way highway, composed of a 20-foot-wide travel corridor with center striping. There is no striping or curbing to indicate the outer edge of pavement; rounded, gently-sloped grass shoulders between 3 and 5 feet wide edge the road margins to blend the

161. Section 1A is part of Skyline Drive and is currently administered as part of Shenandoah National Park, located to the north of Rockfish Gap.
162. Harley E. Jolley, The Blue Ridge Parkway (Knoxville, Tennessee: The University of Tennessee Press, 1969), 118.

travelway into the surrounding natural context. Overall, the road is designed for a driving speed of 45 miles per hour to accommodate the mountainous topography, although there are sections with speeds as low as 25 where rugged terrain requires sharper curves. Vertical grades do not exceed 8 percent. The roadway is designed to knit horizontal and vertical curvature together so that motorists can safely navigate the roadway at the designated design speed. Roadway engineers and designers incorporated super elevation and pavement widening to render some horizontal curves more comfortable for motorists.

The roadway is designed primarily of geometric curves connected by short tangent sections. This creates a constantly flowing route that offers an ever-changing view of the surrounding scenic landscape. The road is constructed to fit within the surrounding topography using a technique referred to as the streamlined cross section, which uses cut and fill to create flattened and rounded connections back to the adjacent upper and lower slopes. To offer motorists a more expansive view from the road corridor, parkway designers also employed a technique known as day-lighting, where excess material on the downslope side of the road is removed. Day-lighting "opens up views and reinforces the impression that the road follows the contours. In deep cuts where hard rock is exposed, the outcroppings are given a natural appearance and there are few obvious marks of excavation and blasting."[163]

To demarcate stopping points such as overlooks and parking areas, **stone curbs and edging** and other rustic details reinforce the connection of the road to the natural environment. Originally, most of the curbs were constructed from local stone, but over time some have been replaced with larger slabs of grey granite. Although "the local stone helped express the individual character of each location, granite curbs are more durable and require less maintenance."[164] Stone curbs and edging are found along some parking area bays and at road triangles where access roads to visitor use areas intersect the parkway. With the exception of some replacement of curbing, the Blue Ridge Parkway corridor through the Humpback Rocks developed area survives with a high degree of integrity as originally designed and constructed.

Appalachian Trail. Portions of the Appalachian Trail extend through the Humpback Rocks developed area. The trail preceded the parkway through the area. Until 1979, the trail extended to the top of Humpback Rocks and beyond to the summit of Humpback Mountain. The popularity of the Humpback Rocks Trail for day visitors led to a conflict with through hikers seeking a higher degree of solitude. The Appalachian Trail Conference decided to realign the Appalachian Trail to circumnavigate Humpback Rocks to avoid the crowds. A spur trail leading between the Humpback Gap parking area and the realigned Appalachian Trail follows a portion of the Howardsville Turnpike trace. A spur trail also allows visitors to reach the summit of Humpback Mountain along the Appalachian Trail. Original portions of the Appalachian Trail survive within the developed area from the period of significance and are contributing resources, while the redesigned sections dating to 1978–1979 sections do not.

The concept for the Appalachian Trail was first proposed by Benton MacKaye in 1921. McKaye's vision was for the establishment of a path that would link planned wilderness communities where people could go to renew themselves. Based on McKaye's vision, the Appalachian Trail Conference was established in 1925 to effect construction of the trail. Two men—Judge Arthur Perkins of Connecticut and admiralty lawyer Myron Avery of Washington, D.C.—were instrumental in promoting the idea, and making it a reality. Over the ensuing decade, the trail slowly took shape. A continuous route between Georgia and Maine was established by 1937. Portions of the trail fell into disrepair during World War II as the volunteer labor that was needed to maintain the trail was not available. Restoration began after the war, and the trail was reestablished by 1951. In

163. Ian Firth, NHL nomination, Draft, 6.
164. Firth, NHL nomination, Draft, 8.

1968, the trail was designated as the first national trail by President Lyndon B. Johnson.

Humpback Rocks Trail. The Humpback Rocks Trail extends from the parking area at Humpback Gap to the summit of the named rock formation. It is surfaced with hard-packed earth and gravel. Originally part of the Appalachian Trail system, the trail has been in existence since at least 1937. Portions of the trail have more recently been modified to enhance visitor safety and to ameliorate or protect against soil erosion problems. Most of these modifications postdate the period of significance. They include construction of wood timber steps and stairs and waterbars. These alterations have affected the integrity of the trail as originally conceived and constructed.

Howardsville and Rockfish Gap Turnpike trace. Evidence of the former alignment of the Howardsville and Rockfish Gap Turnpike, which originally followed an alignment similar to the parkway in the vicinity of Humpback Gap, survives near the Humpback Rocks trailhead parking area as a narrow hard-packed earth trace. Portions of the trace indicate nineteenth-century construction techniques involving grading, retaining walls, and culverts. Because the turnpike fell out of use rather than being adaptively reused, surviving sections are considered one of the best preserved examples of early state-sponsored roads over the Blue Ridge Mountains. Most others have been improved and altered. Much of the turnpike within the mountains east of the parkway has been lost.

Howardsville, Virginia, is located at the confluence of the Rockfish and James rivers east of the Blue Ridge Mountains. During the nineteenth century, Howardsville became an important commercial center due to its location along the James River, which provided a connection to the James River and Kanawha Canal as well as railroad lines.

The Howardsville and Rockfish Gap Turnpike, constructed beginning in 1848, was used by local farmers to convey their farm products and goods to market via Howardsville. The road offered a travelway through the Blue Ridge Mountains, which had "long been a barrier to transportation and communications between the Piedmont and Tidewater areas of Virginia and the Shenandoah Valley, a major agricultural area."[165] The first ten miles of the turnpike were completed by 1849. Most of the route was new and "not consistent with old roads."[166]

The road was challenging to build and there were many problems with the route. By 1857 it had yet to be completed. The incomplete road began to deteriorate during the Civil War. In 1864, travelers complained that they could not get to the railroad depot at one end of the route or to the canal at the other. By 1870, the state had suspended all payments for the turnpike due to its ineffectiveness. While ambitious in its plan, the turnpike was a road of limited usefulness, primarily because of nearby better-maintained alternative routes that were completed during the nineteenth century and offered connections to larger markets. It did, however, "provided mountain residents with an opportunity to trade in Sherando and Greenville to the west and Waynesboro to the east.."[167]

The turnpike affected settlement patterns as well as commerce and land uses. The turnpike crossed the Blue Ridge Mountains at Shropshire (also Howardsville) Gap near Humpback Rocks. A community arose around the road corridor in the mid-nineteenth century. The turnpike was one of the components that contributed to the development of the apple industry in the area, since it allowed for the transport of goods to market feasible. Later, the turnpike became less important as rail lines began to offer easier and cheaper means of transport.[168] The turnpike may also have resulted in the establishment of two hotels in the area near the turn of the twentieth century—Goodlow's Hotel in Afton Station and

165. Robert P. Kyle, "The Howardsville Turnpike," in *The Augusta County Bulletin* 40, 44.
166. Ibid., citing Board of Public Works Correspondence, Reports, etc. 1848–1860 (Richmond: Virginia Board of Public Works, 1861).
167. Ibid., 16–17.
168. Ibid., 25.

Mountain Top Hotel in Augusta.[169] These hotels were primarily focused on providing resort opportunities for summer visitors to the mountains. Adopted for use as part of the state highway system in the 1920s, the Howardsville and Rockfish Gap Turnpike was rerouted when the Blue Ridge Parkway was constructed to allow both road corridors to coexist.

Access road and parking associated with the Humpback Gap and Trail. The Humpback Gap access road and parking lot were completed in 1941–1943. Fieldstone curbing and an asphalt walk edge portions of the road and parking area. These materials and their design are consistent with features found elsewhere on the parkway and the design guidelines developed during the early parkway planning era. This circulation feature survives from the period of significance with a high degree of integrity.

Maintenance access road. Arising from the Humpback Gap access road is a grass-surfaced maintenance route into the hay meadow. It extends through a break in the stone fence, and likely was part of the original development of the area in 1943. As such, the access route survives from the period of significance and contributes to the significance of the developed area.

Private road. A map prepared in 1967 to indicate property ownership in the area shows a private road that led south from the Humpback Gap parking area that is no longer in evidence.

Visitor center access road and parking. The existing road and parking lot were built in conjunction with the original visitor center in 1955–1956. Like the Humpback Gap area, the parking area is edged by stone curbing and asphalt walks that are consistent with parkway-wide guidelines and standards. This circulation feature survives from the period of significance with a high degree of integrity (Figure 251 and Figure 252).

Visitor center terrace. Fronting the visitor center is a flagstone terrace edged by benches, a flagpole, beds of ornamental plantings, and a drinking fountain. This plaza is present in photographs of the original visitor center, and appears to survive with integrity from the period of significance.

Private road. Maps of early parkway development indicate that there was a private road or drive present in the area prior to the development of the Mountain Farm exhibit and the visitor center. The road appears to have provided access to the Carter Farm that was present on the site prior to development of the parkway. Evidence of the former road corridor survives today as a hard-packed earth trace that extends east-west between the visitor center and Mountain Farm exhibit. This road does not retain integrity due to the parkway-related changes that have altered the landscape associated with the road. The road no longer leads to a building complex as originally intended, and has been altered by parkway developments.

169. Ibid., 9.





FIGURE 251, left. Visitor center and access road, 1953.
FIGURE 252, right. Visitor center and access road, 2010. Many of the features visible in the contemporary photograph also appear in the historic view, including the paved road corridor, the location of the visitor center, the parking bays, and the locations of tree plantings. The greatest change is the maturity of the trees that cast a greater degree of shade in 2010, and contribute to a more wooded character to the east than was present in 1953. The paved asphalt path leading toward the Mountain Farm exhibit is an addition not present in the earlier photograph.

Picnic area access and loop road and parking areas. The picnic area access road was first developed in 1955 or 1956 and expanded in 1962. The original access road arises from the Blue Ridge Parkway near milepost 8 at a triangular intersection edged by stone curbing (refer to Figure 320 and Figure 321). The access road replaced an earlier road that led to a stockpile of topsoil, possibly developed as part of parkway construction. Portions of the earlier road survive as a trace. As originally designed, the access road connects to a loop road associated with the picnic area at another triangular intersection. The loop road includes an upper and a lower section; a short connector road completes the upper loop and allows visitors to return to the picnic area entrance without traveling the lower section. The loop road extends through woodland and is edged at intervals by small parking pull-offs providing access to picnic areas with grills and picnic tables with benches. The parking pull-offs are edged with slate, and stone-lined drop inlets are installed at intervals in the pavement to convey stormwater beneath the pavement. These features were incorporated into the original design and survive with integrity from the period of significance.

A comfort station was constructed within the center of the upper loop in 1955. A hard-packed earth maintenance access road leads to the building from the paved loop road. The maintenance access road is a later addition that likely postdates the period of significance.

Water supply and storage access road. The road providing access to the water supply and storage area arises from the picnic area access road. It follows the road indicated on a 1954 map of the area that led to stockpiled topsoil (refer to Figure 322 at the end of the chapter). The road is surfaced with hard-packed earth. The trace of the road that led to the topsoil stockpile survives within the vicinity of the picnic area and water supply and storage area.

Mountain Farm Trail. Designed as part of the Mountain Farm exhibit in 1952–1953, the Mountain Farm Trail extends from the gate near the visitor center parking area to the kissing gate located near the southern end of the exhibit below milepost 6 of the Blue Ridge Parkway. Spur paths lead to some of the Mountain Farm exhibit features located to either side of the main path. The trail surfacing is composed of crushed brownstone gravel of varying sieve sizes. The path may originally have been surfaced with hard-packed earth, or another form of gravel, although this information is not currently known. It is suffering from erosion problems. Although changes to the surfacing material of the trail have diminished its integrity to a degree, the Mountain Farm Trail survives from the period of significance.

Walk from parking area to visitor center entrance. An asphalt walk extends along the length of the parking area that fronts the visitor center. This walk is part of the original 1955–1956 design of the site, and is consistent with the design of walks found throughout the parkway at parking areas. Problems with the walk, including broken and cracked pavement and trees growing into the path, threaten the integrity of the feature. The walk generally survives with integrity from the period of significance.

Slate curbing at picnic area parking spaces. The parking spaces located along the margins of the picnic area access road are sometimes edged by slate set on edge within the margin of the asphalt pavement. This edging appears to have been designed as part of the original picnic area development and survives from the period of significance. Condition problems, including leaning and broken stones, affect the integrity of this feature.

Trails and paths. There are a few circulation features located within the Humpback Rocks developed area that postdate the period of significance. These include the asphalt trail developed in 2009 to provide a universally-accessible route to the Mountain Farm exhibit from the visitor center parking area (Figure 253 through Figure 256) and the asphalt universal accessibility ramp that leads to comfort station B within the picnic area. Concrete steps that lead between the upper and lower sections of the picnic area also appear to have been added after the period of significance. These features exhibit a character that is not consistent with the general design guidelines for parkway features. Several paths lead to the comfort stations from the picnic sites. These paths are indicated in the original design drawings for the picnic area. The trails are thinly-surfaced with gravel. It is not known what surfacing was intended for and originally used on the trails, however. Except for the issue of their surfacing material, these trails appear to survive from the period of significance.

Social trails have been created by visitors to access portions of the Mountain Farm exhibit, and are located in the vicinity of the Humpback Rocks trailhead. These postdate the period of significance and detract from the historic character of the developed area.





FIGURE 253, left. Walk to Mountain Farm exhibit, 1973.
FIGURE 254, right. Walk to Mountain Farm exhibit, 2010. Many of the features present in the 1973 view survive in 2010, although some of the materials have been replaced. The crushed stone path visible in the 1973 photograph has been replaced with the asphalt walk shown above right. The numbered post visible in the 1973 photograph was part of an interpretive program that was later replaced with small metal signs. Otherwise, the fencing and vegetation appear consistent between the two views.





FIGURE 255, left. Walk to Mountain Farm exhibit, 1973.
FIGURE 256, right. Walk to Mountain Farm exhibit, 2010. This view, slightly south of the view above, indicates that the fencing, gate, and tree present in 1973 survive today, but that the path surfacing and interpretive signage system have been replaced. The margins of the new path are experiencing erosion problems not present in the earlier photograph.

Contributing Circulation.

- Blue Ridge Parkway
- Visitor center access road and parking bays
- Humpback Rocks Gap and Trail access road and parking bays
- Picnic area access and loop road and parking
- Maintenance access route into the hay meadow
- Howardsville Turnpike trace (portions)
- Road leading to the water supply and storage area
- Stone edging of road triangles and parking area bays
- Slate edging around picnic area parking pull-offs
- Humpback Rocks Trail
- Appalachian Trail
- Mountain Farm self-guided trail
- Walk from the visitor center entrance to the parking area
- Walk edging the Humpback Gap parking bays
- Visitor center flagstone terrace
- Paths to the picnic area comfort stations
- Trace of a private drive located near the Humpback Rocks Visitor Center
- Trace road leading to stockpiled top soil near picnic area; road leading to water supply and storage area

Non-contributing Circulation.

- Asphalt universal accessibility walk between the visitor center parking area and the Mountain Farm
- Hard-packed earth access route to overflow parking
- Asphalt universal accessibility ramp leading to the picnic area comfort station B
- Constructed wood timber steps and stairs associated with the Humpback Rocks Trail
- Social trails
- Concrete steps between the upper and lower picnic areas

Missing Circulation.

- Howardsville Turnpike (portions)
- Private road leading south from the Humpback Rocks trailhead area

Cultural Vegetation

The Blue Ridge Parkway is integrally linked both to the landform and topography of the Blue Ridge Mountain terrain, as well as to a complex patterning of natural and cultural vegetation communities. Parkway designers provided a variety of ever-changing views representative of the wild and natural scenery of the mountains as well as the pastoral beauty of tended farmsteads, including native woodlands, fields, and pasture. In some places, the native woodland scenery was intended to comprise the middle and background of designed views, while in the foreground, parkway designers sought to maintain, or create and manage, a landscape representative of mountain farm life, comprised of cultivated fields and pasture, orchards, fencing, and periodic domestic clusters. Character-defining cultural vegetation associated with the Humpback Rocks developed area reflects this intent, and includes hayed fields and meadows, cultivated field and orchard exhibits, remnant planted fruit orchard trees, and ornamental plantings of native trees and shrubs used to enhance high visitor-use areas such as parking areas and the visitor center.

Examples of cultural vegetation that survive from the period of significance include the pasture/field below Humpback Rocks, the pasture/meadow north of the visitor center, the garden, pasture, and orchard exhibits at the Mountain Farm, and the native tree and shrub plantings along the road corridor that were added to enhance the native forest. Species indicated for the plantings used to cover the initial road cuts as indicated on the 1947 PLUMS include red oak, chestnut oak, white oak, red maple, yellow poplar, dogwood, pink azalea (*Rhododendron spp.*), and Jersey tea (*Ceanothus americanus*).

In the vicinity of the visitor center, Humpback Gap parking area, and Mountain Farm exhibit, species recommended for planting on the PLUMs included red oak, white oak, dogwood, witch hazel, pink azalea, mapleleaf viburnum (*Viburnum acerifolium*), bittersweet (*Cealstrus scandens*), and Indian currant (*Symphoricarpos orbiculatus*). Seedlings of red oak, chestnut oak, red oak, white oak, hickory, tulip, black tupelo, flowering dogwood, Jersey tea, blueberry, and pink azalea were also recommended for planting.

Many of these species of trees and shrubs remain present within the landscape today. These were planted around and among individual existing trees labeled on the PLUMs to remain. The species present included hickories, walnuts, tulip poplar, black gum, hemlock, white oak, and red oak. Individual native hardwood trees also appear to have been retained to provide shade for visitors at the picnic area. Many of these trees appear to survive on site today.

Existing ornamental plantings associated with the visitor center were most likely planted after the structure was rebuilt in 1982 and therefore postdate the period of significance. Plantings associated with the original visitor center in 1956 have since been lost (Figure 257 and Figure 258).

Maps of the Humpback Rocks developed area prepared in the 1950s and 1960s indicate the extent to which formerly open areas have been allowed to revert to woodland cover. For example, a more extensive area was originally maintained in open vegetative cover as part of the interpretation of the Mountain Farm exhibit. Pasture and cultivated crop fields located west of the exhibit have reverted to successional woodland cover, and areas that may have included open-grown trees along the margins of the road and existing fields have now become forested. A large part of the open meadow below Humpback Rocks is currently being allowed to revert to woodland cover, while an area designated on the PLUMs as grass field north of the Humpback Gap parking area is now entirely wooded. These woodlands postdate the period of significance and are not consistent with the intent of early parkway designers.





FIGURE 257, left. Visitor center, 1953.
FIGURE 258, right. Visitor center, 2010. This view illustrates changes to the front of the visitor center, including the addition of the tripartite information board, the loss of the stone drinking fountain and trees, and replacement of the visitor center. The identity sign shown in 2010 is not present in the 1953 views.

The agricultural exhibits featured at the Mountain Farm are intended to recall the farms of local residents of the region during the nineteenth and early twentieth centuries. The majority of these local residents were farmers involved in planting fields, pasturing livestock, and fruit production in an 1848 letter written by Elijah Fletcher of Amherst County, farming practices in the region are described as follows:

> We have had a pleasant spring, our corn planted and wheat looks promising. Are now commencing to drive our Stock to the Mountain Pasture where the grass begins to put out, though the trees will not be in full verdure sooner than they will be in Mount Holly. I am Setting out fine orchards of fine fruit trees on my different farms there, a great many of the N. York Pippin. The climate and soil are particularly well suited to Orchards. The Fruit will mature later so as to enable us to preserve it during winter. Down here it matures too early in the Fall. Many Pennsylvania and New York Farmers are merely using land about the mountains for Sheep Farms and some have purchased and settled upon them. No doubt it is as good a grass and grazing country as any if care be taken to seed it in grass.[170]

Beginning in 1848, when the Howardsville and Rockfish Gap Turnpike was built to connect Howardsville in Nelson County with Greenville in Augusta County, farmers were better able to convey their goods to market: "The turnpike made the shipment of produce and livestock to market feasible and profitable. The major money crops in the area were corn, tobacco, and apples. Indeed the area was particularly adapted to apple production, and in 1917, Nelson County was tenth among fruit counties in Virginia from commercial apple orchards and Augusta ranked even higher. Many of the apples, especially Albemarle Pippins and Virginia Winesaps were exported to England."[171] A study of the apple industry in Virginia prepared in 1926 notes that most of the commercial orchards in Virginia were located to either side of the Blue Ridge Mountains and the valley west to the Alleghenies. Notable examples near Humpback Rocks include an orchard planted by Dr. E.P. Parsons near Massies Mill as early as 1814. The Royal Orchards on top of the mountain near Rockfish Gap were bearing fruit before 1890. In Nelson County, shipments of apples grew from about 80 cars of 160 barrels each in 1901 to 1,574 cars of 160 barrels by 1924. The 1926 survey, "The Apple and Peach Industries of Virginia," revealed that Nelson County

170. Ibid.,3–4.

171. Ibid., 4; from United States Department of Agriculture and Virginia Department of Agriculture, "The Apple and Peach Industries of Virginia" (Richmond: Virginia Department of Agriculture, 1926.)

> . . . has developed in fruit plantings until it now ranks as the fourth county in Virginia. The survey indicates 382 commercial orchards with a total of 334,660 trees, which is approximately 85 percent of the apple trees in the county. The conditions are very similar to those in Albemarle County and the Winesap and Pippin varieties of course predominate. The orchards average smaller or only 876 trees but there are three orchards reporting plantings of between 5000 and 10,000 trees and an orchard in excess of 10,000.[172]

Few orchards survive within the region today. Older apple trees can still be spotted at intervals along the parkway, however, including in the vicinity of the Humpback Gap access road. Apples were planted as part of the Mountain Farm exhibit in the 1980s. Additional apple saplings were added in 2010. There is also a grouping of cherry trees around the springhouse exhibit that may date to the 1950s. Fruit trees were shown as present during the early years of the parkway on the ROW and PLUM mapping on the ridge prior to construction of the Mountain Farm that are no longer extant (refer to Figure 318).

Contributing cultural vegetation

- Specimen and shade trees at the visitor center, Mountain Farm, picnic area, and Humpback Gap parking area
- Mown fields below Humpback Rocks, north of the visitor center, and associated with the Mountain Farm exhibit
- Apple tree near Humpback Gap
- Fruit tree planting around the springhouse at the Mountain Farm exhibit

Non-contributing cultural vegetation

- Ornamental plantings associated with the visitor center and Mountain Farm exhibit
- Invasive plants
- Apple trees at the Mountain Farm exhibit

Missing cultural vegetation

- Trees originally located in front of the visitor center
- Pasture on the sloped hillside west of the Mountain Farm
- Grass field north of the Humpback Gap parking area
- Local farm fields and orchards preceding the establishment of the Blue Ridge Parkway through the area

172. Speer et al., "Cultural Resource Inventory," 5.

Buildings and Structures

Buildings that are character-defining for the Humpback Rocks developed area include rustic pioneer structures interpreting mountain life along the parkway at the time of its early construction, as well as National Park Service structures designed to accommodate visitor needs and educational purposes in a comprehensive and efficient manner.

Several buildings within the developed area survive with integrity to the period of significance. These include features of the Mountain Farm exhibit—the cabin, chicken house, root cellar and meat house, barn, and spring house. The pig pen at Mountain Farm survives from the period of significance during which the farm exhibit was developed: this structure has integrity and contributes to the significance of the landscape. The storage structure behind the visitor center, although no longer in use by the park, was also constructed during the period of significance and survives with integrity. Finally, there are two comfort stations associated with the picnic area. Both were constructed by 1965. The integrity of these structures has been somewhat affected by the later addition of universal access improvements and a structure to house water treatment equipment, but they retain their original character as modern service buildings using vernacular materials.

Although the buildings that comprise the Mountain Farm exhibit are not in their original locations, they were chosen for their historic vernacular character and local pre-parkway-era building techniques, such as V-notching and the use of few nails in their construction, to provide visitors with an understanding of mountain life. These relocated buildings are presented as an exhibit, conceived as part of the early design of the parkway for use in recreation areas to offer visitors a direct connection with the Blue Ridge Mountain landscape's cultural and natural history. As such, they are an important part of the parkway experience as designed in the 1930s through the 1950s.

Some of the changes made to the Mountain Farm structures to adapt them to the site and to replace deteriorated or missing historic building fabric has diminished their integrity as traditional farm buildings. However, the National Park Service has endeavored to retain the original character and materials of these buildings whenever possible, including during repair and cyclical maintenance efforts. For example, the National Park Service takes great care to piece in replacement of rotted wood structural members and cladding components, and conduct cyclical replacement of wood shingle roofing in the manner historically used to maintain these buildings.

Several buildings and structures postdate the period of significance and therefore do not contribute to the significance of the developed area. These include the well house at the Mountain Farm, the rebuilt visitor center, the water supply and storage structures behind the picnic area, and the performance stage at the Mountain Farm exhibit.

Missing buildings include the original visitor center, built in 1955–1956 but destroyed in a fire in 1981; a second ancillary structure formerly located behind the visitor center; and local structures present within the area at the time of construction of the Blue Ridge Parkway, including buildings associated with the Carter Farm.

Buildings.

Mountain Farm Cabin. (Also known as the Ramsey Cabin or Ramsey House.) The Mountain Farm exhibit was designed in 1952 by National Park Service architect Charles S. Grossman as one of six pioneer interpretive exhibits to be established along the Blue Ridge Parkway corridor. The existing log cabin was moved to the site and incorporated into the exhibit in 1952–1953 (Figure 259 through Figure 270).

Grossman first proposed restoring the Charlie Carter log cabin that predated parkway development on the site, and surrounding it with examples of mountain architecture rescued from abandoned or otherwise threatened farmstead sites.





FIGURE 259, left. Log cabin and the chicken house at the Mountain Farm exhibit, 1970.
FIGURE 260, right. Log cabin and the chicken house at the Mountain Farm exhibit, 2010. These two views indicate that the cabin exhibit has retained a relatively consistent appearance over the past forty years. Differences in the surrounding landscape include a less crisply-defined path, the maturation of the trees behind the building, and the loss of a post in front of the chicken house.





FIGURE 261, left. Log cabin at the Mountain Farm exhibit, 1953.
FIGURE 262, right. Log cabin at the Mountain Farm exhibit, 2010. The 1953 view indicates that the landscape surrounding the cabin was less manicured in 1953 than today. Otherwise, the building appears generally consistent in appearance between the two images.





FIGURE 263, left. Back of the log cabin at the Mountain Farm exhibit, 1975.
FIGURE 264, right. Back of the log cabin at the Mountain Farm exhibit, 2010. These two views indicate that the rear of the cabin and its environs remain generally consistent in appearance today as they were in 1975 including the stonework along the side of the building and the log steps. A metal bucket has been added to the back wall.





FIGURE 265, left. Log cabin at the Mountain Farm exhibit, 1973.
FIGURE 266, right. Log cabin at the Mountain Farm exhibit, 2010. The 2010 photograph indicates the loss of an evergreen tree behind the cabin, and changes to the path system around the building. Otherwise the landscape appears relatively consistent between these two periods.





FIGURE 267, left. Log cabin at the Mountain Farm exhibit, 1953.
FIGURE 268, right. Log cabin at the Mountain Farm exhibit, 2010. The earlier view indicates flowering trees around the house precinct that may no longer be present. Today, small metal interpretive signs are present that were not part of the Mountain Farm exhibit in 1953. The trail appears more heavily graveled today than in 1953.





FIGURE 269, left. Log cabin and chicken house at the Mountain Farm exhibit, 1971.
FIGURE 270, right. Log cabin and chicken house at the Mountain Farm exhibit, 2010. Red cedar trees present behind the cabin in 1971 are no longer extant. The numbered post has been replaced with a small metal interpretive sign. The cedar tree in the foreground has matured, and the rail feature to the left in the earlier photograph does not appear in the 2010 photograph.

The original Carter Farm that served as the site for the Mountain Farm exhibit extended over a 55-acre tract that adjoined a larger 340-acre Carter family property. Both were purchased from Samuel Hunter in 1863, and the farmstead associated with the log cabin was owned by W. J. Carter between 1867 and 1904.

The cabin, for which the date of origin is not currently known, contained two large rooms and a lean-to addition that served as a combination kitchen and dining room. A long porch faced the Howardsville Turnpike and there was a single chimney on the east end. Outbuildings on the property included a barn, shed, and corn crib.[173] Nearby, in the meadow north of the visitor center was a community church that also served as a schoolhouse. The parcel of land associated with the Mountain Farm exhibit was acquired for the parkway in 1939 by the Commonwealth of Virginia. By the time the Mountain Farm exhibit was planned in 1952, the Carter cabin had deteriorated beyond repair and the National Park Service sought another cabin to interpret mountain life.

The Ramsey Cabin was moved onto the site for this purpose in 1953 from the Hamilton Farm at milepost 51.7. It was placed 100 feet up slope of the original Carter cabin in part to afford better views of Humpback Rocks. The cabin is thought to have been originally built circa 1890 by William Ramsey, who occupied it until his death in 1920. Ramsey's son-in-law, F.C. Hamilton, was residing in the cabin at the time it was acquired for the parkway. In 1950, an inventory of the house conducted by the National Park Service indicated that it featured four rooms on two floors, with a vertical board sheathed north wing containing a kitchen. A porch elevated on 'log stilts' extended wider than the front of the house. The dwelling stood on a stone foundation containing a cellar. Vandals had stripped the house of its staircase and some flooring.[174]

The description also suggested that the cabin contained a hall-chamber or two room plan on the first floor, with additions dating to the early twentieth century. The two-room plan with added frame wing resembled the house at the Johnson Farm at Peaks of Otter and

> its manipulation by the parkway staff to present a more primitive period, is remarkably similar to the story of these two houses.
>
> The log core, minus the porch and wing, was documented in several photographs taken in 1952. The photographs appear to confirm, by the asymmetry of the doors, that there was, in addition to the main room, a small chamber at the south end of the house. The exposed half-dovetailed log structure had a projecting log top plate supported on projecting log ends, weatherboarded gable ends, and two missing doors and one empty sash window. A small six-lighted casement in the north gable lit the garret and a stone chimney with a missing upper stack stood at the south end. The house was roofed with long split shakes carried on lapped and pegged poplar pole rafters. No porch survived.
>
> The sources of the mid-twentieth century romantic interpretation of the house is clear in a narrative of the interpretive findings made in 1950, describing the 'narrow and inhospitable Blue Ridge' and how 'given the chance, the [mountaineer] tended to leave the mountains in the interests of an easier life. Lawless Billy Ramsey, as a colorful character who could sleep between two game wardens and still not stay within the law, fit this notion of the uncivilized mountaineer, in spite of his recent dates and lifelong proximity to the commercial center and well-metaled road at Rockfish Gap. This interpretation led to the recreation of the house in a different form, with more primitive detailing and at a smaller scale than either the Carter or Ramsey House actually exhibited in the late nineteenth century.[175]

In 1952, the house was dismantled at its original location, and the parts moved to the site of the proposed Mountain Farm exhibit. New doors were specified to replace those that were missing.

173. Speer and Haskell, 170–171.
174. Ibid.,175.
175. Ibid., 175.

These were intended to be representative of those used in the mountains during the nineteenth century. Other missing components rebuilt or replaced on site including rotted sills, floor joists, some wall logs, and roof shingles. While the majority of the work is thought to have included replacement in kind of original materials, some changes were made to the original structure, including the disappearance of a sash window, the addition of a peep hole beside the fireplace, and the addition of a projecting stone mantel with rough bracketed shelf. A porch was carefully added across the west front, with elegantly detailed structural elements including rived oak shingle laths and pinned hewn chestnut rafters. The casement lighting the garret was not reproduced, except by a shuttered opening.[176] Thus, the existing present-day design and materials of the cabin are largely the result of the 1952 restoration project. Although the building lacks integrity to the period and location of its original construction, it retains high integrity as part of the historically significant development of the Blue Ridge Parkway in the 1950s, including the development of educational and interpretive exhibits. Therefore, it contributes to the historic landscape.

Mountain Farm chicken house. The chicken house was also relocated to the site of the Mountain Farm as part of the 1952–1953 exhibit (Figure 271 through Figure 274). The building was identified for inclusion in the Mountain Farm exhibit by National Park Service Charles S. Grossman in 1953. It was originally part of the John C. Clark Farm located one mile to the north of Irish Gap at parkway milepost 36.4. The pole structure, built circa 1880, is typical of similar structures that continued to be used in the area well into the twentieth century. The building, which was intended to represent pioneer farm life among the mountaineers, retained many original features, such as rived oak boards, locust pegs, a batten door hung on wooden pintle hinges, and a small leather-hinged chicken door at the top of a notched slab chicken ladder.[177] The doors, as well as some logs and roof shingles were replaced after the building was moved to the site. Similar to the cabin, the chicken house has limited integrity to the period and location of its original construction but retains high integrity as part of the historically significant development of the Blue Ridge Parkway in the 1950s, including the development of educational and interpretive exhibits. Therefore, it contributes to the historic landscape.

Mountain Farm meat house and root cellar. The meat house and root cellar was also relocated to the site as part of the 1952–1953 Mountain Farm exhibit from the John C. Clark Farm (Figure 275 and Figure 276). As a component of the Mountain Farm exhibit, the relocated meat house was set on a more elevated foundation to adapt to the steeper grade of the Mountain Farm location. The gable fronted structure

> . . . represents one kind of food storage structure utilized by regional homeowners . . . . The upper floor is interpreted as a gear loft or plunder shed although it was at one time to be a meat house. . . . Stone bins in the lower floor represent food storage containers. On the exterior, stone check walls extend to the sides, retaining earth to each side. A stone stair rises along the south side to give access to the upper floor.[178]

The building is originally thought to have been constructed by John C. Clark in 1881. Photographs taken at the original site document the building's form before it was moved. One observable difference is a stick-made summer door designed to provide ventilation shown in the post-restoration photos but not visible in the original photographs. It may have been added by the restorers in the 1950s based on local experience or observation of other nearby buildings.[179] As with the chicken house, the meat house and root cellar retains high integrity as part of the historically significant development of the Blue Ridge Parkway in the 1950s, including the development of educational and interpretive exhibits. Therefore, it contributes to the historic landscape.

176. Ibid.
177. Ibid., 177.
178. Ibid., 171.
179. Ibid., 178.





FIGURE 271, left. Log cabin and chicken house at the Mountain Farm exhibit, 1971.
FIGURE 272, right. Log cabin and chicken house at the Mountain Farm exhibit, 2010. These photographs indicate that the fence style has been changed since 1971 from a stake and rider style to a double-post snake fence. Generally, the plantings present in 1971 have matured and rendered a more wooded character to the site. The evergreen shown behind the cabin in 1971 is no longer present.





FIGURE 273, left. The chicken house at the Mountain Farm exhibit, 1971.
FIGURE 274, right. The chicken house at the Mountain Farm exhibit, 2010. The evergreen shown left in 1971 is no longer present, the wooden chicken ramp is no longer present, nor is the rail structure. An interpretive program that featured numbered posts has been replaced with small metal signs. The gravel path surfacing is more defined in 2010 than in 1971.





FIGURE 275, left. The meat house and root cellar at the Mountain Farm exhibit, 1971.
FIGURE 276, right. The meat house and root cellar at the Mountain Farm exhibit, 2010. Changes to the building and its environs include a replacement of the original step at the entrance with a larger stone, a more substantial stair leading to the upper meat house, and new vegetation, including the invasive barberry shrub north of the building. Interpretive signage, as elsewhere, has been changed from cast-concrete numbered posts to small metal signs conveying text information. However, the location of the interpretive sign remains consistent.

Mountain Farm barn. The Mountain Farm barn was also relocated to the site in 1952–1953 as part of the exhibit from the John C. Clark Farm (Figure 277 through Figure 282). All of the doors were added as part of the exhibit as none existed at the time the building was moved. The barn is said to have been built in 1881 by John C. Clark near parkway milepost 36.4. It was restored in 1953 based on documentation prepared by Charles C. Grossman on site in 1952. According to residents of the area, the building originally contained a stable and corncrib. The cowshed appears to have been added at an early date. The door design was purportedly based on local practices. Will Hall, a native of Montebello, proposed the detail of a peg on a leather thong to keep the door closed.[180] Similar to the cabin, the barn has limited integrity to the period and location of its original construction but retains high integrity as part of the historically significant development of the Blue Ridge Parkway in the 1950s, including the development of educational and interpretive exhibits. Therefore, it contributes to the historic landscape.

Mountain Farm pig pen. The "bear-proof" wooden pig pen was fabricated by the National Park Service as part of the Mountain Farm exhibit in 1952–1953 based on research and knowledge of local farmstead building practices and components (Figure 283 and Figure 284). Like the relocated and rehabilitated Mountain Farm exhibit outbuildings, it typifies farm life in the region during the late nineteenth and early twentieth centuries.[181] The pig pen survives with integrity from the installation of the Mountain Farm exhibit and thus contributes to the significance of the developed area.

Mountain Farm spring house. The spring house was relocated to the Mountain Farm site in 1952–1953 as part of the Mountain Farm exhibit from Cash Hollow near milepost 29 of the Blue Ridge Parkway (Figure 285 through Figure 288). It was in good condition and required only a new roof when it was relocated.[182] Otherwise the spring house was likely modified to fit the existing spring site. The stone flooring and spring surround and the outflow configuration appear to be site-specific responses to the hydrologic properties of the spring. Like the cellar, it is designed to interpret food storage and preservation methods.[183] The spring house survives with integrity from the installation of the Mountain Farm exhibit and thus contributes to the significance of the historic landscape.

Pump house at Mountain Farm. The pump house is a contemporary concrete structure built in 2000 to support water supply needs associated with the visitor center. It postdates the period of significance and does not contribute to the significance of the developed area. The pump house is associated with a well drilled in 1962. An earlier cistern associated with the well is no longer present today (Figure 289 and Figure 290).

Comfort stations at picnic area. There are two comfort stations located at the picnic area. For reference, these are referred to herein as comfort stations A and B. Comfort station A is located in the northern half of the picnic area. First constructed in 1955 as part of the original picnic area, this structure was modified to include a pump house in 2000 that houses water treatment equipment. In spite of this minor alteration, the comfort station retains a high degree of integrity and contributes to the significance of the developed area landscape.

Comfort station B, located in the southern half of the picnic area, was built in 1965 during the Mission 66 period, after the picnic area was expanded. The building reflects the clean lines, machine-planed materials, and simple modernist design style that came to represent the Mission 66 period. A universally-accessible path was constructed to provide access to the comfort station in 1989. The building dates to the period of significance and retains a high degree of integrity. Therefore, it contributes to the historic significance of the developed area landscape.

180. Ibid., 178.
181. Ibid.
182. Ibid., 179.
183. Ibid., 172.





FIGURE 277, left. The barn at the Mountain Farm exhibit, 1975.
FIGURE 278, right. The barn at the Mountain Farm exhibit, 2010. The barn also retains much of the appearance indicated in 1975. The door has been rebuilt, but the character of the new door is not entirely consistent with the earlier feature it replaced. The numbered post shown to the left of the building has been replaced as noted earlier. The stone wall appears to have been extended to the right edge of the building since 1975.





FIGURE 279, left. The barn and stone fence at the Mountain Farm exhibit, 1968.
FIGURE 280, right. The barn and stone fence at the Mountain Farm exhibit, 2010. Again, these views indicate many similarities in the appearance of the Mountain Farm barn since 1968. The gravel walk has been augmented, and the interpretive system has been changed here as elsewhere.





FIGURE 281, left. The barn and stone fence at the Mountain Farm exhibit, 1975.
FIGURE 282, right. The barn and stone fence at the Mountain Farm exhibit, 2010. The gravel walk appears more defined in 2010 than in 1975. Otherwise these paired views convey a similar appearance.

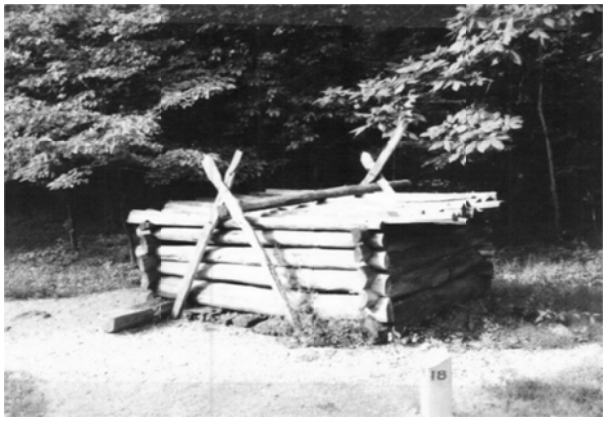




FIGURE 283, left. The pig pen at the Mountain Farm exhibit, 1975.
FIGURE 284, right. The pig pen at the Mountain Farm exhibit, 2010. These two views indicate a consistent character since 1975. Differences include the crossed poles, which appear to have been replaced since 1975 due to their increased height, and a wood rail located against the brace in 1975 is not present in the 2010 view. The water treatment structure visible to the left of the pig pen in 2010 may not have been present in 1975, but the location is not visible in this photograph due to the vegetation.





FIGURE 285, left. The spring house and the ash hopper at the Mountain Farm exhibit, 1971.
FIGURE 286, right. The spring house and the ash hopper at the Mountain Farm exhibit, 2010. The ash hopper and spring house are also relatively consistent in appearance between 1971 and 2010. A bench located outside the door to the spring house in 1971 is not present in 2010. Woodland cover appears consistent, but more mature, and the gravel walk is more defined in character in 2010 than in 1975.





FIGURE 287, left. The spring house at the Mountain Farm exhibit, 1975.
FIGURE 288, right. The spring house at the Mountain Farm exhibit, 2010. These photographs indicate many of the same differences present elsewhere within the exhibit including new interpretive signage and the more distinct and defined nature of the gravel walks. The door shown on the structure in 1975 does not appear present in 2010.





FIGURE 289, left. The cistern, 1957.
FIGURE 290, right. The view of the area where the cistern once stood as seen from behind the new pump house, 2010. Changes evident in these views include the loss of the concrete water storage structure and regrading of the land surrounding the structure. The water treatment structure visible in the 2010 view, right, dates to 2000.

Humpback Rocks Visitor Center. The original visitor center at Humpback Rocks was constructed between 1955 and 1956 based on a design prepared by the Roanoke architectural firm of Brown and Shank. The visitor center was destroyed in a 1981 fire during Easter weekend. Two men were arrested and charged with setting the blaze. The Humpback Rocks Visitor Center was rebuilt as an expanded facility and reopened the following year. The original building included a roof composed of concrete imitation wood shingles and double-hung windows filled with six-over-six sashes that were replaced in the reconstructed building with asphalt shingles and one-over-one shingle windows. The original board-and-batten sheathed interior was rebuilt. Because the building was not faithfully restored but built to accommodate an expanded program of uses and postdates the period of significance, it does not contribute to the historic significance of the historic landscape (Figure 291 through Figure 300).

The Humpback Rocks Visitor Center is one of six such structures built along the parkway. Although the visitor center did not emerge as a building type until the Mission 66 initiative, a visitor amenities complex was indicated for Humpback Rocks as part of the original 1934 plan for the road corridor. The complex was to include a gas station, restaurant, camp store, inn, cabins, campground, picnic area, and hiking trails east of the parkway at the base of Humpback Rocks. The current parking area at the Humpback Rocks trailhead was the first, and ultimately the only, feature to be built of this proposed complex. Although plans prepared in 1941 and 1942 suggested this area be developed to include a picnic area, gas station, and coffee shop, the National Park Service was initially unable to acquire this parcel. Parkway Resident Landscape Architect Stanley Abbott subsequently recommended that these features be sited near the Greenstone Overlook where the present-day picnic area is located.

Once land west of the parkway was finally acquired circa 1950, the first development to be completed was the Mountain Farm exhibit. The visitor center building followed in 1955–1956. The building was to house exhibits to interpret the lives of the mountain people, and included a small museum, restrooms, and a ranger station. The original building, designed in a modified rustic style, featured walls clad with coursed stone rubble and was detailed to tie in with the materials vocabulary of the parkway. However, it also featured structural components more representative of the modernist period, such as concrete block. As such, the building offered an interesting combination of modified rustic features, modernist elements, and the visitor center use that would later become a hallmark of Mission 66.





FIGURE 291, left. Visitor center, 1971.
FIGURE 292, right. Visitor center, 2010. These two views indicate differences in the building between the original visitor center, left, and the circa 1982 rebuilt structure. The pitch of the roof of the new visitor center is steeper, and the clapboard siding in the gable end is painted and less rustic in character. Several trees in front of the building in 1971 are no longer present in 2010 and the flagstone terrace has been redesigned. In addition, the map box shown in 1971 standing along the walk is no longer present in 2010. It has been replaced with a drinking fountain. Trash receptacles have been added near the parking area.





FIGURE 293, left. Visitor center, 1971. Source: BLRI Archives.
FIGURE 294, right. Visitor center, 2010. Many of the features present in the 1971 view survive today, including the flagpole and identity sign in front of the building, the stone curbing and asphalt-paved road, parking area, walkway, flagstone terrace, and stone benches. A stone drinking fountain and several trees present in 1971 are no longer extant, and the visitor center has been replaced.





FIGURE 295, left. Visitor center, 1958.
FIGURE 296, right. Visitor center, 2010. An additional pair of views of the visitor center illustrates changes between the original and rebuilt buildings, and the stone drinking fountain and the presence of a stone bench along the building facade that is no longer present. The map box does not appear in the 1958 photograph. Additionally, it appears that the stone curbing along the paved areas was more distinct in 1958, which may have resulted from the addition of asphalt to the original road over time as part of repaving efforts.





FIGURE 297, left. Visitor center, 1970.
FIGURE 298, right. Visitor center, 2010. A close up view of the flagstone terrace indicating the loss of the stone drinking fountain and changes to signage. The benches, flagpole, and the terrace remain consistent between the two photographs.





FIGURE 299, left. Visitor center, 1950s.
FIGURE 300, right. Visitor center, 2010. Another view comparing the visitor center environs between the 1950s and 2010, indicating changes due to the replacement of the visitor center, loss of trees, removal of the stone drinking fountain, as well as consistencies between the flagstone terrace, flagpole, identity sign, and bench placement.

The structure that replaced the original visitor center in 1982 similarly featured coursed stone rubble on the main block, while the service wing was clad with board-and-batten siding. While not a replica of the original building, the current visitor center is generally compatible with the historic character of the original structure. However, it detracts slightly from the historic character of the developed area landscape, due to its larger footprint on the site.

Storage structure. Today, a single concrete storage structure is located on the hill southwest of the visitor center. The structure is indicated in historic photographs of the area and was built to support the storage needs associated with the original visitor center. The existing structure was originally paired with a second structure that is no longer present (Figure 301). A concrete slab adjacent to the extant building survives to indicate the site of the missing structure. After construction of the larger visitor center in 1981, these buildings were no longer needed by the park. The Appalachian Trail Club uses the one remaining building to store tools for work on the trails. The surviving storage building survives with integrity from the period of significance, although its integrity is diminished by the loss of the second building, and its modified use.



FIGURE 301. The possible former pump house adjacent to the visitor center is at left in this March 1958 view; the structure at center no longer exists.

Structures.

Wood timber retaining wall that serves as a seat wall at the picnic area comfort station. The contemporary wood timber retaining and seat wall that edges the universally-accessible entrance to comfort station A at the picnic area was constructed in 1989. As such it postdates the period of significance and does not contribute to the significance of the historic landscape. It is also not consistent with the historic character of features within the developed area.

Stone viewing platform and bridge associated with the Catoctin View Trail. A trail was built in the 1950s to connect the picnic area with the surrounding landscape and the dramatic views from the escarpment nearby. By 1958, the trail and a stone overlook were completed. The stone viewing platform associated with the Catoctin Trail survives with integrity from the period of significance. The small bridge used to cross a stream along the trail was constructed in 1975, and is composed of drop inlet lids. This feature postdates the period of significance.

Water supply and storage structure. The complex of well, pump house, and water collection and distribution structures located within the water storage and supply area and the solar panels that power the system were established in the 1980s and 1980s. As such, they postdate the period of significance for the developed area. They are well-screened from view of visitor use areas and do not detract from the historic setting.

Performance stage. The wooden stage structure located at the northern end of the Mountain Farm exhibit was constructed in 2010 as a temporary feature for use during special events. It thus postdates the period of significance for the developed area.

Screen enclosures for dumpsters at picnic area. The screen enclosure at the picnic area that contains dumpsters was constructed in 1992 when trash cans formerly placed at each picnic site were removed. The enclosure postdates the period of significance. However, the design and color of the feature are consistent with other functional features found elsewhere along the parkway. This feature does not detract from the historic character of the picnic area.

Contributing Buildings and Structures

- Mountain Farm log cabin
- Mountain Farm chicken house
- Mountain Farm root cellar and meat house
- Mountain Farm barn
- Mountain Farm pig pen
- Mountain Farm spring house
- Comfort station A at picnic area
- Comfort station B at picnic area
- Storage structure southwest of the visitor center
- Stone viewing platform along Catoctin Trail

Non-contributing Buildings and Structures

- Humpback Rocks Visitor Center
- Pump house at the Mountain Farm
- Wood timber retaining wall that serves as a seat wall at the picnic area comfort station
- Water supply and storage structures
- Screen enclosures for dumpsters at picnic area
- Catoctin Trail bridge
- Mountain Farm performance stage

Missing Buildings and Structures

- Original visitor center
- Second structure behind the visitor center
- Cistern below Mountain Farm barn

- Local farm structures associated with the Carter Farm at the time of Blue Ridge Parkway construction

Views and Vistas

Views were one of the most important considerations in the design of the Blue Ridge Parkway, and several of the visual relationships established between the road corridor and its setting are character defining. Chief among these are ever-changing scenes presented by the curvilinear roadway and a carefully orchestrated series of views that range from intimate linear spaces framed by native woodlands, to middle distance views of open fields with mountains or valleys beyond, and expansive long-distance views of dramatic mountain scenes. The primary objective of the parkway designers was to convey an ever-changing view of the natural scenery that included rural, pastoral, and agricultural features. Within the Humpback Rocks developed area, views are consistent with this approach and range from focused views of the Humpback Rocks formation, to meadows and fields along the road, and the grandeur of the mountains and Shenandoah Valley beyond.

The distinctive profile of Humpback Rocks has served as a landmark for residents and travelers for centuries. The Humpback Rocks formation was also featured in the design of the Blue Ridge Parkway, which is oriented so that direct views are afforded of the landform for motorists traveling south. The visitor center terrace and the Mountain Farm exhibit were also purposefully sited to afford views of the Humpback Rocks formation. The views are enhanced by the open character of the large meadow along the lower slopes of the mountain.

From Humpback Rocks, expansive views of the mountains and the Shenandoah Valley to the north, south, and west are afforded. Views of the Shenandoah Valley have been impacted by late twentieth and early twenty-first-century development that has increased substantially in quantity and scale since early parkway development.

Views are an important component of the Humpback Rocks Trail. The trail is designed to wind through densely wooded and steeply sloped terrain, denying the dramatic and expansive view until the visitor reaches the summit of the rocks. This trail design and view experience survives with integrity from the period of significance. A stone viewing platform associated with the Catoctin Trail near the picnic area was also designed to afford views of the Shenandoah Valley. It was constructed in 1958 and survives with integrity from the period of significance.

Views present in the 1930s and 1940s have been affected by subsequent tree growth. Where open spaces have been maintained through mowing , such the meadow at Humpback Gap and around the visitor center and along the road corridor, historic views survive (Figure 302 through Figure 304). The majority of developed area is currently wooded, however, which has diminished the extent of views intended by parkway designers in the vicinity of Humpback Gap and the Mountain Farm exhibit.

The siting of the visitor center was also determined with views in mind. The building is located in relatively close proximity to the parkway in order that motorists might catch a glimpse of the structure as they approach from the north or the south. The access roads leading into the complex provide open visual corridors for viewing the building, which is otherwise screened from view along the parkway by a thicket of vegetation located east of the parking area. This orchestration of views survives from the period of significance and contributes to the significance of the developed area.

Within the Mountain Farm exhibit area, the buildings are arranged along the central linear path, which affords views that are similar to a streetscape. Buildings, walls, and vegetation help to frame the Mountain Farm Trail corridor. Views of Humpback Rocks are afforded at intervals at the northern end of the exhibit area. These views and the streetscape survive from the period of significance and contribute to the significance of the developed area.

Within the picnic area, woodland vegetation limits views between the parkway and the picnic sites, as well as views of the surrounding landscape. For the most part, views are directed along the linear corridor of the loop road, or to the clearings associated with the picnic sites and the comfort stations. These views survive from the period of significance and contribute to the significance of the developed area.







FIGURE 302, left. View of Humpback Rocks with a dirt road in the foreground (possibly the Howardsville and Rockfish Gap Turnpike), as indicated in a 1934 recreation area study.
FIGURE 303, middle. View of Humpback Rocks, 2010.
FIGURE 304, right. View of Humpback Rocks, 2010. These views indicate similar patterns of open meadow and woodland along the lower slopes of Humpback Rocks, although woody growth is beginning to colonize the right hand part of the field in the photo. Note the addition of the paved access road, the stone fence with wooden stake-and-rider component, and the culverts along the road, which were established circa 1939–1943.

Contributing Views.

- View of the visitor center from the parkway
- Views of the mountains and Shenandoah Valley from Humpback Rocks
- Views of Humpback Rocks from the parkway, visitor center terrace, and Mountain Farm
- Streetscape views of the Mountain Farm exhibit
- Linear and internal views associated with the picnic area
- View from the Catoctin View Trail overlook

Non-contributing Views.

- Contemporary development in the Shenandoah Valley visible from Humpback Rocks and the Catoctin Trail overlook

Missing Views.

- Open space north of the picnic area access road and south of the Mountain Farm exhibit

Small-scale Features

Small-scale features that are character-defining for the Humpback Rocks developed area are consistent with the rustic design principles employed during the early years of parkway development, including the use of native stone and wood to construct park features that are relatively modest and designed to blend with the natural setting, as well as traditional local vernacular fence and wall types. Character-defining features also include the more streamlined unornamented machine-made features and materials representative of 1950s era architectural design constructed by the National Park Service.

Several small-scale features located within the Humpback Rocks developed area survive from the period of significance and contribute to the significance of the developed area, including site furnishings, fences and gates, signs and exhibits, and utility features.

Site furnishings. There are several site furnishings associated with the Humpback Rocks developed area that survive from the period of significance. Historic site furnishings include the picnic table at the Humpback Gap parking area, picnic tables within the picnic area that are designed with a concrete top and either concrete or wood plank benches (Figure 305 and Figure 306), grills at the picnic area, and a flagpole and stone benches in front of the visitor center (refer to Figure 299, Figure 300, Figure 297, and Figure 298)). The original ball at the top of the flagpole was stolen or lost and at some time replaced by a toilet float. Other types of picnic tables, such as pre-fabricated wood and steel features, postdate the period of significance. Historic picnic tables with replacement benches composed of plastic materials exhibit diminished integrity.

The design for trash receptacles at the time the developed area was constructed is not currently known. The current examples of brown powder-coated bear-proof receptacles in the parking areas and the wooden barrel receptacle in the Mountain Farm exhibit area likely postdate the period of significance.

Drinking fountains with stone bases are consistent with the original design intent for parkway visitor services. One of these was originally placed in front of the visitor center, but this feature is no longer present today (refer to Figure 297 and Figure 298). The drinking fountains at the picnic area near the comfort stations and in front of the visitor center postdate the period of significance.

Benches employed along Humpback Rocks Trail are a relatively recent addition that postdate the period of significance. The benches near the orchard exhibit at the Mountain Farm are also a recent addition that postdate the period of significance and do not contribute to the significance of the developed area landscape. A backless bench visible in a historic photograph of the springhouse is no longer present today (refer to Figure 285 and Figure 286). As seen in the historic photograph, this bench resembles the stone slab benches with concrete supports in front of the visitor center.

Fences and gates. The majority of the fencing found within the developed area appears, at least in form and configuration, to date to the period of significance and is consistent with the original design intent for the site. It is likely, however, that many of the individual wooden components have been replaced over time due to their tendency to deteriorate in the humid climate. The park appears to have attempted to replace these materials in kind as possible. The fences that appear to survive from the period of significance include the stake and rider fencing associated with the rock wall around the meadow below Humpback Rocks (Figure 307 through Figure 310), the worm fencing around the Mountain Farm exhibit, the mortise and tenon rail gate and counterweight opening system at the entrance into the Mountain Farm, the gate at the picnic area entrance, and the metal gate limiting access to the Howardsville Turnpike.

A worm fence that formerly edged the Humpback Rocks trail for a portion of its lower route is no longer extant, however. Remnant worm fencing present in the woods near the trailhead may survive from this feature.

Worm fencing surrounding the Mountain Farm exhibit and the stake and rider fencing associated with the rock wall were designed to replicate vernacular fencing types typical to the region. (See also Appendix B.) Photographs indicate that the fence style has been changed since 1971 from a stake and rider style to a double-post snake fence (see Figure 271 and Figure 272). The stake and rider fencing associated with the rock wall around the meadow at the base of Humpback Rocks has been altered from its original appearance through the removal of a lower rail set atop the stone wall as shown in Figure 307.

The rusted, metal, swinging arm gate that limits access to the Howardsville and Rockfish Gap Turnpike trace was likely placed on site in the 1940s to prevent vehicles from accessing the historic trace; however, the specific date of origin of this feature is not currently known. The gate is likely to have been part of the developed area landscape during the period of significance and is therefore considered to contribute to the historic landscape.

The gate at the entrance to the picnic area is also consistent with features used elsewhere along the parkway. It is a single arm, hewn timber, park access gate, which has been painted a blue- grey color to match the parkway standard. The gate was likely installed during the 1950s, but may have since been replaced. In its use of heavy timbers, the gate exhibits characteristics of the rustic style, but exhibits a machine-planed character more consistent with the Modernist style adopted for Mission 66 projects.





FIGURE 305, left. A picnic table in the picnic area, 1957.
FIGURE 306, right. A picnic table in the picnic area, 2010. Features associated with the picnic area in 1957, including the concrete top and wood plank seat picnic tables survive with integrity from the 1950s as shown above.





FIGURE 307, left. The Blue Ridge Parkway from the Humpback Gap parking access road,1973.
FIGURE 308, right. The Blue Ridge Parkway from the Humpback Gap parking access road, 2010. Differences between 1973 and 2010 indicated by these paired photographs includes growth of woodland within the meadow and the loss of the lower rail atop the stone fence.





FIGURE 309, left. Humpback Rocks and Humpback Gap parking access road,1953.
FIGURE 310, right. Humpback Rocks and Humpback Gap parking access road, 2010. These views indicate a consistency in the design of the wall and fence and the open meadow along the lower slopes of Humpback Rocks, although the 2010 view is far more wooded.





FIGURE 311, left. The fence along the Blue Ridge Parkway at milepost 6, 1973.
FIGURE 312, right. The fence along the Blue Ridge Parkway at milepost 6, 2010. While fencing is consistent in location and construction methods between the two views, the gate structure has been altered and the angled rails visible in the 1973 view are no longer present. A sign visible along the road in 1973 is no longer present in 2010.

Features that postdate the period of significance include the post-and-rail fencing associated with the planting beds outside the visitor center, the kissing gate and fencing that connects the Mountain Farm exhibit to the Blue Ridge Parkway near the access road to the Humpback Rocks trailhead, which is an interpretation of a historic fence type (Figure 311 and Figure 312), and the recently installed buck fencing used to limit overflow parking in the vicinity of the septic drain field outside the visitor center. These fences do not contribute to the significance of the developed area.

There are four rock walls present within the Humpback Rocks developed area, each of which survives from the period of significance. Two of these are hog fences that pre-date the parkway and indicate how local farmers pastured their livestock within wooded and open areas of the steep mountain slopes. These dry-laid walls, composed of stacked fieldstones, extend between the Greenstone Overlook and the picnic area, as well as below Humpback Rocks. The other two rock fences were constructed as part of the Humpback Rocks recreation area. One interprets a barnyard at the Mountain Farm exhibit, while the second edges the mown meadow below Humpback Rocks to interpret local farming practices. These walls were designed to replicate local vernacular patterns and connect motorists with the agricultural heritage of the region. The rock fence around the meadow below Humpback Rocks incorporates a wooden stake and rider overtop of the rock work. It was constructed as part of the early development of this part of the parkway in 1941–1943 by the Civilian Public Service. The 1947 PLUMs for Section 1B indicates the rock fence present today is consistent with its original configuration.

The rock fence around the barnyard at the Mountain Farm was constructed as part of the exhibit in 1952–1953 by local stonemasons and survives with a high degree of integrity. This type of fencing was originally used

> To keep hogs and cattle contained and to mark off land that one owned. [Fences] were constructed of the most available materials—split rails and rocks. In an interview with Mr. Russell Small, he notes that rocks were abundant and had to be cleared for homesites and fields. He observes "you can go round through there and you can find the rock piles where the ol' people piled it up in there." He remembers local farmers running that old rock fence all over the mountain. Edgar Miller stands out in local memory as different because he had a wire fence. The earliest fences appear to have been built of stone dug from the land by slaves. Carter split rails and built fences and when bobbed (barbed) wire came out, he said he wouldn't have it scratching up his stock or his clothes and he would have anybody to put a piece of bobbed wire so he made rock fences and split rail fences.[184]

Signs and exhibits. There are several sign types located within the Humpback Rocks developed area. For the most part, these signs are derived from design styles and guidelines adopted after period of significance do not contribute to the significance of the historic landscape. Newer signs are fashioned from vinyl and recycled plastics. (See also Appendix B.) Signs that incorporate the parkway branding components of blue-gray color, wood panels, routed lettering painted white, mounted on wood posts potentially contribute to the significance of the parkway, although further research is needed to determine the date of origin of individual signs.

Identity signs are located at the visitor center, Humpback Gap, and picnic area. Most of these appear to have been replaced since the period of significance. Photographs available from the 1950s indicate that the original sign in front of the visitor center contained more extensive text (refer to Figure 295). Signage along the parkway indicating upcoming features associated with Humpback Rocks has also changed (Figure 313 and Figure 314). Additional research is needed to determine the date of origin of the existing sign features.

184. Jean Haskell Speer et al., 24.

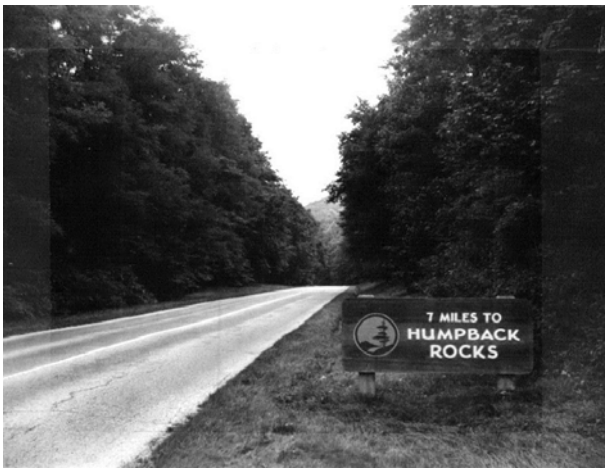


FIGURE 313. Historic informational signage along the parkway.



FIGURE 314. Historic directional signage along the parkway.

Wayfinding signs are located along the Humpback Rocks Trail and in the vicinity of the parking area for the Appalachian Trail, the Mountain Farm, and the trail leading from the picnic area to Humpback Mountain. These appear to reflect historic sign design styles, but have likely been replaced since the period of significance, due to the changes that have occurred to the trails since the relocation of the Appalachian Trail in 1978–1979.

Directional and regulatory signs include stop signs, yield signs, speed limit signs. These were originally designed to be mounted on steel that would be allowed to rust. The dark color of the rust was intended to render the signs less visually intrusive than galvanized steel, which would be shiny and reflective. These signs have likely been replaced since the period of significance to conform to federal highway standards.

Interpretive signs composed of fiberglass panels set within metal carriers dates to the 1980s. They thus postdate the period of significance and do not contribute to the significance of the historic landscape. The small metal interpretive signs used in the Mountain Farm area were installed in the 1970s to replace an earlier numbered concrete post system related to a brochure (Figure 315). These signs postdate the period of significance.



FIGURE 315. Concrete post adjacent to the Mountain Farm exhibit, 1973.

The concrete milepost markers placed along the parkway corridor to mark each mile are consistent with the features installed in 1947 (Figure 316 and Figure 317). Although some may have been replaced over time due to damage caused by vehicles, falling trees, or weather, the examples at Humpback Rocks developed area are generally consistent with the historic design and contribute to the significance of the historic landscape.

Boundary markers have been placed at intervals along the park's boundary. These are small concrete plugs inset with etched steel plates indicating National Park Service ownership and boundary information. These property markers are dated 1941, were therefore established during the period of significance, and contribute to the significance of the developed area historic landscape.

Small-scale elements specific to the visitor center include stones used to form tree wells, a wood and concrete bench, and orientation panels. The tree

wells are indicated on the PLUMs and were thus established during the period of significance. The bench and orientation panels postdate the period of significance and do not contribute to the historic landscape.

A map box indicated as standing in front of the building in the 1950s in historic photographs is no longer present on the site.

There are several small-scale elements specific to the Mountain Farm exhibit landscape. These include the wooden washing tub, lye vat, and farm implements, as well as the stone work that contains the spring. All of these features were part of the original design for the exhibit and established circa 1952–1953. They survive with integrity and contribute to the significance of the developed area.

The date of origin for other small-scale features located within the Mountain Farm exhibit, including the rock edging around planting beds, whiskey barrel trash receptacles, repositionable wood benches, and a rock-lined fire pit, have not yet been identified. All of these features were likely later additions that do not contribute to the significance of the historic landscape.

The features associated with a well, pumping housing, water collection, and distribution system on the hillside above the picnic area were developed during the 1980s and postdate the period of significance for the developed area. They do not contribute to the historic landscape, but also do not detract as they are well screened from view by surrounding woodland.

Small-scale elements specific to the Humpback Rocks trailhead also postdate the period of significance. These include a kiosk, interpretive signs, and trail improvements such as waterbars.

Other utility features within the developed area, which include manhole covers, fire hydrants, water pumps, a dumpster, and cistern covers appear to be associated with the enlarged visitor center and to postdate the period of significance for the area and thus do not contribute to the significance of the historic landscape.





FIGURE 316, left. View of Humpback Rocks from milepost 6 along the Blue Ridge parkway,1953.
FIGURE 317, right. View of Humpback Rocks from milepost 6 along the Blue Ridge parkway,2010. These paired views of milepost marker 6 and Humpback Rocks beyond indicate consistency in the markers, extensive growth of woodland in the meadow on the mountain, and the loss of a stake and rider fence to the west of the road in 2010.

Small-scale features associated with the local farmsteads and church/schoolhouse prior to parkway establishment are now missing from the historic landscape. Little is known about the composition or character of these missing resources.

Contributing Small-scale Features.

- Flagpole at visitor center
- Stone benches at the visitor center
- Concrete top with wood plank seat picnic tables
- Stone and concrete picnic table at the Humpback Gap parking area
- Grills at picnic area
- Post and rail (5-rail) fencing and worm fencing with locks leading to and around the Mountain Farm exhibit
- Gate into the Mountain Farm exhibit
- Kissing gate near spring house
- Stone wall surrounding the barnyard at the Mountain Farm exhibit
- Stone spring box at the Mountain Farm
- Metal gate across the Howardsville and Rockfish Gap
- Stone wall with stake and rider fencing surrounding the meadow below Humpback Rocks
- Hog fencing
- Mountain Farm washing tub
- Mountain Farm lye vat
- Mountain Farm ash hopper
- Blue Ridge Parkway milepost markers
- Blue Ridge Parkway boundary markers
- Rock-lined tree wells
- Gate at the entrance into the picnic area

Non-contributing Small-scale Features.

- Drinking fountains
- Bear-proof trash receptacles
- Wood and concrete bench outside visitor center
- Wood benches along the Humpback Rocks Trail
- Repositionable wood benches at Mountain Farm exhibit
- Rock edging around the planting beds
- Whiskey barrel trash receptacles
- Rock-lined fire pit Concrete picnic tables with recycled plastic benches
- Wood with steel frame picnic tables
- Universally-accessible picnic tables
- Dumpsters
- Buck fencing to limit vehicular access to septic drain field near visitor center
- Post-and-rail (2-rail) fencing outside visitor center
- Kissing gate near Blue Ridge Parkway
- Kiosks at visitor center, Humpback Rocks trailhead
- Identity signs
- Wayfinding signs
- Directional signs
- Small metal interpretive signs at the Mountain Farm
- Fiberglass interpretive waysides set in metal carriers
- Fire hydrant near visitor center
- Manhole cover
- Utility meters
- Concrete pads
- Cistern covers
- Well structures
- Solar panels at water supply and storage area
- Fire hydrant/water pump near comfort station at picnic area

Missing Small-scale Features.

- Stone drinking fountain in front of original visitor center
- Lift-top map box in front of the original visitor center
- Bench by the spring house
- Numbered concrete post interpretive signs at the Mountain Farm exhibit
- Small-scale features associated with properties prior to the establishment of the Blue Ridge Parkway

Integrity Assessment

Introduction

The primary objective of this section is to determine to what degree the Humpback Rocks developed area retains its ability to convey its historical associations with significant events in American history. National Register Bulletin: *How to Apply the National Register Criteria for Evaluation* states that

> Integrity is the ability of a property to convey its significance. . . . Historic properties either retain integrity (that is convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity.
>
> To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.[185]

Assessment of integrity is based on an evaluation of the existence and condition of physical features dating from a property's period of significance, taking into consideration the degree to which the individual qualities of integrity are present. The seven aspects of integrity included in the National Register criteria are location, design, setting, materials, workmanship, feeling, and association. As noted in the bulletin:

> **Location** is the place where the historic property was constructed or the place where the historic event occurred; **setting** is the physical environment within and surrounding a property; **design** is the combination of elements that create the form, plan, space, structure, and style of a property; **materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property; **workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory; **feeling** is a property's expression of the aesthetic or historic sense of a particular period of time; and **association** is the direct link between an important historic event or person and a historic property.[186]

Overview of Site Integrity

Based on the comparative analysis of historic and existing conditions conveyed previously in this chapter, the Humpback Rocks developed area possesses sufficient integrity for the period of significance (1939–1965) to convey its important historical associations.

The many surviving features and landscape characteristics that were designed and constructed within the recreation area between 1939 and 1965 were first envisioned by Blue Ridge Parkway Resident Landscape Architect Stanley Abbott in 1934. Natural features such as the mountainous terrain, landform, and topography, the dramatic and recognizable form of Humpback Rocks and Humpback Mountain, the Toms, Shropshire, other creek corridors and the Toms Creek falls, and the gaps that have been adapted for parkway and earlier cultural uses, as well as the native woodland plant communities contribute to the developed area's integrity of location, association, feeling, and setting.

The designed cultural features and patterns of spatial organization established through construction of the Blue Ridge Parkway corridor and attendant recreation area features—the visitor center, picnic area, Humpback Rocks trailhead, Mountain Farm exhibit, the fields and meadows that recall earlier farmsteads, and associated views and vistas—contribute to the site's integrity of location, association, feeling, and setting as a designed historic landscape. The features that survive from the parkway's early years of development, or were constructed later based on

185. National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Department of the Interior, 1995), 44.

186. Ibid., 44–45.

designs consistent with the rustic, adapted rustic, and modernist or Mission 66 styles also contribute to the site's integrity of design, materials, and workmanship.

There remain, however, several landscape changes and additions that postdate the period of significance for the Humpback Rocks developed area that detract from and diminish the designed historic landscape's integrity of feeling, design, materials, and workmanship. These include the replacement of the original visitor center in 1982 with a building that exhibits a larger footprint, as well as changes to path systems to accommodate larger volumes of visitors and universal accessibility needs at the visitor center, the lower Humpback Rocks Trail, and paths leading to the accessible comfort station at the picnic area. An increase in woodland where pastures and other farm-related uses were present during early parkway development also diminishes the developed area's integrity of setting and feeling. The addition of new styles of signage and interpretive media has also affected the developed area's integrity of design, materials, and workmanship.

The historic integrity of the developed area is conveyed through the survival of historic landscape characteristics and features which themselves also possess integrity. As determined above through the comparative analysis, there are numerous features within the park that retain integrity. Some features and characteristics, however, are of greater importance than others in conveying the important associations of the Humpback Rocks developed area as part of the national significance of the Blue Ridge Parkway. These include the responses to natural resources, land uses, and circulation.

Responses to natural resources designed to support the goals of the parkway and recreation area. Key responses to natural resource elements include the trail connection to the Humpback Rocks formation, the visitor center, Mountain Farm, and picnic area over a relatively broad plateaus with native vegetation, springs, and sites appropriate for agricultural fields, meadows, and pastures. Another important element of the original design intent for the recreation area was the provision of several land uses and activities to support the needs of visitors. The variety of land uses pertaining to the accommodation of visitor needs, including visitor services, recreational, and interpretive/museum/educational offerings survive today with a high degree of integrity. Finally, the role and character of circulation in the parkway corridor and visitor activities within the developed area also survive with a high degree of integrity today, including the parkway, the access roads to the key components of the developed area, and trails linking them to each other and to important natural features.

Integrity Assessment by Aspect

The integrity of the Humpback Rocks developed area for the 1939–1965 period of significance is considered in accordance with the seven aspects in more detail below.

The developed area possesses integrity of **location** as the original site of the Humpback Rocks recreation area, identified in 1934 as one of several key opportunities for motorists to connect with the landscape along the 469-mile road corridor. Although many aspects of the recreation area were not developed for more than thirty years after first proposed, and work on several components of the original design was never initiated, the existing designed historic landscape survives with integrity in its original location.

The Humpback Rocks developed area possesses integrity of **setting** due to the relatively undeveloped character of the landscape within view and along the boundary of the parkway. The greatest change to the setting has been an increase in woodland cover as land formerly used for agriculture has been left fallow and the impact on views due to contemporary development in the Shenandoah Valley. Much of the land surrounding the developed area is now included within the George Washington National Forest, with woodlands generally 70 to 100 years of age. Otherwise, with the exception of views to urban and developed areas within the Shenandoah Valley from the Humpback Rocks and Mountain, the setting remains rural and vernacular as it had

been at the time the parkway was initially conceived in 1934.

The Humpback Rocks developed area retains a high degree of integrity of **design**, **materials**, and **workmanship**. Although the Humpback Rocks recreation area was identified as an integral component of the road corridor during the initial phases of parkway planning and development, several concept plans were prepared for the area before the existing components were built (refer to Figure 323 at the end of the chapter). Several developments proposed in early master plans were never built, such as a campground, sandwich shop, and motor service area. Between 1941 and 1956, several features were completed as land was acquired piecemeal from local owners— the Humpback Rocks trailhead, visitor center, Mountain Farm exhibit, and picnic area—and these survive today in much the same configuration as originally constructed. For the most part, the materials used in the original construction have been maintained or have been replaced in kind, perpetuating the integrity of the resources. Where materials that are subject to decay such as wooden fencing has been replaced, an attempt has been made to match the original design drawings, using in-kind materials.

Signs are one of the feature types that have not maintained a consistent character and configuration as relates to the original design or materials. This is particularly true where plastic materials have been used to replace wood. Picnic tables that employ recycled plastic tops are also not consistent in design or materials with the originally-designed features. Integrity of workmanship remains in evidence throughout the area where features survive from the original design concept of the 1940s and 1950s. Locations where integrity of workmanship is not apparent include the universally-accessible walkways leading from the visitor center to the Mountain Farm and providing access to comfort station B at the picnic area, as well as the improvements to the Humpback Rocks Trail. Picnic tables and benches that have been added to the developed since the period of significance are pre-fabricated or roughly fashioned features that are not consistent with the carefully-designed character of the parkway.

The developed area possesses integrity of **feeling** and **association** for the period of significance due to the continued presence of the Blue Ridge Parkway corridor and its rustic character derived from the use of locally-native materials, and visual connections to natural features and conditions representative of the Blue Ridge Mountains. Many of the features present along the parkway through the developed area are consistent with similar resources used throughout the 469-mile corridor, including milepost markers, grass shoulders, stone edging and stone stormwater management features, and curvilinear alignments that provide an ever-changing views. The substantial increase in woodland vegetation that obscures the sense of openness that once characterized farming communities within the region has altered the feeling and association of the historic landscape to a limited degree. The loss of residences within view of the road corridor and evidence of active farming also diminishes the integrity of feeling and association.

1B-12

763+00 to 771+00 :
To extend woods down on cut, plant :
4 Red Oak 6' ④
2 Chestnut Oak 6' ①
4 White Oak 8' ①
2 Red Maple 6' ②
2 Yellow Poplar 6' ①
15 Dogwood 3'-4'
30 Azalea (pink) 1'-2'
50 Jersey Tea 1'-2'

SEEDLINGS :
10 Red Maple
20 Chestnut Oak
40 Red Oak
40 White Oak
20 Hickory
10 Tulip
10 Black Tupelo
20 Fl. Dogwood
30 Azalea, pink
80 Jersey Tea
100 Blueberry

(Leave scattered seedling pines on cut.)

771+00 to 774+00
In and around parking area, plant :
3 Red Oak 6'-8' ④
4 White Oak 6'-8' ①
16 Dogwood 3'-4'
6 Witch Hazel 3'-4'
30 Azalea, pink 1'-2'
15 Maple leaf Viburnum 2'
10 Bittersweet

SEEDLINGS :
150 Indian Current

(Leave selected trees and shrub masses, approx. as indicated)

754 to 774 :
Pasture and pastured woods: Leave selected trees, and dogwood and shrub groups.

762+50 :
1 White Oak 6' ①
2 Bittersweet

762 - 774
6.54 Ac
Open Vista

365 NW

NELSON COUNTY
AUGUSTA COUNTY

W.R. Mabry
Rockfish Valley Land Corp.

J.J. Ryan

HUMPBACK GAP
PARKING AREA

END SECTION 1B
BEGIN SECTION 1C

PASTURE
.7 Ac.

GRASS
1.1 Ac.

PASTURE

OPEN WOODS

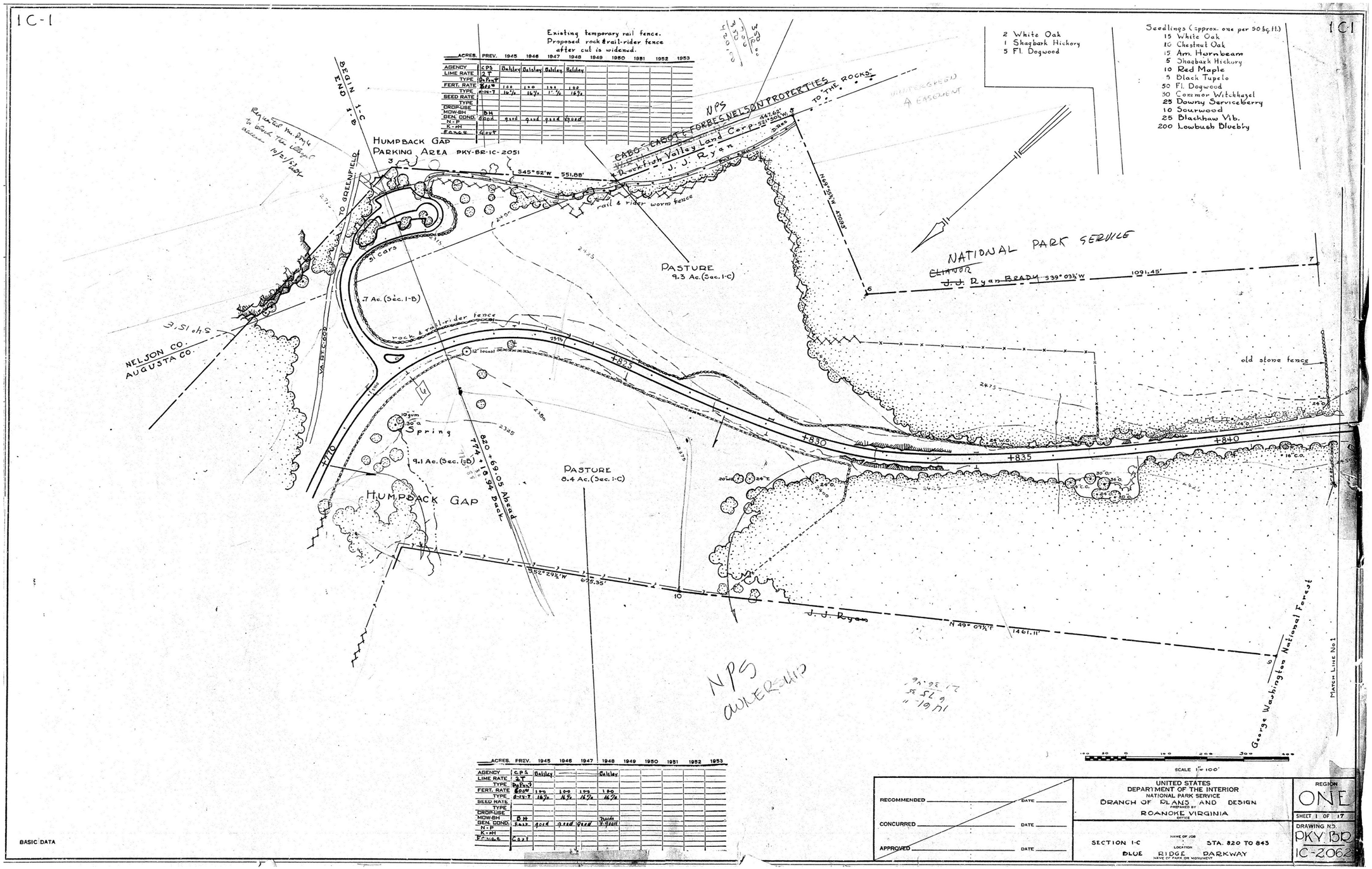
Abandoned

BASIC DATA

SCALE 1" = 100'

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE	REGION 1
PREPARED BY / OFFICE	SHEET 12 OF 12
NAME OF JOB / LOCATION / NAME PARK OR MONUMENT	DRAWING NO. PKY-BR 1B-2057

FIGURE 318. Parkway Land Use Map, Section 1-B, sheet 12, showing the visitor center and Mountain Farm exhibit.



ACRES.	PREV.	1945	1946	1947	1948	1949	1950	1951	1952	1953
AGENCY	CPS	Baisley	Baisley	Baisley	Baisley					
LIME RATE	2T									
TYPE	Da Pont									
FERT. RATE	600#	1-2-3	1-2-3	1-2-3	1-2-3					
TYPE	8-16-7	16%	16%	16%	16%					
SEED RATE										
TYPE										
CROP USE										
MOW-BH	BH									
GEN. COND.	Fair	good	good	good	V. good					
N-P										
K-PH										
FENCES	Gap									

FIGURE 319. Parkway Land Use Map, Section 1-C, sheet 1, showing the Humpback Gap parking area.

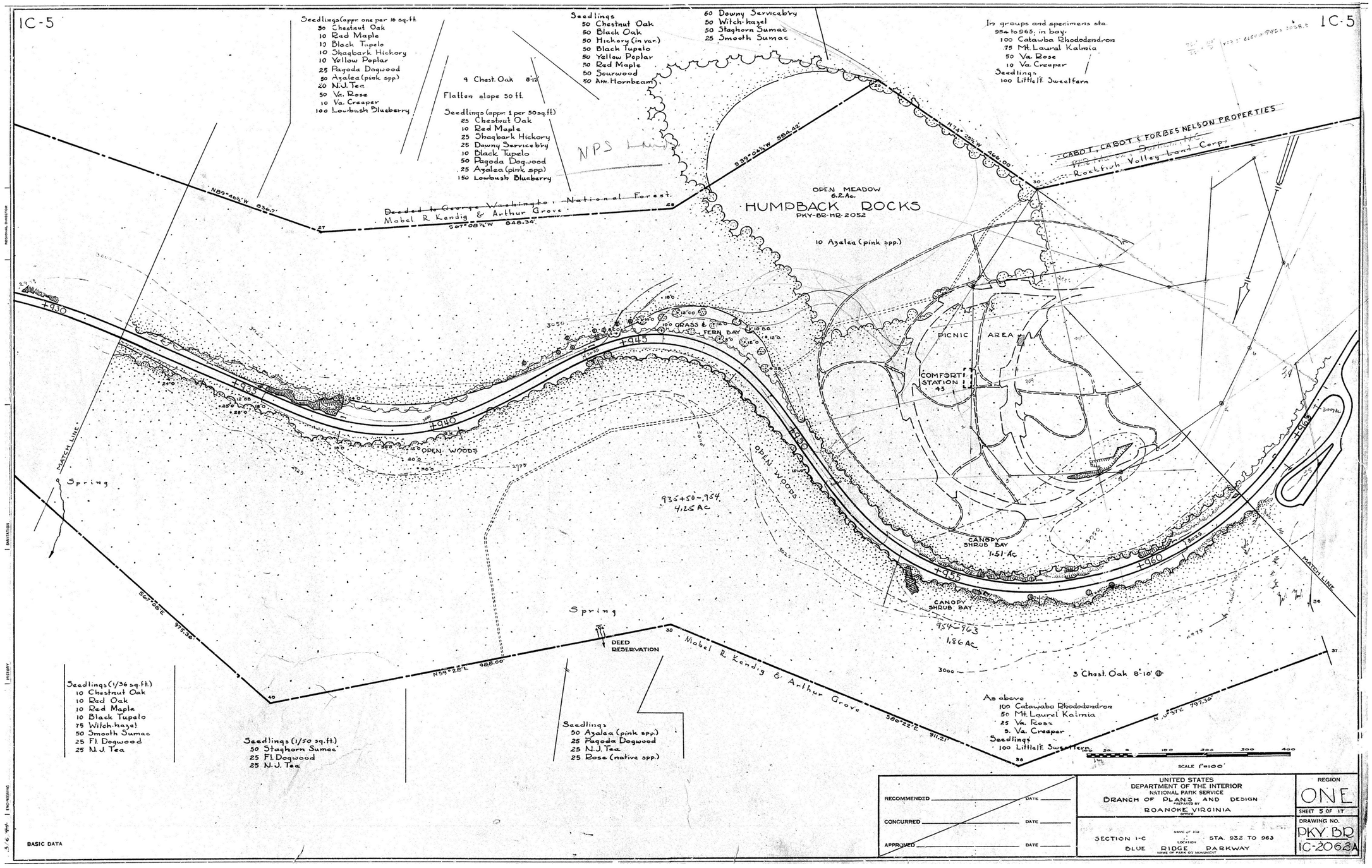


FIGURE 320. Parkway Land Use Map, Section 1-C, sheet 5, showing the north part of the picnic area.

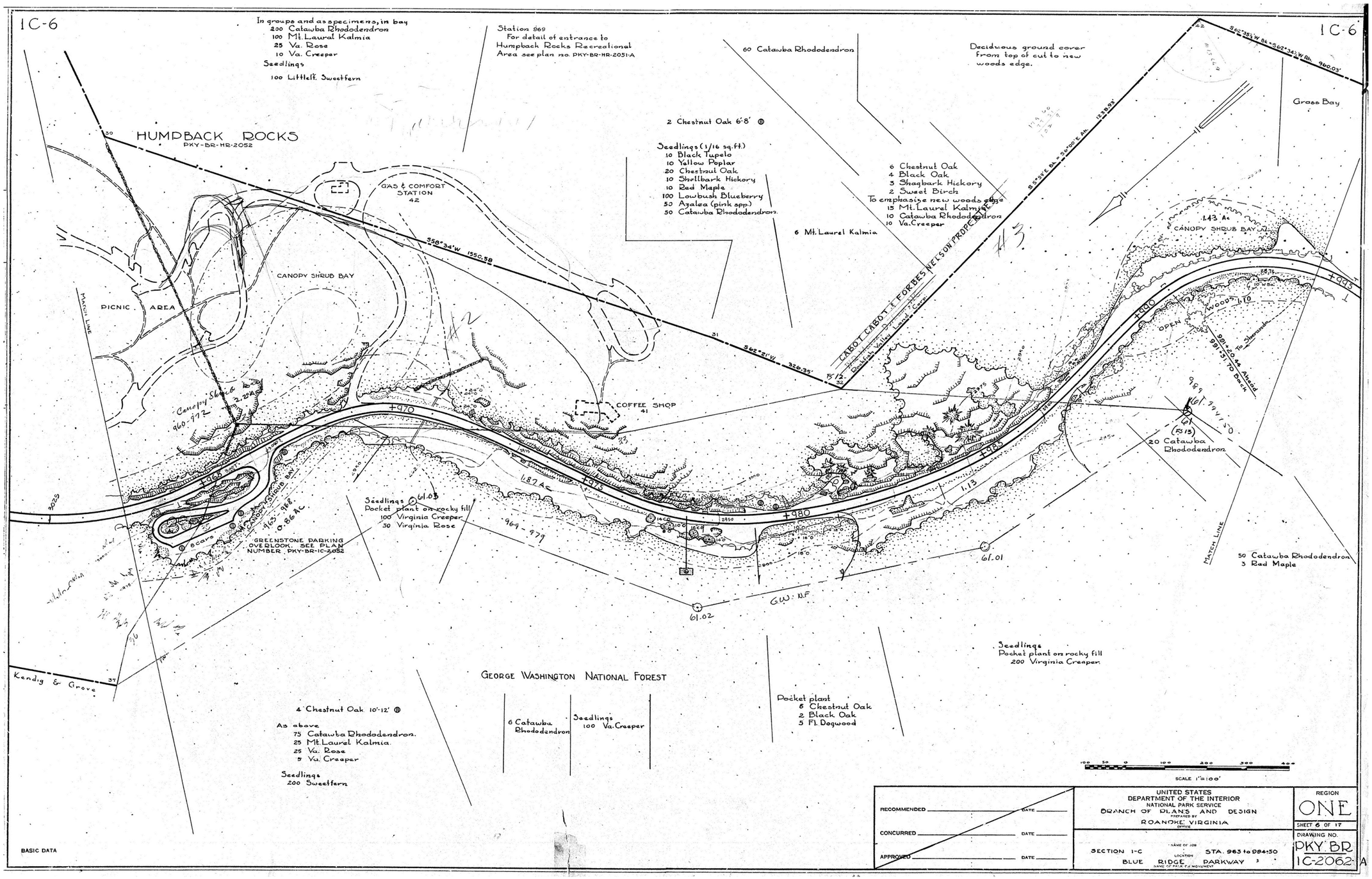
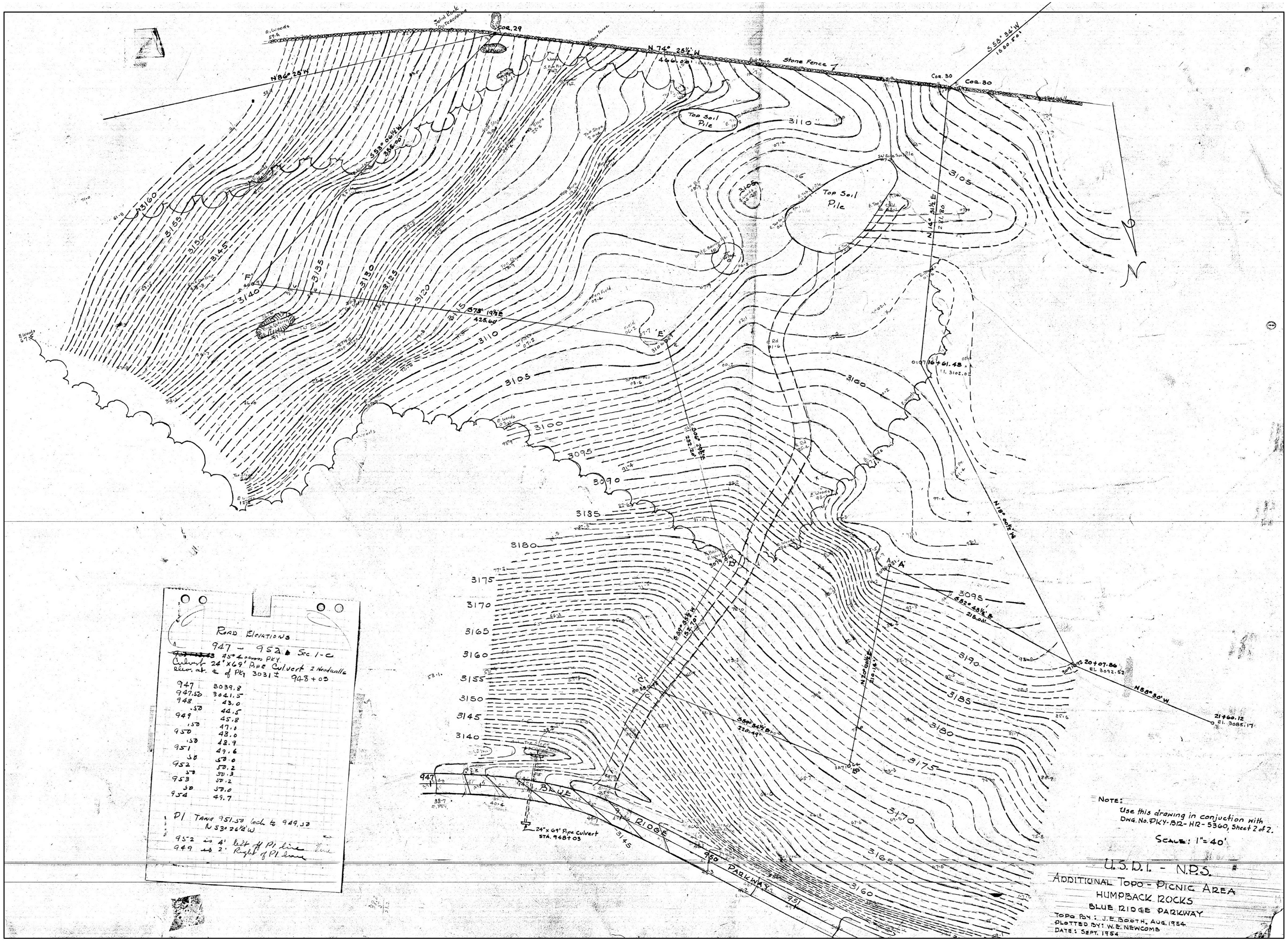


FIGURE 321. Parkway Land Use Map, Section 1-C, sheet 6, showing the south part of the picnic area and the Greenstone parking area.



ROAD ELEVATIONS

947 – 952 Sec 1-C

~~948+03~~ 45° ∠ across PKY.

Culvert 24"X69' Pipe Culvert 2 Headwalls

Elev. at ℄ of Pky 3031± 948+03

947	3039.8
947.50	3041.5
948	43.0
.50	44.5
949	45.8
.50	47.6
950	48.0
.50	48.9
951	49.6
50	50.0
952	50.2
50	50.3
953	50.2
50	50.0
954	49.7

PI Tang 951.50 back to 949.50
N 53° 26½' W

952 is 4' left of PI line
949 is 2' Right of PI line

NOTE:
Use this drawing in conjuction with
DWG. No. PKY-BR-HR-5360, Sheet 2 of 2.

SCALE: 1" = 40'

U.S.D.I. - N.P.S.
ADDITIONAL TOPO - PICNIC AREA
HUMPBACK ROCKS
BLUE RIDGE PARKWAY
TOPO BY: J. E. BOOTH, AUG. 1954
PLOTTED BY: W. E. NEWCOMB
DATE: SEPT. 1954

FIGURE 322. Topographic plan of the picnic area and water supply area, 1954. Note the access road and topsoil pile indicated near the top of the map.

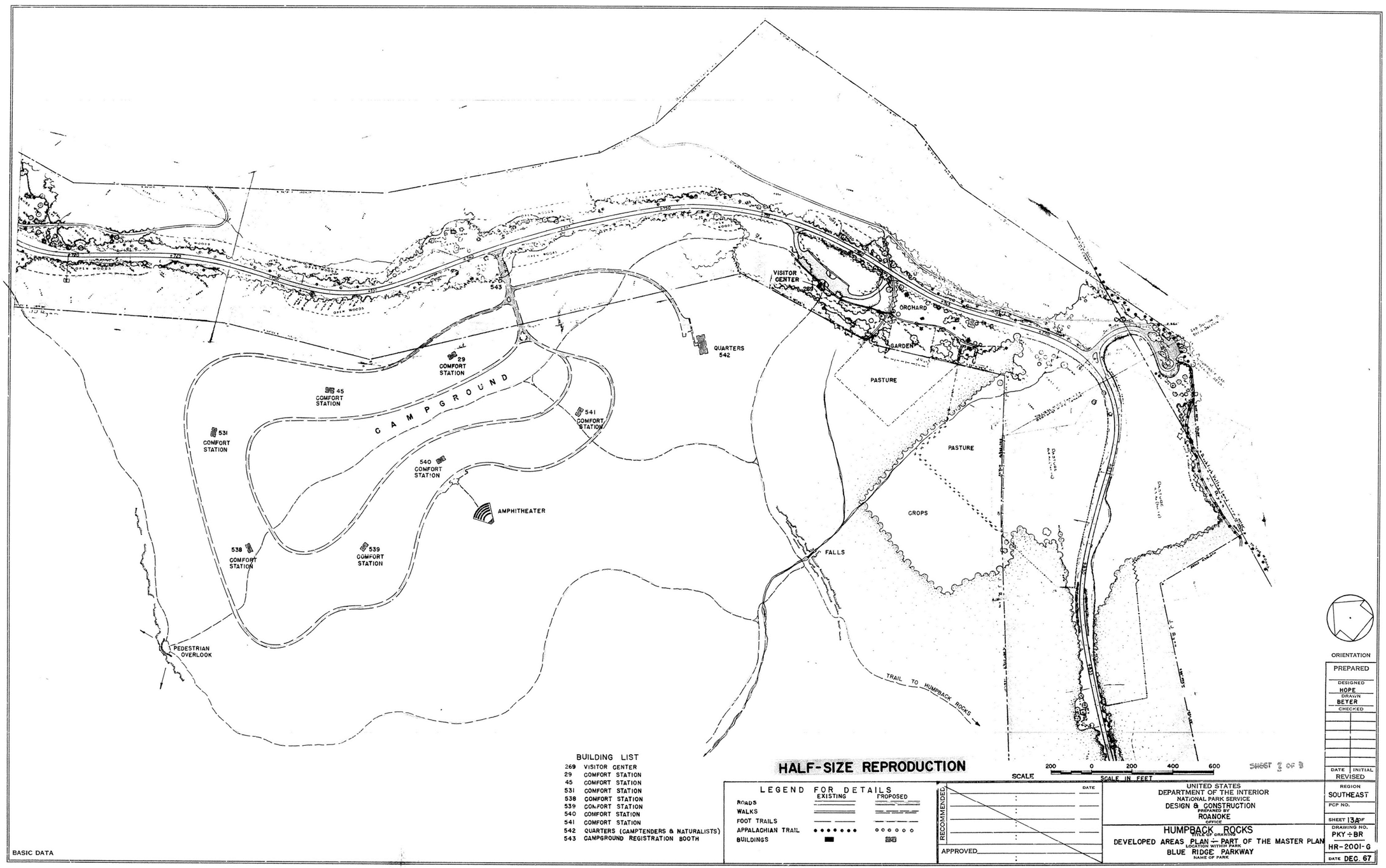


FIGURE 323. Developed Area Plan showing proposed campgrounds near the visitor center, 1967.

Treatment Plan

The following treatment recommendations are provided by the authors to guide long-term management of the cultural landscape at Humpback Rocks developed area. 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 the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes and Director's Order No. 28: Cultural Resource Management Guidelines.

Introduction

This treatment plan has been prepared to provide the National Park Service with an overall vision for the cultural landscape of the Humpback Rocks developed area of the Blue Ridge Parkway. The plan is intended to guide and support long-term management and interpretation of the site and its resources. It is comprised of treatment guidelines, recommendations, and implementation projects.

The National Park Service is currently preparing a General Management Plan (GMP) for the Blue Ridge Parkway. GMPs typically serve as a foundation for CLR treatment plans, establishing the basis for an overarching approach to resource protection and interpretation. Because the park's GMP was not sufficiently advanced to inform this report, the treatment plan responds primarily to the specific management issues, concerns, and objectives provided to the CLR team by park and regional National Park Service personnel during a start-up meeting conducted on behalf of this project, while also addressing stewardship of historic natural and cultural resources of the cultural landscape in accordance with federal guidelines.

This treatment plan chapter is divided into six sections:

1. **Park Management Goals, Issues, and Concerns** describes the issues raised by the park for consideration within the CLR treatment plan.

2. **Recommended Treatment Approach** presents the four approaches recognized by the Secretary of the Interior for treating historic properties, and identifies the CLR's recommended approach for the Humpback Rocks developed area.

3. **General Management and Design Guidelines for Treatment** provides guidelines for resource management within the Humpback Rocks developed area landscape.

4. **Treatment Concept** conveys the overarching vision or concept for landscape treatment at Humpback Rocks developed area to meet the National Park Service issues, goals, and concerns identified as part of this project.

5. **Treatment Recommendations** provides cultural landscape treatment recommendations that identify the individual actions required to address the park's management goals, issues, and concerns. Recommendations are organized by landscape resource types.

6. **Implementation Projects** identifies and describes a series of projects that effect

implementation of the CLR treatment recommendations, focusing primarily on the efforts required to address the park's identified goals, issues, and concerns.

Park Management Goals, Issues, and Concerns

The management goals, issues, and concerns to be addressed by this treatment plan were identified in two ways. The majority were conveyed to the project team during a project kick-off meeting held on May 12, 2010, at the park with National Park Service park and regional personnel. Others were gleaned from field investigations and review of previously prepared planning and inventory documents. The primary issues identified for the CLR team by the National Park Service are discussed below.

1. **Roads—repair and rehabilitation.** The picnic area and Humpback Rocks trailhead access roads are currently in need of repair. The asphalt road surface is cracked and broken in places, and tree roots have contributed to uneven conditions in some locations. Some of the stone edging associated with the parking pull-offs at the picnic area is broken, dislodged, and/or constitutes a trip hazard. The park is interested in addressing the repair and rehabilitation needs of these road corridors and parking pull-offs, without diminishing their historic integrity. Increasing the universal accessibility of all circulation features is also goal of park management. Another goal identified by the park is to consider adding new picnic sites and associated parking areas to the picnic area to accommodate growing numbers of visitors. Proposed additions similarly should not diminish the integrity of the historic landscape.

2. **Trails—integrity, surfacing materials, and accessibility.** The trail leading to Humpback Rocks is relatively steep. It is currently surfaced with a combination of gravel at the base and hard-packed earth farther upslope. Humpback Rocks is a popular hiking destination for residents of the region, as well as a favorite stop for those traveling along the Blue Ridge Parkway. Heavy use of the trail contributes to erosion. The trail would

benefit from erosion control measures and other improvements such as universal accessibility upgrades. Any proposed changes and accessibility measures should be considered for their compatibility with the historic character of the site.

3. **Interpretation—themes, media, and locations.** Enhancing the interpretive programming offered to visitors within the developed area is a goal of the park. New interpretive materials need to be considered within a broader parkwide context of themes and messages. However, the visual impact that interpretive waysides may have on the integrity of the historic landscape is of concern. Careful design and placement of new features will be necessary to ensure compatibility with the historic scene.

4. **Plantings—design intent, integrity, condition, and impacts to other landscape resources.** Evergreen and deciduous trees and shrubs were planted in association with the visitor center, Mountain Farm exhibit, and trailheads as part of the early design of the Humpback Rocks developed area. The plantings appear to have originally been designed to complement the rustic mountain character of the parkway and the site. Some of the original plantings are over-mature or require maintenance. Others, such as interpretive displays of vegetation planted in connection with the Mountain Farm exhibit have evolved since the original design for the site. Some original features have been lost, while new plantings may have been added to the site without consideration of the significance of the broader historic landscape. A replacement policy is currently not in place for trees lost or damaged beyond repair. New conceptual design plans are needed to guide future plantings that relate to interpretation of the historic landscape.

5. **Views—integrity issues resulting from contemporary development within view of parkway sites, including Humpback Rocks.** Contemporary residential and industrial development is visible within the Shenandoah Valley from some of the designed overlook locations within the developed area. Although screening of these views will likely not be possible, alternative means for limiting the visual impact of views that were not part of the original design of the parkway corridor should be taken into consideration as part of the treatment plan.

6. **Siting of new parking and other features to accommodate visitors**. The Humpback Rocks developed area is extremely popular. It is not unusual for the parking lots associated with both the visitor center and the Humpback Rocks trailhead to be full even on an off-season weekday. On weekends, particularly during the summer, the available parking is far from adequate. Provision of additional parking within the developed area, in conjunction with the visitor center, Mountain Farm exhibit, and Humpback Rocks trailhead is needed and desirable, but must also be compatible with the character and configuration of the historic landscape.

7. **Managing layers of historic landscape elements—addressing the significant historic periods represented on site.** The Blue Ridge Parkway was first completed through the area in 1941; the Humpback Rocks trailhead was constructed around the same time and was the first component of the planned Humpback Rocks recreation area to accommodate visitors. The Humpback Rocks recreation area is located on the site of a former mountain community that included farmsteads, a church, a school, and an important public road corridor that facilitated passage across the mountains and connected local farms to larger markets where they could sell their goods. During the 1950s and 1960s, the National Park Service established an interpretive exhibit of mountain farm life, as well as a visitor center and picnic grounds. Between the 1940s and the 1960s, architectural design styles, including those espoused by the National Park Service, evolved to reflect changes in American society and building practices. It

may be of interest to interpret the layers of landscape history, including evolving design and planning styles, depicted on the site for visitors.

8. **Site furnishings—rehabilitation and replacement**. The picnic tables present within the picnic area reflect different design and construction styles, some of which are not consistent with the original intent for features within the area. An important goal for the entire Humpback Rocks developed area is to strive for consistency in fixtures and features, such as picnic tables and drinking fountains. In addition, consistency within and possibly between park areas is important. Of special concern where replacement fixtures or components are required is to select a style that is appropriate to the historic appearance of these features. Universal access should be considered in decisions related to repair and replacement of existing fixtures and features.

Recommended Treatment Approach

The four treatment approaches recognized by the Secretary of the Interior for historic properties were considered in conjunction with the objectives identified by the park in developing this CLR to determine the approach most suitable for the Humpback Rocks developed area.

The four treatment approaches include: preservation, rehabilitation, restoration, and reconstruction. Described in *The Secretary of the Interior's Standards for Historic Properties* as forming "the philosophical basis for responsible preservation practice and enable long-term preservation of a landscape's historic features, qualities, and materials,"[187] the approaches are defined as:

> **Preservation**: the act or process of applying measures necessary to sustain the existing form, integrity, and material of a historic property. Includes stabilization work, where necessary, as well as ongoing preservation maintenance and repair of historic materials and features.
>
> **Rehabilitation**: the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.
>
> **Restoration**: 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 removing features from other periods in its history and reconstructing missing features from the restoration period.
>
> **Reconstruction**: the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its

187. Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports; Contents, Processes, and Techniques* (Washington, D.C.: Department of the Interior, 1998), 82.

appearance at a specific period of time and in its historic location.

Recommended Treatment Approach for Humpback Rocks Developed Area

Based upon the park's objectives in developing this CLR, which suggests a need to make specific changes to the cultural landscape to meet current and projected future interpretive, functional, and management goals, **rehabilitation** is recommended as the most appropriate overarching treatment approach for the Humpback Rocks developed area. Because rehabilitation is defined as the act or process of making possible a compatible use for a property, this approach allows for protection of the site's historic character and resources while carefully addressing the need for limited enhancement of interpretive opportunities and circulation routes, ecological maintenance and restoration, and the improvement of visitor amenities.

As part of rehabilitation, stabilization, protection, and preservation of historic and natural resources are assumed even when new uses are accommodated. Areas of the landscape that are particularly sensitive to change and disturbance, such as sites of known and potential archeological resources, should be treated with great care. In general, the CLR recommends preservation of archeological resources unless a compelling research question or informational need justifies disturbance or excavation, or mitigation to accommodate unavoidable change as necessary.

In considering the other treatment alternatives recognized by the Secretary of the Interior for the Humpback Rocks developed area, the CLR found them inappropriate for the following reasons:

- **Preservation** is overly restrictive because it does not allow for changes to the landscape to accommodate contemporary needs such as universal accessibility enhancements and evolving interpretive programming.
- **Restoration** and **reconstruction** are inappropriate approaches to apply to the Humpback Rocks developed area landscape because they assume, as a prerequisite, that sufficient documentation exists to accurately portray a lost historic condition. At this time, it does not appear that there are documentary sources detailed enough to support comprehensive restoration or reconstruction of the park's cultural landscape to a specific date or time period, and removal of some of the features that have been added to address contemporary needs is not currently recommended.

Secretary of the Interior Standards for Rehabilitation

The following section summarizes the standards for rehabilitation espoused by the Secretary of the Interior for historic properties. The ten basic principles that comprise the standards are intended to help preserve the distinctive character of a site while allowing for reasonable change to meet new needs. The standards (36 CFR Part 67) apply to historic properties of all periods, locations, sizes, conditions, and uses. These standards create a baseline of guidance to which intended changes to the historic landscape must be compared. These standards are neither technical nor prescriptive, but promote responsible preservation practices as follows:

- 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.

General Management and Design Guidelines for Treatment

The following section provides general guidelines for the treatment of the Humpback Rocks developed area landscape that are intended to support the rehabilitation approach as well as all treatment recommendations and alternatives developed in support of this CLR. These guidelines relate to a philosophy of cultural landscape treatment based on *The Secretary of the Interior's Standards for the Treatment of Historic Properties* with *Guidelines for the Treatment of Cultural Landscapes*, and a comprehensive view of the Humpback Rocks developed area as a whole. The following guidelines should be used when planning for any and all landscape changes, and should be considered in connection with each of the proposed landscape treatments included later in this report.

Natural Systems and Features

- Practice integrated pest management (IPM) in accordance with National Park Service policies. Avoid the use of pesticides and herbicides unless absolutely necessary. If chemical controls are used, apply the minimum necessary to achieve the proposed effect. Allow only qualified applicators to apply chemicals.

- Remove, when necessary, existing trees using a method that minimizes the potential impacts on known and potential cultural and archeological resources. Undertake tree removal from areas with known or potential cultural and archeological resources under the guidance of a historical landscape architect and archeologist.

- Employ best management practices (BMPs) for thinning and clearing woody growth areas. Undertake clearing and thinning operations with the goals of reducing fuel loads, opening viewsheds, and returning vegetation to the character and composition recommended in the PLUMs.

- Mark all vegetation to be thinned or cleared prior to beginning work. Employ an arborist, natural resource manager, and/or landscape architect familiar with the park to mark the vegetation to be removed or thinned.
- Remove dead trees and shrubs identified as potentially hazardous to individuals or resources because of their health or condition.
- Consider utilizing prescribed burning to maintain an acceptable fuel load within the developed area. Relocate larger downed timber to a burn site that has been approved by an archeologist.
- Protect slopes from erosion by maintaining healthy vegetative cover with a fibrous root system on all slopes.
- Avoid altering existing topography.

Land Use

- Avoid land use activities, permanent or temporary, which threaten or impair known or potential archeological resources.
- Monitor and regulate use of the landscape to minimize immediate and long-term damage to cultural resources.
- Limit, monitor, and control access to areas that are vulnerable to damage from human access or use.
- Consider equally both natural and cultural features in treatment and land use decisions.

Spatial Organization

- Use ecologically sound techniques and BMPs when restoring any historic patterns of spatial organization relating to vegetation.

Buildings and Structures

- Consider the interpretive value of non-intrusive, non-contributing buildings and structures, and retain when possible.
- Consider the removal of non-contributing structures that are intrusive to the historic landscape only if they are found to be without historical or functional merit or value.
- Avoid conjectural reconstruction of historic buildings and structures.

Circulation

- Avoid altering existing circulation routes or establishing new circulation routes unless absolutely necessary.
- Minimize the visual impacts of vehicles and vehicular access systems. Consider the impact on views when proposing new circulation systems. Also consider noise and other impacts that roads and parking will have on the visitor experience and historic resources.
- Encourage pedestrian circulation throughout the park as an alternative to vehicular access.
- Minimize the visual impacts of pedestrian access systems.
- Provide a range of pedestrian trail circuit lengths and accessibility/difficulty levels to serve a wide variety of visitors.
- Construct new circulation systems in as minimal a fashion as possible to create loop trails or to access points of interest.
- Incorporate historic circulation routes whenever possible into pedestrian trail systems.
- Ensure proper drainage along trails. Establishment of trails that are too narrow, uneven, or poorly-drained can result in trampling of vegetation, soil compaction, erosion, and damage to the surrounding ecosystem, and serve as a hazard to visitors.

- Route visitor circulation away from sensitive archeological resources, cultural sites, and important habitat areas.

- Provide universally-accessible routes to primary interpretive elements. Strive to provide universal access to all interpreted features. Provide alternative interpretive experiences where accessibility is not possible or reasonable.

- Follow the regulations stipulated in the Uniform Federal Accessibility Standard (UFAS) and Americans with Disabilities Act Accessibility Guidelines (ADAAG) for trails and paths when establishing universally-accessible circulation systems. Avoid steep slopes, ensure that trail widths meet regulations, and take other precautions to make these trails accessible to all visitors.

Small-scale Features

- Keep the number of contemporary small-scale features to the minimum required for visitor and staff comfort and safety.

- Use site furnishings that are compatible with the character of the park in concept and materials. Ensure that the style of site furnishings is uniform throughout the park. Develop a plan for site furnishings that identifies the style and products appropriate for use within the park.

Interpretation

- Provide an alternative means for interpretation, such as a visitor contact station exhibit, for features located in areas that cannot be made universally accessible or the programming will diminish the integrity of the historic landscape.

Rare, Threatened, and Endangered Plant and Animal Species

- Avoid altering the habitats of rare, threatened, or endangered species or species of special concern. Evaluate the potential impact to wildlife habitat prior to undertaking any construction or vegetation-removal project.

Sustainability

- Institute cultural and natural resource treatment and maintenance methods which are environmentally and culturally sensitive and sustainable over the long term.

- Minimize areas of woodland disturbance, earth grading and compaction, and drainage-pattern alteration.

- Promote biodiversity and native plant species.

- Use mitigating devices such as retaining walls, closed drainage systems, and grading that involves cut and fill sparingly. Implement the least-intrusive measures and those involving stabilization first, and subsequently proceed to those that are most invasive as necessary. Limit major new interventions to areas that have previously been disturbed.

- Emphasize landform-based solutions, such as grading, over hardscape solutions, such as retaining walls.

- Take into consideration life-cycle costing of materials to assess their long-term wearing capacity and maintenance costs. Consider materials that are non-toxic, durable, long-lived, and low-maintenance.

Topography

- Minimize soil disturbance and grading.

- Preserve existing landforms and natural drainage patterns to the greatest extent possible.

- Avoid attempts to reconstruct or restore historic grades unless supported by clear documentary evidence of their appearance or original design during a specific historic period.

Land Cover Management

- Encourage best management practices (BMPs), integrated pest management (IPM), and soil and erosion control measures in all maintenance and management practices in order to minimize water pollution and degradation of natural systems.

- Establish native vegetative cover for erosion control. Consider planting species that are appropriate to the soil and soil moisture conditions.

New Design and Construction

- Site necessary new buildings and structures out of primary and character-defining viewsheds. Consider designing any unavoidable new facilities as low buildings situated in such a way as to be screened from view from primary visitor-use areas. The design of a cluster of smaller buildings is preferable to the establishment of one very large building. Groups of smaller buildings should be clustered tightly together and aligned to conform to a common orthogonal orientation. As possible, situate new structures relatively close to existing road corridors to limit the establishment of new roads. New buildings and structures should be situated to lie lightly on the land, minimizing soil disturbance, particularly cut and fill. Sustainability should be considered in the choice of materials and energy use. Consider incorporating passive solar energy conservation strategies into the design of new buildings and structures. Also consider the local climate in the siting and design of buildings including solar orientation, heat gain, shading, prevailing winds, and seasonal average temperatures to minimize energy costs. Limit the footprints of new buildings and structures by optimizing use and flexibility of both indoor and outdoor spaces.

- Avoid adding new features or altering existing features in ways that adversely affect the landscape's historic character. Introduce features to facilitate access and interpretation in ways that minimize adverse impacts. New construction should be limited to those alterations and additions that are necessary for visitor access, interpretation, resource protection, and management. This might include vehicular, pedestrian, and interpretive systems such as trails and paths, minimal automobile parking areas, and unobtrusive and minimal wayside, informational, identity, and regulatory sign systems. The new or altered features should be as unobtrusive as possible while allowing for accessibility and safety. Whenever possible, and taking into consideration the visitor experience without compromising visitor safety, utilize off-site facilities to accommodate contemporary uses.

- Evaluate all proposed new uses in consultation with a historical landscape architect and other appropriate professionals.

- Retain and maintain historic materials, features, finishes, construction techniques, spaces, and spatial relationships when changes to the cultural landscape are considered.

- Design and site new additions or alterations to the landscape in such a way that they do not destroy historic materials, features, and spatial relationships that characterize the cultural landscape. Design all new additions and alterations to be a product of their time, and compatible with the historic resources in materials, size, scale and proportion, and massing. Differentiate new work from existing historic resources.

- Undertake sufficient study and recordation of landscape features requiring modification, repair, or replacement before work is performed to protect research and interpretive values.

- Protect and preserve archeological resources in place. If such resources must be disturbed, undertake mitigation measures such as recovery, curation, and documentation.

Design and site new additions and alterations to the landscape in such a way that, if removed in the future, the essential form and integrity of the cultural landscape would be unimpaired.

- Retain and maintain changes to the cultural landscape that have acquired historic significance in their own right.

- Repair, rather than replace, deteriorated historic features. Replacement of severely deteriorated features should be based on archeological, documentary, or physical evidence. Replacements should match the original feature in design, color, texture, and, where possible, materials.

- Avoid as possible landscape changes that create a false sense of historical development, including the addition of conjectural, typical, or representative features. Consider interpretation of typical features in cases where restoration is not possible but providing the information is important to the visitor experience.

- Design new features, systems, and programs to be as accessible as possible.

- Establish new waysides in the least intrusive manner possible to fulfill proposed new interpretive goals.

- Avoid the use of chemical or physical treatments that cause damage to cultural resources and natural systems. Undertake the surface cleaning of structures using the gentlest means possible.

- Minimize disturbance associated with the installation of visitor access facilities.

- Limit the use of destructive techniques, such as archeological excavation, to providing information required to support research, interpretation, and management goals.

Views and Viewsheds

- Minimize the visual impact of circulation systems. Consider using techniques such as establishing vegetative screens, evaluating the potential for any new trails to be screened from key viewpoints, and minimizing the amount of signage, seating, and other small-scale features associated with these access systems in their design.

Adjacent Lands and Visual Quality

- Monitor local zoning and planning activities related to nearby adjacent development that may adversely impact the character and cultural resources within the viewshed of the developed area. Consider participating in the early stages of any development plans for adjacent sites.

- Coordinate with planning authorities on the development and construction of new features within the landscape that may impact the park visually or physically such as roads, zoning changes that may result in higher density residential or non-residential uses, sale of land to non-governmental entities, and cell towers or antennae.

- Minimize the potential impacts of development on adjacent properties by working with developers during the planning process, suggesting increased setbacks and the least intrusive siting and character for new structures and roads.

- Coordinate with adjacent and nearby property owners to determine if they are amenable to selling or donating scenic easements on their land to help fulfill the park's interpretive mission.

- Work to obtain scenic easements for all adjacent property that will remain visible from the interior of the park.

- Develop and maintain working relationships with adjacent property owners. Work with neighbors and community groups to develop

a program of monitoring unauthorized access to the park and destruction of resources.

- Educate adjacent property owners regarding resources located on their lands. Work with these owners to develop programs for the protection of the resources.

- Develop or maintain visual buffers along property lines abutting development. The clearing of woodlands on adjacent properties or properties within the park's viewshed are activities that could potentially threaten the visual quality of the project area. Monitor adjacent planning and development activities, and develop working relationships with adjacent landowners to yield information that may determine the need to establish additional buffers due to proposed development.

- Utilize screening methods that blend with the surrounding character of the site, such as planting native vegetation, and do not become a secondary visual intrusion.

Access to Resources

- Limit, monitor, and control unauthorized access to the park.

- Limit, monitor, and control access to areas that are vulnerable to damage from human access or use.

- Develop an interpretive program that addresses cultural resources, natural systems, and their interrelationships, as well as layers of landscape history.

- Minimize the visual and physical impacts of interpretive and visitor access facilities on cultural resources and natural systems. Develop the least-intrusive interpretive and visitor access improvements possible.

- Erect the minimal number of signs possible for identity, directional, interpretive, and regulatory needs.

- Develop interpretive programs and media to be as accessible as possible for the widest range of visitors.

Role of Preservation Specialists

- Undertake all treatment projects under the direction of appropriate specialists, including historical landscape architects, historical architects, archeologists, natural resource management specialists, and qualified technicians and artisans.

Documentation

- Document, through Global Positioning Systems (GPS) and Geographic Information System technology, as well as traditional sketch plans and drawings, photographs, and notes, all changes and treatments. Maintain records of treatments and preserve this documentation according to professional archival standards.

Treatment Concept

The section that follows is intended to convey the overarching vision or concept for landscape treatment at the Humpback Rocks developed area to meet the National Park Service issues, goals, and concerns identified as part of this project. The treatment recommendations that will follow this section convey the specifics of how to achieve the vision.

Through landscape treatment, the park hopes to advance two primary resource management goals in a way that might be complementary. The first is to manage the landscape to approximate more closely its historic character as originally intended by parkway designers, and the second is to maintain historic landscape resources in good condition. A secondary goal is to enhance visitor access to and understanding of the site.

To meet these goals, the overarching treatment concept for the cultural landscape at the Humpback Rocks developed area is to balance the protection and enhancement of the site's historic integrity with contemporary park visitor access and interpretation requirements and sustainable land management practices. Vegetation and natural resource management, interpretation, and consideration of the overall visitor experience are the main focus of the treatment plan, as they are the highest-priority needs identified by the park. Landscape treatment actions intended to facilitate conveying the story of the life in the mountains, the development of the Blue Ridge Parkway, and the National Park Service's ongoing efforts to protect and best manage natural and cultural resources are also recommended.

Treatment within the Humpback Rocks developed area focuses on maintenance and repair practices that enhance the appearance and cohesion of the designed historic landscape. Over the past seventy years, the popularity of the park has taken its toll on the condition of many landscape features. Minor adjustments, including adding soil to compacted trail and road margins, carefully rehabilitating or repairing the joints and seams between different materials, and revegetating areas of erosion and soil loss due to social trails are warranted to return the park to its initial and intended character. Protection, repair, and, when necessary, replacement in kind of historic features as originally designed are also recommended to ensure the master work that is the Blue Ridge Parkway survives to delight future generations. Methods for updating maintenance and management practices to support sustainability goals are provided that will enhance the resources without affecting the integrity of the historic landscape.

Treatment Recommendations

Park-wide Recommendations

- Complete a National Register or National Historic Landmark nomination for the Blue Ridge Parkway. Use the final document to update the analysis and treatment approach provided in this CLR.
- Complete a General Management Plan update for the Blue Ridge Parkway that addresses the range of appropriate uses and management techniques for the park. Use this information to update the CLR to ensure consistency between the two documents.
- Ensure a tidy, well-cared-for and maintained appearance within the developed area. Carefully address the seams and junctions between different materials and land management conditions, maintain paved surfaces in smooth and repaired condition, and rehabilitate the margins of circulation routes to address erosion and compaction problems.
- Grade the ground plane to meet the elevation of walks, roads, swales, and stone features without gaps, dips, or drop-offs.
- Rehabilitate pavements in fair to poor condition. Ensure that rehabilitated pavements are consistent with historic conditions in material, finish, and location.
- Continue to maintain open fields and meadows or enter into historic lease agreements with local farmers for this purpose. Management of these and additional areas proposed for clearing should be considered as part of a vegetation management plan. The advantages and challenges associated with several management methods, including leasing, park maintenance through mowing, pasturing of livestock, and prescribed burning should be considered by the plan (*see Implementation Project 1*).
    - Existing fields that perpetuate important agricultural land include the meadow below Humpback Rocks and the fields within and west of the Mountain Farm exhibit. These should continue to be maintained through mowing in a manner that recalls agricultural activities.
    - Fields identified as open by parkway designers that have since been allowed to revert to woodland cover should be reestablished through clearing. These include the land north of Humpback Gap and the hillsides south and west of the Mountain Farm exhibit. Refer to parkway PLUM and ROW mapping for former field and meadow locations.
- Continue to manage other areas in native woodland cover.
- Establish screen plantings or maintain woody vegetation to limit views of development that is not consistent with the intended rural character of the parkway. Reorient or redirect visitors to distant views that do not encompass extensive contemporary residential and industrial development.
- Interpret how the development within view of Humpback Rocks and the Greenstone Overlook affects the parkway viewshed. This interpretation may make visitors aware of the problem and support protection of local viewsheds.
- Avoid disturbing vegetation communities known to support populations of species of special concern. Identify the locations of any such communities using GPS data, and establish a monitoring program to regularly evaluate their health and viability.
- Control invasive plant species through a process of treatment, monitoring, and follow-up treatment that conforms to BMPs developed for the park that are consistent with locally or regionally successful programs. Coordinate efforts with the U.S. Forest Service and work being conducted on adjacent George Washington National Forest lands (*see Implementation Project 1*).
- Enhance wildlife habitat and bird watching opportunities by providing additional nesting,

feeding, and watering opportunities. Many bird species benefit from the provision of brush piles and artificial nest structures, and the presence of snags and trees with natural cavities. Consider retaining snags in areas where they will not pose a hazard to visitors or structures. Food sources that support bird populations include mast and soft mast producers (oak, hickory, beech, and black gum, dogwood, serviceberry, black gum, hawthorn, and crabapple), grapevines, and native warm-season grasses such as big bluestem (*Andropogon virginiana*), Indian grass (*Sorghastrum nutans*) and switchgrass (*Panicum virgatum*). The use of fescue (*Festuca spp.*) should be avoided as it provides little value for wildlife. Water sources are also of great importance to the viability of bird habitat. Protect springs and seeps, which are also important feeding areas. Maintain the bog area clear of invasive plants and refuse, to encourage its use by wildlife. Encouraging the establishment of small depressions that serve as water holes after rain is also advantageous to birds. Enhancing groundwater recharge through green stormwater management practices may contribute to spring and seep activity within the developed area (*see Implementation Project 8*).

- Document, using GPS equipment, the cultural resources of the Humpback Rocks developed area, including features that are not currently included on existing conditions mapping and other features that may be difficult to relocate again should conditions change. In particular, document features such as fencing, road traces, important plant communities, and known archeological sites. GPS documentation should precede any prescribed burning to ensure that the locations of important features are recorded.

- Continue to research the pre-parkway history of the Humpback Rocks developed area, including the settlement that occupied the plateau near Humpback Gap and the Howardsville and Rockfish Gap Turnpike. In particular, look for maps and photographs of the settlement.

- Develop new interpretive materials that illustrate the pre-parkway history of the developed area during the nineteenth and early twentieth centuries, including the role that the Howardsville and Rockfish Gap Turnpike played in regional settlement and commerce.

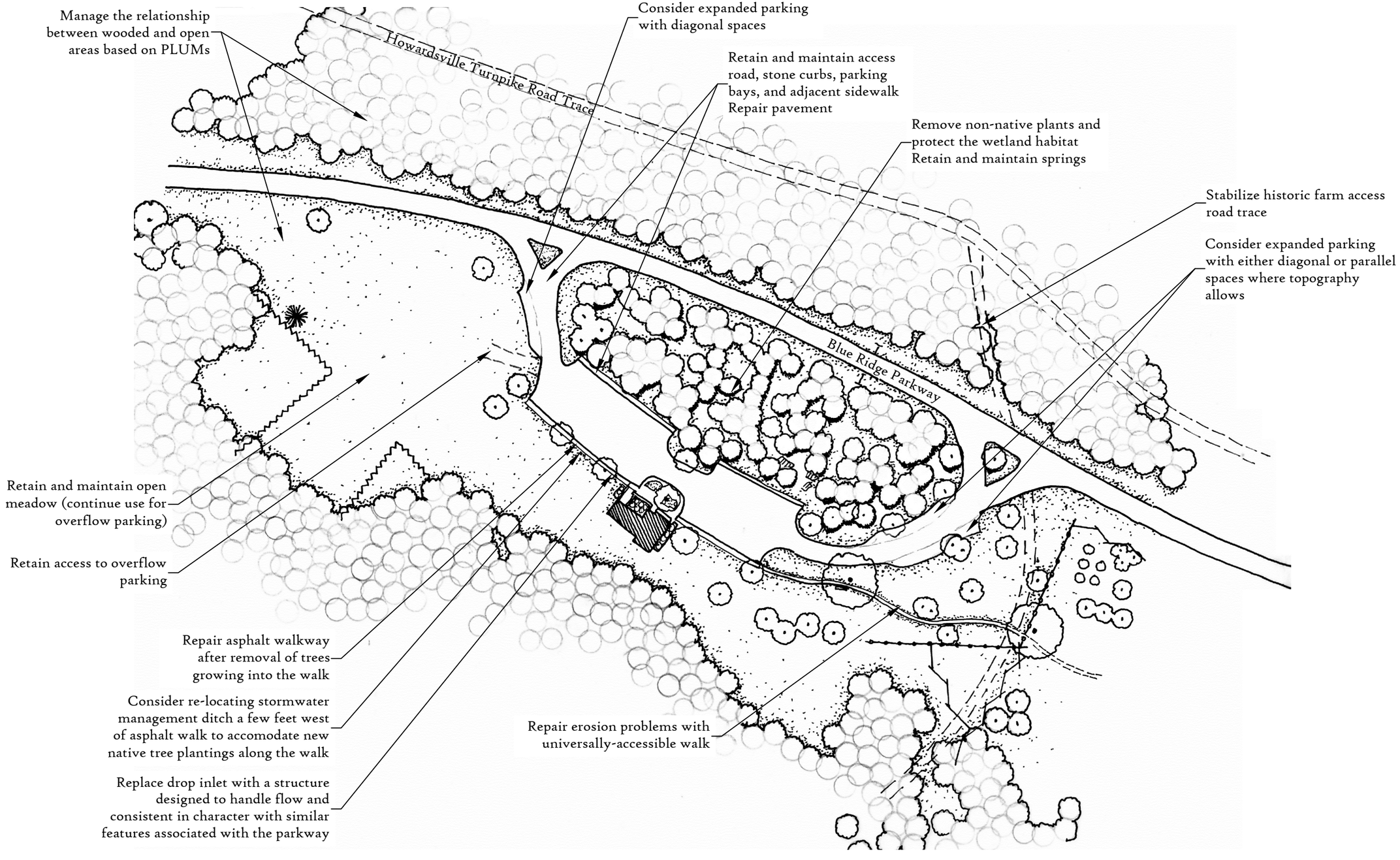
- Consider conducting oral histories to collect information about the more recent history of the site.

- Consider implementing a process of introducing prescribed fire as a vegetation management tool that diminishes the potential for catastrophic fire. Hot fires would be devastating to archeological resources. Prior to introducing prescribed fire, remove heavy fuel loads in the form of downed timber and thick shrub growth. Follow the guidance offered in "Protecting Archaeological Sites with Prescribed Fire" for more information regarding on acceptable process for reintroducing fire into a suppressed system.[188]

- Consider alternatives for retaining examples of historic sign types used along the parkway over time. Current plans to replace redwood signs with vinyl composite material will affect the character of the historic parkway. Consider retaining selected historic signs for archival purposes and exhibiting historic signs as a mitigation measure.

- Consider establishing parkwide standards for site furnishings that take into consideration historic styles and design characteristics, as well as contemporary functional concerns. Identify locations where historic styles and standards should be replaced in kind based on significance and integrity assessments. Consider replacing examples of current non-historic site furnishings that detract from the significant character of the designed historic landscape (*see Implementation Project 7*).

188. <www.indiana.edu/~e472/cdf/prescribed_fire.shtml>



Treatment: Visitor Center Character Area

Copyright 2011 John Milner Associates, Inc.

Jun 10, 2012 - 10:50am P:\2009\2009-5100\2009.5083 - DStatons - Humphrey Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HR-Base-8b3110edit6-2012.dwg

Repair pavement-will likely require removal of existing trees growing in the asphalt path

Replace drop inlet consistent in character with a structure designed to handle flow and consistent in character with similar features associated with the parkway

Repair and maintain existing flagpole

Relocate drinking fountain

Relocate trash receptacle and replace with a smaller and less visually intrusive model

Repair and maintain the flagstone terrace

Extend flagstone flush with terrace edge

Repair and maintain stone benches

Repair and maintain plants and planting beds

Repair wood fence

Consider adding rain barrels to capture water from visitor center downspouts

Repair joint transitions between materials

Provide sufficient ADA parking to meet code and relocate ramp to best accommodate use of the spaces

Relocate trash receptacle and replace with a smaller, less visually intrusive model

Repair asphalt walkway

Retain and protect shagbark hickory tree and stone tree well

Retain and maintain sidewalks adjacent to the parking bays

Raise grades of soil adjacent to paved areas to meet margins of walls and terraces smoothly

Visitor Center

0' 5' 10'

SCALE: 1"= 10'

Jun 20, 2012 - 10:54am P:\2009\50015100\2009.5083 - DSketon - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08310908.dwg

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Treatment: Visitor Center Character Area Detail

Copyright 2011 John Milner Associates, Inc.

Archeological Resources

- Conduct an archeological survey of the developed area to identify possible resource sites and information potential.
- Use non-invasive techniques to locate potential subsurface resources. These techniques might include ground penetrating radar (GPR), gradiometer survey, landscape archeology, and metal detector survey.
- Utilize the findings of non-invasive methods to identify areas of possible interest for conducting subsurface investigations.
- Avoid locating fire breaks within the vicinity of known archeological sites.
- Ensure that all archeological investigations are fully documented, and that the findings as well as the artifacts are archived at the park. Utilize information gained through archeological investigations to guide interpretation of the historic landscape.

Recommendations by Character Area

Humpback Rocks Visitor Center

Refer to Figure 324, Treatment, Visitor Center Character Area, and Figure 325, Treatment: Visitor Center Character Area Detail.

- Retain and maintain historic resources that survive from the period of significance, including:
    - The springs and bog between the parkway and the parking bays (Figure 326).
    - The open field/meadow north of visitor center.
    - The native woodland trees located along the road, on the knolls behind the visitor center and within the bog area between the parkway and the parking area.



FIGURE 326. The unplanted island between the visitor center parking area and the parkway contains several springs that have formed a bog. This natural resource should be carefully protected.

    - The access road, parking bays, and sidewalks adjacent to the parking bays.
    - The flagstone terrace, stone benches, and flagpole in front of the visitor center.
    - The storage building southwest of the visitor center.
    - The two historic road traces that extend through this area.
    - The view to Humpback Rocks from the flagstone terrace outside the visitor center.
- Repair features identified as being in fair to poor condition:
    - The road pavement associated with the access road and parking bays.
    - The flagstone patio outside the visitor center (Figure 327 and Figure 328).



FIGURE 327. Flagstone patio, present condition.

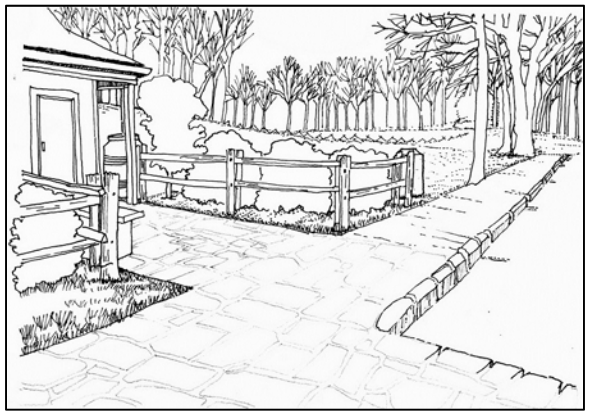


FIGURE 328. Flagstone patio, following recommended repair.

- The asphalt sidewalk edging the western parking bays that leads to the terrace in front of the visitor center (Figure 329).
- The erosion problems associated with the stormwater management ditch that edges the access road and parking bays.
- The drop inlet located at the end of the stormwater drainage ditch that edges the parking bay northwest of the visitor center.
- The erosion problems associated with the universally-accessible asphalt walk between the visitor center and the Mountain Farm exhibit (Figure 330).



FIGURE 329. The sidewalk leading to the visitor center is in great need of repair, as are the seams between pavement surfaces, and the mortar joints between paving stones.



FIGURE 330. The margins of the universally-accessible walk between the visitor center and the Mountain Farm are eroding badly and need to be regraded and revegetated.

- Protect natural resource values within the visitor center area associated with the springs, bog, and native woodland plant communities.
- Maintain the existing patterns of spatial organization associated with the visitor center area, including the configuration of road, parking, terrace, building, open fields, and woodland. Refer to the PLUMs prepared for this section of the parkway for the historic design intent for these patterns (*see Implementation Projects 1 and 5*).
- Remove non-native plants within the bog area, and protect this unusual wetland habitat from degradation due to visitor or park maintenance access or activities.

- Add soil to compacted areas associated with social trails and revegetate to promote their repair and rehabilitation.

- Regrade the margins of paved areas to meet adjacent grades smoothly to promote a tidy and well-kept appearance, facilitate maintenance, and avoid visitor trip hazards. Ensure that this approach is followed when making any changes within the visitor center area to accommodate stormwater management needs, such as modifying culverts and drainage swales.

- Repair carefully the flagstone terrace outside the visitor center when proposed replacement orientation waysides are installed. Ensure that the new wayside panels are universally accessible. Site the waysides so that they do not obscure the view to Humpback Rocks from the terrace.

- Stabilize and maintain historic road traces through the visitor center area, including the Howardsville and Rockfish Gap Turnpike and the farm access road that extends east-west between the visitor center and the Mountain Farm.

- Conduct repair of the asphalt sidewalk adjacent to the parking bay located northwest of the visitor center as part of a comprehensive project that includes removal of the existing trees growing into the walk, rehabilitation and relocation of the adjacent stormwater management ditch, establishment of a new planting shoulder, and replacement of native woodland canopy trees along the margins of the new walk (Figure 331 and Figure 332).

  Avoid damage to the stone curbing adjacent to the walk. Consider moving the planted shoulder and ditch to the west to prevent future conflicts between the features (*see Implementation Project 2*). Replace the drop inlet at the end of the ditch that is currently composed of rebar and a large block of concrete with a structure that is designed to handle the projected flow but includes an appropriate and safe grate. Design the new inlet to be consistent in character with similar historic features associated with the parkway.



FIGURE 331. Existing condition at the margin of the parking bay.

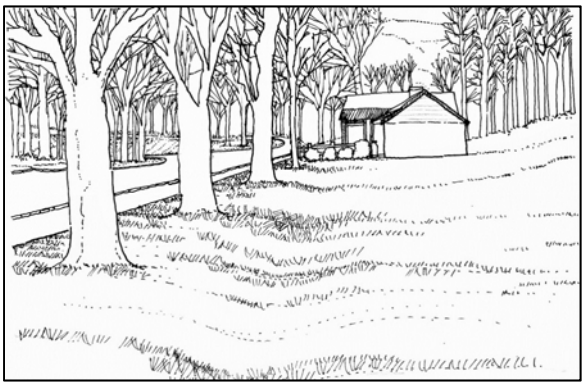


FIGURE 332. Proposed rehabilitation of the margin of the parking lot.

- Repair the erosion problems associated with the universally-accessible asphalt walk between the visitor center and the Mountain Farm exhibit by replacing eroded soil and revegetating the trail margins. Maintain the drop inlet in the nearby parking bay clear of debris. Water flowing overtop of this inlet and south from the parking area is contributing to the erosion problems (Figure 333 and Figure 334). Consider replacing the existing drop inlet in the parking area with a larger structure to accommodate the amount of stormwater flow.



FIGURE 333. Existing condition of the walk.

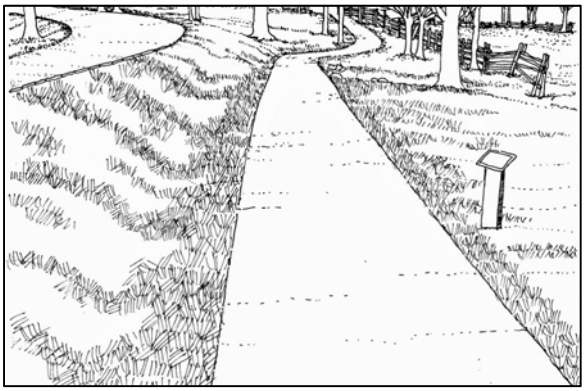


FIGURE 334. Proposed rehabilitation of the walk.

- Regrade the area where white PVC piping conveys stormwater beneath the asphalt universally-accessible walk. Conceal the pipe, which is visually incompatible with the character of the historic landscape (Figure 335). Consider establishing a vegetated swale between the parking area and the pipe that is better designed to handle the overland flow of stormwater.

- Consider relocating the drinking fountain currently sited along the eastern gable end of the visitor center to the grass panel east of the paved terrace. Design the drinking fountain to be contemporary in character. Consider setting it on a cut-stone base to help tie it in with the character of the area (see also trash receptacle design below). Consider the design as part the development of a broader site furnishings guide (*see Implementation Project 7*).



FIGURE 335. The erosion and exposed PVC pipe associated with this walk should be repaired and corrected to return the historic landscape to a more appropriate character.

- Consider relocating the existing trash receptacles along the asphalt-paved walks at the visitor center to less visually intrusive sites, such as at the ends of planting beds where they can be screened with vegetation. Set the trash receptacles on cut stone bases of a contemporary character to better integrate them with the character of the area (Figure 336 and Figure 337).

- Consider replacing the existing trash receptacle style with a smaller and less visually intrusive model that is contemporary in design. Set the trash receptacles on cut stone bases to better integrate them with the character of the area.



FIGURE 336. Existing location of trash receptacle.

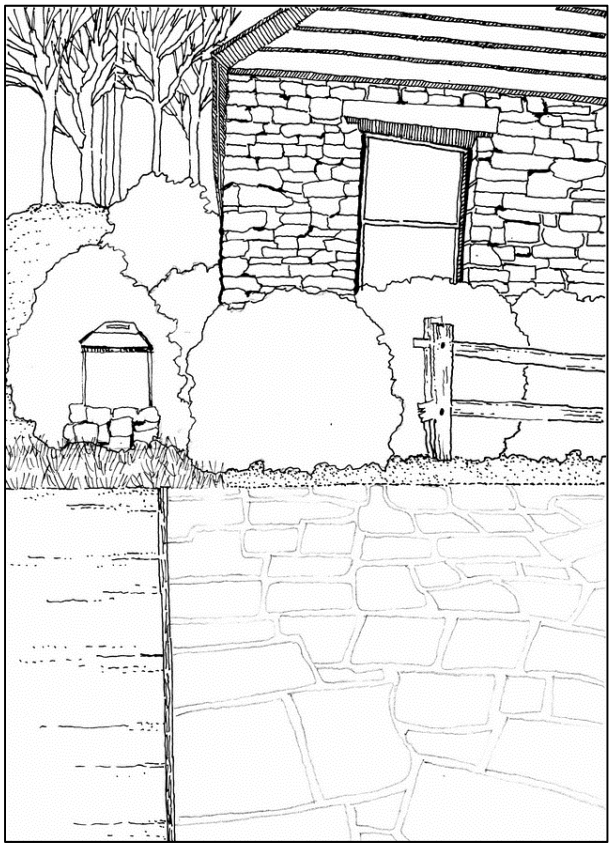


FIGURE 337. Proposed location for trash receptacle.

- Consider options for increasing the amount of parking available in this area for visitors. Options include head-in spaces along the northern segment of the access road and the open area between the southern segment of the access road and the Mountain Farm exhibit. The character and materials of new parking should be distinguishable from the historic (*see Implementation Project 2*).

- Consider augmenting existing interpretation of historic landscape elements known to have been present prior to parkway construction, including the small community and the Carter Farm (*see Implementation Project 6*).

- Consider, as part of any new design for this area, adopting green building practices and BMPs for stormwater management. Consider adding rain barrels to capture water from the visitor center downspouts, which is causing erosion and undermining the terrace pavement. Also consider establishing filter strips along the margins of paved areas and adapting stormwater management ditches as vegetated swales. Finally, consider incorporating permeable pavement in the design of any new parking developed within the area (*see Implementation Project 8*).

Humpback Gap and Humpback Rocks Trailhead and Parking Area

Refer to Figure 339, Treatment, Humpback Gap and Trail Character Area.

- Retain and maintain historic resources that survive from the period of significance, including:
    - The native woodland trees that edge the access road and parking area.
    - The wooded slopes of Humpback Rocks associated with the trail.
    - The open meadow along the lower slopes of Humpback Rocks adjacent to the parkway.
    - The Humpback Gap access road and parking area.

- The asphalt walk, stone curbing, and culvert along the eastern margin of the parking area.
- The stone and concrete picnic table adjacent to the parking area.
- The grass- and asphalt-lined gutter that conveys stormwater along the access road to a culvert beneath the parkway.
- The Humpback Rocks trailhead.
- The rock fence with stake-and-rider fencing that encloses the meadow along the lower slopes of Humpback Rocks adjacent to the parkway. The National Park Service proposed clearing vegetative growth and resetting the stones of this wall in PMIS project #147511. Care should be taken to protect the historic integrity of the wall as part of this effort.
- The wooden fence along the Humpback Rocks trail.
- The historic hog fence along the lower slopes of Humpback Rocks.
- The apple tree in the lower meadow.
- The Howardsville and Rockfish Gap Turnpike trace.
- The metal gate across the Howardsville and Rockfish Gap Turnpike trace near the parking area.

- Repair features identified as being in fair to poor condition:
  - The asphalt walk along the eastern parking bay margin (*see Implementation Project 2*).
  - The wooden fence along the Humpback Rocks trail.
  - The spur trail leading to Appalachian Trail below the parking area.
  - Eroded segments of the Humpback Rocks trail.
  - The interpretive wayside in the island between the parking bays, which is not historic, should be replaced (Figure 338).



FIGURE 338. This wayside is in poor condition and no longer conveys interpretive information to visitors in a meaningful way. It should be replaced.

- Maintain the existing patterns of spatial organization associated with the Humpback Gap parking area, including the configuration of roads, parking, open fields, and woodland. Consider restoring the open character of the hillside north of the access road as indicated on the PLUMs (*see Implementation Projects 1 and 5*).
- Conduct repair of the asphalt sidewalk adjacent to the eastern parking bay as part of a comprehensive project that includes rehabilitation of the road pavement and repair of drainage structures. Avoid damage to the stone curbing, stone headwalls, and drop inlets associated with the road, parking, and sidewalk.
- Regrade the margins of paved areas to meet adjacent grades smoothly to promote a tidy and well-kept appearance, facilitate maintenance, and avoid visitor trip hazards.

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA

Increase parking available to visitors

Retain native woodland trees

Stabilize Howardsville Turnpike trace

Howardsville Turnpike Road Trace

Retain and maintain metal gate across the Howardsville Turnpike trace

Update signage associated with trailheads

Retain and maintain existing picnic table

Repair the spur trail leading to the Appalachian Trail and adjust alignment to avoid drainage swale

Remove non-historic woodland vegetation

Retain and maintain grass-and-asphalt lined gutter

Repair asphalt walk along parking bay

Retain stone curbing

Retain and maintain access road and parking bays

Retain and maintain the Humpback Rocks Trailhead

Retain apple tree

Update signage associated with trailhead

Consider adding benches and trash receptacles consistent with design guidelines prepared for the Humpback Rocks developed area

Blue Ridge Parkway

Retain stone curbing

Retain mile post marker 6

Retain and maintain the open meadow

Replace non-native cool-season field grass with native warm season grasses

Remove non-historic woodland vegetation

Retain and maintain the rock fence with stone-and-rider fencing that encloses the meadow

Repair eroded segments of Humpback Rocks Trail by addressing non-historic and unsuccessful erosion control structures

Repair wooden fence along the Humpback Rocks Trail

0' 25' 50'

SCALE: 1"= 50'

Treatment: Humpback Gap & Trail Character Area

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 11:09am P:\2009\50015100\2009.5081 - DS\Intern - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08310ctober2012.dwg

- Add soil to compacted areas associated with pavement margins and social trails and revegetate or cover with mulch or leaf litter to promote their repair and rehabilitation.

- Repair and revegetate the eroded soil area east of the parking area (Figure 340).



FIGURE 340. A steep grade and stormwater flow from parking area drop inlets have contributed to erosion east of the parking area. This condition should be corrected.

- Realign the spur trail to the Appalachian Trail to avoid the drainage swale. Where the trail is consistent with the Howardsville and Rockfish Gap Turnpike trace, ensure that ongoing use does not cause erosion. Monitor the condition of the trace and conduct stabilization efforts whenever problems with the trail are identified.

- Maintain the hard-packed earth surface characteristic of the historic Humpback Rocks Trail. Replace features that are not consistent with the historic character of the trail, such as wood timber stairs and waterbars with features that are consistent with the character of the trail (*see Implementation Project 4*). Limit the number of signs and site furnishings added along the trail that are not consistent with elements of the trail present during the period of significance. Consider alternatives for rehabilitating a section of the trail to be universally accessible. If this is not possible due to the existing grades, provide an alternative interpretive experience at the trailhead.

- Consider Appalachian Trail standards when updating sections of the trail suffering from erosion. Employ methods that rely on natural materials available during the period of significance, such as stone. Consider trail realignment when erosion has led to significant soil loss. Document any changes to the alignment as a mitigation measure.

- Evaluate the current wayfinding signs associated with the Albright Trail, the Appalachian Trail and spur, and the Humpback Rocks Trail. Simplify and clarify the existing sign system to enhance its usability by visitors. Provide information that clearly presents all of the options available to visitors.

- Consider increasing the parking available to visitors by adding several angled spaces along the northern edge of the access road. Other possible locations for new parking spaces include alongside the rock fence. Design the spaces to be contemporary in character, compatible with the historic landscape but distinct in materials from the circa 1943 parking bays. Consider using permeable pavement and other sustainable design principles in the establishment of new parking spaces (*see Implementation Project 8*).

- Stabilize the Howardsville and Rockfish Gap Turnpike trace. This road trace is an important historic resource that is currently suffering from soil erosion in some locations. Consider methods for stabilizing the surface such as carefully- planned regrading, the

possible addition of soil stabilizers, and the redirection of stormwater flow away from the trace.

- Remove non-historic woodland vegetation on the knoll north of the Humpback Gap access road that is shown as intended for open grass cover in the 1947 PLUMs (*see Implementation Projects 1 and 7*).

- Consider augmenting existing interpretation of historic landscape elements known to have existed prior to or at the time of parkway construction including the Howardsville and Rockfish Gap Turnpike and local agricultural activities such as commercial orchards and pasturing of livestock within hog fences running through the steeply-sloped mountainous terrain. Integrate interpretation of the Howardsville and Rockfish Gap Turnpike and other pre-parkway features into the visitor experience.

- Consider replacing the existing trash receptacle style with a smaller and less visually intrusive model that is contemporary in design. Set the trash receptacles on cut stone bases of a contemporary character to better integrate them with the character of the area (*see Implementation Project 7*).

- Consider the design of benches along the Humpback Rocks Trail as part of a site furnishings guide that standardizes features within the developed area (*see Implementation Project 7*).

- Consider replacing non-native cool-season grasses within the meadow and other open areas with native warm-season grasses (*see Implementation Projects 1 and 7*).

- Consider interpreting how development within the Shenandoah Valley affects the viewshed from Humpback Rocks.

Mountain Farm Character Area

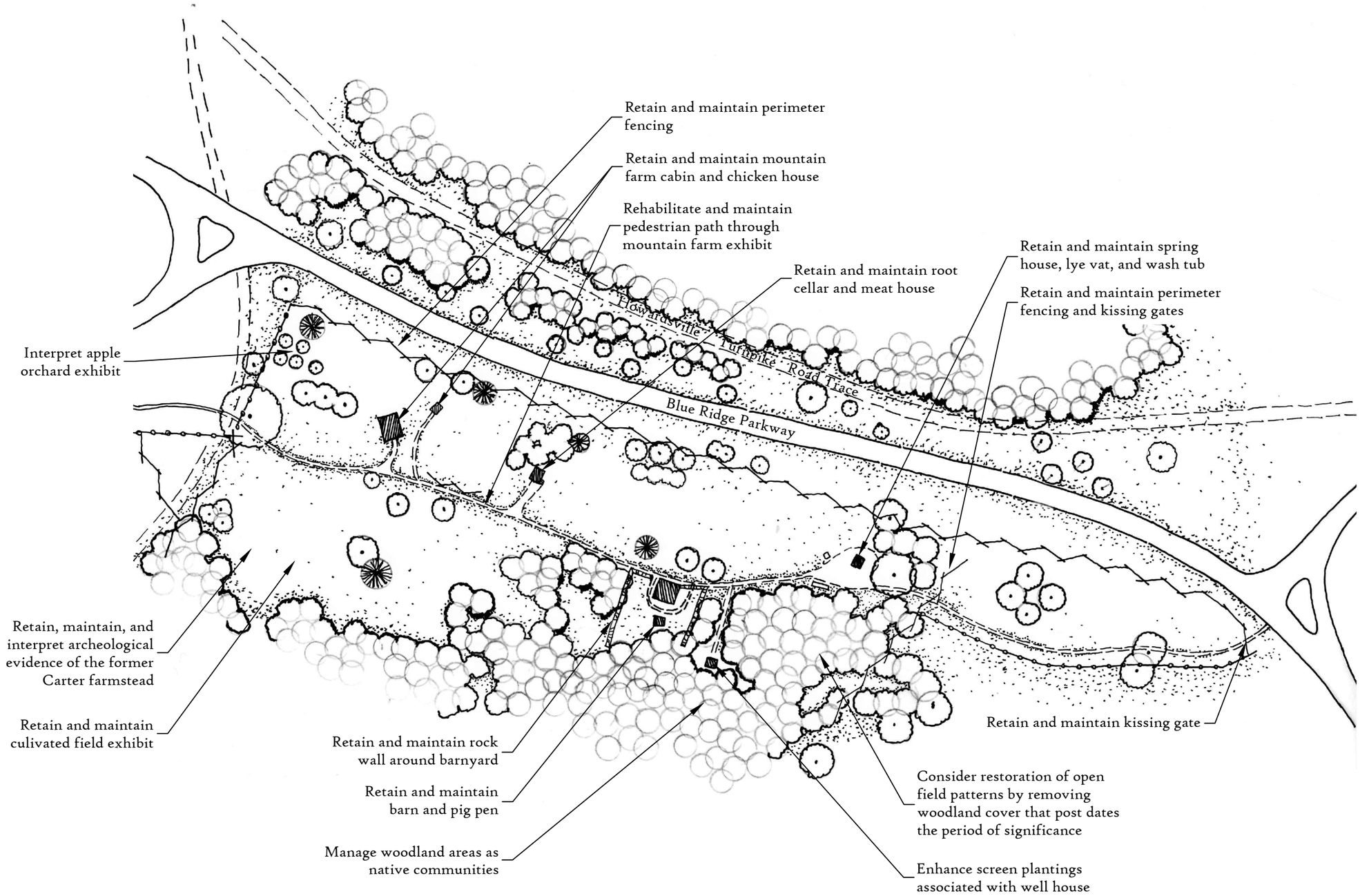
Refer to Figure 341, Treatment, Mountain Farm Character Area.

- Retain and maintain historic resources that survive from the period of significance, including:
    - Mountain Farm cabin
    - Mountain Farm root cellar and meat house
    - Mountain Farm barn
    - Mountain Farm spring house
    - Perimeter worm fencing
    - Cultivated field exhibit
    - Path system through the Mountain Farm exhibit
    - Views along the path corridor
    - Lye vat
    - Wash tub
    - Ash hopper
    - Rock wall around barnyard. The National Park Service proposed clearing vegetative growth and resetting the stones of this wall in PMIS project #147511. Care should be taken to protect the historic integrity of the wall as part of this effort.
    - Rock-lined stormwater detention area
    - Milepost marker 6 along the parkway
    - Archeological evidence of the former Carter farmstead
    - Open field patterns edged by woodland
    - Native woodland trees

Cultural Landscape Report
for

Humpback Rocks

Blue Ridge Parkway, VA



Treatment:
Mountain Farm Character Area

Copyright 2011 John Milner Associates, Inc.

Jun 09, 2012 - 11:00am P:\2009\2001-2500\2009.2082 - DStatton - Humpback Rocks\Report\Report Figures\BLRI HR Base Drawings from JMA\BLRI-HB-Base-08june2012.dwg

- Repair features identified as being in fair to poor condition:
    - Portions of the self-guiding trail, including eroded sections within the Mountain Farm and at the southern end
    - Apple tree exhibit
    - Small metal interpretive signs
- Restore historic open field patterns by removing the woodland cover west of the exhibit that post-dates period of significance. See PLUMs and ROWs for former field and pasture locations.
- Remove invasive plants in evidence within the area, including Japanese barberry.
- Rehabilitate the self-guiding trail through the Mountain Farm exhibit to better define the corridor and provide a surface that meets universal accessibility standards. Replace larger-sieve crushed stone, establish a defined edge to the path, and contain the stone so that it does not wash into the adjacent grass areas. Grade the path and grass shoulders to meet the edge of the path smoothly (*see Implementation Project 3*).
- Repair eroded soil areas and social trails by adding soil, regrading, and seeding. Ensure that grades are smooth and continuous at the junction between materials.
- Manage woodland areas as native communities. Remove and control invasive species. Monitor the health and viability of the woodland areas (*see Implementation Project 1*).
- Protect water resources, including springs and seeps, in the area. Address stormwater management and water quality protection by taking into consideration sustainability principles such as filter strips and vegetated swales (*see Implementation Project 8*).
- Continue to screen, and consider enhancing screen plantings, associated with the well house located southwest of the Mountain Farm exhibit.
- Consider replacing the 1970s-era small metal interpretive signs located within the Mountain Farm exhibit that are not historic with new signs. The existing signs are appropriate in terms of scale and are relatively unobtrusive, but many are damaged or otherwise in poor condition and present an unkempt appearance.
- Consider augmenting the existing interpretive program by describing what is known about the Carter farm that preceded the Mountain Farm exhibit on this site. Consider providing this information in an exhibit in the visitor center or using virtual technology
- Interpret the apple orchard exhibit and the role that fruit trees played in subsistence farming as well as commercial agriculture within the region during the late nineteenth and early twentieth centuries.

Picnic Area Character Area

Refer to Figure 342, Treatment, Picnic Area Character Area.

- Retain and maintain historic resources that survive from the period of significance, including:
    - The alignment and configuration of the access and loop roads and parking pull-offs
    - The wooden gate at the entrance to the parking area
    - The use of stone edging to frame some parking pull-offs
    - Comfort station A
    - Footpaths linking the picnic tables sites with the comfort stations
    - Picnic tables and benches constructed of precast concrete and wood planking

  - Metal grills
  - The Catoctin trailhead and stone overlook
  - Native woodland trees that shade the picnic area throughout (*see Implementation Project 1*)

- Repair features identified as being in fair to poor condition:
  - The road and parking pull-off pavements (*see Implementation Project 2*). The National Park Service has identified the need to rehabilitate this pavement in PMIS project #122228.
  - Stone edging that is broken, uneven, and leaning
  - Picnic tables that have had their wood plank seat replaced with recycled plastic (*see Implementation Project 7*)

- Repair the existing paving associated with the picnic area by repaving (*see Implementation Project 2*).

- Consider alternatives for repairing the stone edging associated with many of the parking spaces at the picnic area. Consider resetting the existing edging to match the original design intent for the feature and repair damage caused by vehicles over time (*see Implementation Project 2*).

- Replace recycled plastic benches associated with the picnic tables with wood plank benches consistent with the original design for these features. Replace picnic tables and wood plank benches in kind as needed.

- Rehabilitate the parking spaces associated with the picnic area pull-offs by enlarging them to better accommodate contemporary vehicle needs. Consider augmenting spaces so that they are approximately 10 by 20 feet in size where the change will not require adding fill in order to construct them. Generally establish the narrowest and shortest spaces possible to accommodate average vehicle size in order to avoid altering the character of the historic landscape. Consider rehabilitating the northeastern section of the picnic area loop road where there is a cluster of grouped spaces available, to accommodate larger vehicle parking. Existing spaces in this area could be enlarged without affecting the historic character of the picnic area due to its level topography and less wooded character. Provide signs that direct visitors with larger vehicles to park in this location.

- Protect and maintain stone headwalls associated with stormwater management systems within the picnic area.

- Consider options for adding drinking fountains within the picnic area. Design new drinking fountains to be contemporary in character. Consider setting them on a cut-stone base of a contemporary character to help tie them to the character of the area (see also trash receptacle design below). Consider the design as part the development of a site furnishings guide (*see Implementation Project 7*).

- Consider replacing existing bear-proof trash receptacles with a smaller and less visually intrusive model that is contemporary in design. Set the trash receptacles on cut stone bases to better integrate them with the character of the area. Consider the design as part the development of a site furnishings guide (*see Implementation Project 7*).

- Rehabilitate the crushed stone paths leading between picnic areas and the comfort stations by establishing a regular width of 2-1/2 feet and surfacing them comprehensively with a single material, such as crushed stone or mulch.

0' 75' 150'
SCALE: 1"= 150'

Blue Ridge Parkway

A

B

Rehabilitate the parking spaces associated with the pull-offs. Consider spaces 10'x20' for contemporary vehicle needs. Adapt northern end of picnic area for this purpose-topography more level.

Repair road and parking pull-off pavement.

Rehabilitate the crushed stone paths between picnic areas and comfort stations. Establish a regular width of 2 ½ feet and surface with a single material such as crushed stone or mulch.

Repair stone edging that is broken and uneven and leaning.

Retain and maintain use of stone edging to frame some parking pull-offs.

Retain and maintain wooden gate at the entrance to the parking area.

Retain and maintain alignment of the access road.

Repair picnic tables that have had wood plank seats replaced by recycled plastic.

Retain and maintain the access road in good condition.

Consider the use of rain barrels that can be used to water plantings.

Retain and maintain native woodland trees that provide shade to the picnic area.

Maintain non-historic utility features associated with this area in good condition.

Retain and maintain alignment and configuration of loop roads and parking pull-offs.

Retain and maintain metal grills and picnic tables and benches constructed of precast concrete and wood planking.

Retain and maintain comfort station A.

Retain and maintain the Catoctin Trail trailhead.

Treatment: Picnic Area, Water Supply & Storage

Copyright 2011 John Milner Associates, Inc.

Jun 20, 2012 - 11:13am P:\2009\50050\2009.5083 - DSilaon - Humpback Rocks\Report\Report Figures\BLRI HB Base Drawings from JMA\BLRI-HB-Base-obj1106d16-2012.dwg

- Consider green and sustainable building practices when adding new features to the picnic area, including permeable pavement, filter strips, and rain barrels connected to the downspouts of the comfort stations that can be used to water plantings. Consider educating visitors by interpreting the use of the rain barrel (*see Implementation Project 8*).

Water Supply Character Area

- Maintain the non-historic utility features associated with this area in good condition as long as they continue to support necessary functions within the park, and continue to ensure that the area remains screened from view within visitor use areas.

- Maintain the access road that leads to the water supply character area in good condition. Correct erosion problems whenever identified.

Implementation Projects

To effect the specific treatment recommendations included above, the pages that follow outline a series of implementation projects that identify the process and expertise required to complete the work. These projects address resource protection, care, and rehabilitation as well as life safety considerations and visitor accessibility and interpretation needs. All projects are subject to review under Federal Section 106 and National Environmental Protection Act (NEPA) compliance.

The format of each project presentation is consistent with the Project Management Information System (PMIS) forms utilized by the National Park Service so that the projects can be coordinated with the park's annual funding requests.

Each project is presented individually and includes information within each of the following categories: 1) summary description of the project; 2) considerations or justifications associated with implementation of the project; 3) identification of the project's location; and 4) the specific implementation actions involved in completing the project, including additional research and physical investigations.

Most of the projects depend on the completion of one or more park- or area-wide studies or plans, some of which are currently underway. These linked efforts are identified by project.

The eight implementation projects conveyed over the pages that follow include:

1. Prepare a vegetation management plan.
2. Rehabilitate historic road corridors and parking areas, and associated features.
3. Rehabilitate the Mountain Farm Trail.
4. Rehabilitate the Humpback Rocks Trail.
5. Clear and thin non-contributing woody vegetation to restore historic conditions and views.

6. Interpret missing features.
7. Address site furnishings needs.
8. Adopt best management practices for stormwater management.

1. Prepare a Vegetation Management Plan

Description. A vegetation management plan is currently needed for the Humpback Rocks developed area to maintain the historic landscape in good condition and retain its integrity. Goals for the plan would include the identification of short- and long-term vegetation management goals, appropriate and preferred maintenance procedures, and BMPs for planting, clearing, and thinning of vegetation within the Humpback Rocks developed area.

Evergreen and deciduous trees and shrubs were planted in association with the visitor center, Mountain Farm exhibit, and trailheads as part of the early design of the Humpback Rocks developed area. The plantings were designed to complement the rustic mountain character of the parkway and the site. Some of the original plantings are over-mature or require care and maintenance. Others, such as interpretive displays of vegetation planted in connection with the Mountain Farm exhibit have evolved since the original design for the site. Some original features have been lost, while others have been added to the site without taking into consideration the original design intent and historical significance of the historic landscape. The park does not have a replacement policy in place for trees lost or damaged beyond repair. The vegetation management plan could include guidance regarding restoration of missing historic plantings and plantings that relate to interpretation of the historic landscape.

Based on the CLR analysis, the vegetation management plan should specifically address:

- treatment of native specimen trees and woodlands
- field management, including desired species mixes and maintenance practices
- treatment of agricultural crop exhibits
- treatment of historic orchard trees and other orchard plantings

- restoration of historic vegetation conditions that have been lost over time or obscured by non-historic woodland, based on review of PLUMs, historic photographs, and other primary source materials
- development of a planting plan to guide replacement of trees and shrubs when needed
- treatment of ornamental plantings at the visitor center
- invasive species control

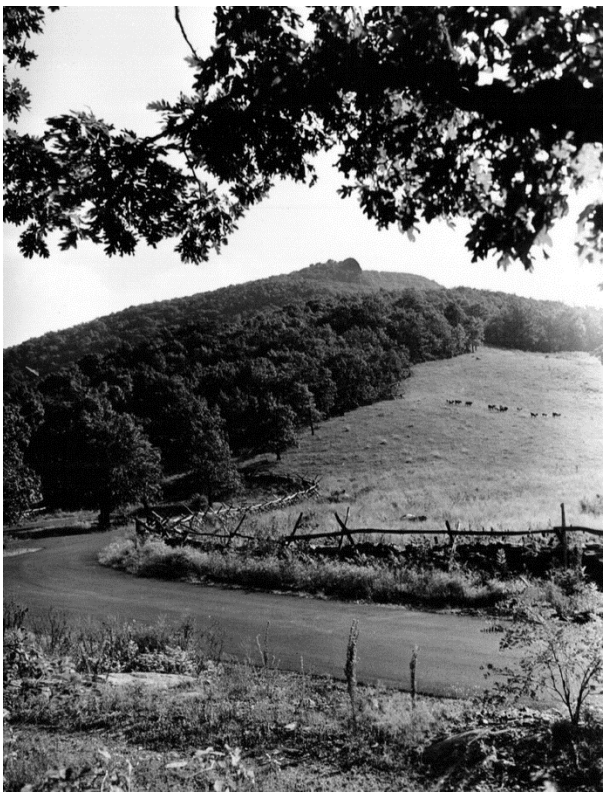


FIGURE 343. Historic photographs like this 1934 view of the meadow below Humpback Rocks can be used to guide current and future vegetation management.



FIGURE 344. Individual specimen trees of native woodland species are present throughout the developed area. Some were identified for planting, while others were existing trees recommended to be retained by parkway planners. These should be recorded and replaced in kind in the future.



FIGURE 345. The vegetation management plan should address monitoring visitor use areas to identify trees that may be, or are likely to become hazardous. Hazardous trees require evaluation or care by an arborist or removal.

Location. The vegetation management plan would pertain to plants and plant communities throughout the Humpback Rocks developed area.

Considerations/Justification. A vegetation management plan will serve a crucial role in implementing the recommendations included in this CLR. The vegetation management plan would address the inherent needs of the species present in the most sustainable manner, while also establishing processes and methods that support historic landscape preservation and interpretation.

As a first step in developing a vegetation management plan, the park should inventory and evaluate the existing tree and shrub plantings within the developed area. The origin of existing plantings should be identified using available resources such as historic planting plans and the 1947 PLUMs. The PLUMs indicate the specific locations of individual trees to be retained as part of the Humpback Rocks recreation area. Some of these trees survive today, and should be identified as such in a park database and on mapping included in the vegetation management plan. PLUMs and site design drawings prepared to guide parkway establishment in the 1940s also indicate tree and shrub species proposed for planting along the road corridor to cover road cuts. The park should inventory the plants within the developed area and link individual specimens as possible to primary source materials, such as maps and photographs, that illustrate their presence during historic periods. The species indicated as present on site and for planting in the PLUMs and ROW mapping should serve as the basis for an overall planting palette for the Humpback Rocks developed area to be used for new plantings and replacements.

The vegetation management plan should include a planting plan that reflects the historic intent for the developed area and indicates where replacement in-kind is appropriate and where replacement from a list of recommended species is acceptable. The plan should also indicate where plants should be added to restore aspects of the historic landscape that have lost integrity based on comparison of historic plans with current conditions and address contemporary needs such as screening incompatible views.

The Mountain Farm exhibit features crop fields that the National Park Service plants each year for interpretive purposes. There are also several fields within the Humpback Rocks developed area that were intended by early parkway designers to convey an agricultural character as part of the scene to be experienced by motorists. The vegetation management plan should document the intended character and interpretive role of these agricultural exhibits, and identify appropriate management practices and species to be used in their maintenance. Consideration should be paid to employing sustainability principles in the management and maintenance of these exhibits.

Special consideration should be paid to identifying, documenting, and maintaining orchard trees and plantings. A limited number of historic fruit trees survive in the area from cultural activities that preceded parkway establishment. These trees offer an important connection to the historic landscape and should be identified, carefully documented using GPS technology and photography, and information about their cultivars and location recorded on park mapping. The Mountain Farm exhibit includes non-historic orchard plantings. These should be carefully maintained for interpretive purposes. Over time, the park should plan for their replacement as they age as part of an overall planting plan for developed area.

Based on the treatment concept provided herein, the National Park Service may determine that thinning or clearing limited areas of non-contributing woody vegetation within former fields, meadows, and view corridors is desirable. Thinning and removal of non-contributing vegetation would be followed by the establishment of an appropriate new open landcover that could effectively be managed and maintained through mowing, prescribed fire, or grazing by livestock. The potential use of each of these maintenance strategies should be addressed in the plan.

The existing visitor center is a replacement of the original building designed for the Humpback

Rocks developed area. The building is not consistent with the historic visitor center, and the ornamental plantings associated with its environs are also replacements that differ from the original design. The vegetation management plan should provide guidance for maintaining the existing trees, shrubs, and other plant materials used around the building in good condition. Because these plantings are not historically significant, the plan could include recommendations for their replacement as appropriate with other native species.

Non-native species with the potential to disrupt native plant communities have colonized portions of the woodlands and fields associated with the Humpback Rocks developed area. While eradication of these species is not feasible given the constant influx of germ material through transport by wind, water, and animal dispersal, their control should be a goal for the park. Development of a monitoring program that identifies and records the locations of invasive alien plants within the developed area, and a follow-up management and maintenance strategy for removal should be included in the vegetation management plan.

Additional Studies Recommended.

- This project should be developed in concert with park interpretive planning efforts.
- A seen-area analysis, considered in conjunction with the historic PLUMs for the site, should be used to guide any proposed woodland clearing.
- Natural resource studies should be prepared to assess the impacts of proposed vegetation changes on wildlife, habitat, and water resources.
- Existing communities to be altered should be inventoried as a mitigation measure.
- BMPs for tree clearing, stormwater management, maintenance, and invasive species control and eradication should be identified and prepared for the park, particularly in association with proposed changes.
- A fire management plan should be prepared to address recommendations relating to prescribed burning in the vegetation management plan.

Related Implementation Projects.

- Implementation Project 5. Clear and thin non-contributing woodland vegetation.
- Implementation Project 6. Interpret missing features
- Implementation Project 8. Adopt Best Management Practices for stormwater management

Project Implementation Process.

1. Undertake the studies necessary to support the vegetation management plan, including maintenance planning.
2. Prepare the vegetation management plan, utilizing the studies cited above and the CLR's recommendations relating to control, removal, and modification of existing vegetation in support of historic, cultural, and natural resource management. Involve park staff and regional natural resource specialists in preparation of the plan. Identify priority projects and implementation phasing options in the plan.
3. Initiate CLR projects relating to vegetation management.

2. Rehabilitate Historic Road Corridors and Parking Areas and Associated Features

Description. Much of the pavement within the developed area is historic in terms of alignment, width, and materials. Over time, the asphalt has become broken, chipped, suffered from deterioration due to wear and weather, and been patched several times. Stone edging associated with the parking pull-offs at the picnic area is broken, dislodged, and/or constitutes a trip hazard. The stone curbing along the parking bays has been partially obscured by repaving and repointing efforts. The asphalt pavement currently requires replacement to present a tidy, well cared-for, and safe environment for visitors, while associated historic features are in need of repair. These efforts must be conducted in such a way as to avoid affecting the historic integrity of the developed area.

The Humpback Rocks developed area is extremely popular. It is not unusual for the parking lots associated with both the visitor center and the Humpback Rocks trailhead to be full even on an off-season weekday. During the weekends, particularly during the summer months, the available parking is far from adequate. The park is faced with the need to increase, enlarge, and enhance parking facilities to accommodate present visitation levels and the larger vehicles used by many visitors. Providing additional parking at the visitor center, Mountain Farm exhibit, and Humpback Gap is needed and desirable. Changes to existing parking in these locations, however, must be compatible with the character and configuration of the historic landscape.

Location. This project applies to the Blue Ridge Parkway corridor as it extends through the Humpback Rocks developed area, as well as the access roads and parking areas associated with the visitor center, Humpback Gap, and picnic area.

Considerations. The deteriorated pavements should be replaced in kind to match the original design intent for this part of the area. Repair of grading problems resulting from subsidence, compaction, and damage from vehicular parking and other access to the shoulders should be coordinated with resurfacing to ensure a seamless grade between the paved surface and the adjacent shoulders, paths, and slopes.

Grading should also allow for the establishment of turf along the edges of the road and parking areas. The soil used in road shoulders should be engineered to improve its strength and drainage properties in order to accommodate infrequent use for overflow parking. Ditches, drainage culverts, paved walkways, fencing, and signs associated the road corridors to be rehabilitated should also be repaired as needed, taking into consideration the original design specifications for the parkway.

Trees currently growing into pavement surfaces should be removed as part of the rehabilitation project. This is a particular problem along the walk leading to the visitor center. Rehabilitation of this walk should include grading to establish a new shoulder to the west of the walk where trees can be planted to replace those lost. Other plantings that interfere with paved areas should be evaluated on an individual basis to determine the need for their removal, replacement, or replacement in a new location. Trees removed as part of the rehabilitation process should be considered for replacement in a manner that reflects the original design intent but does not contribute to additional conflicts with the pavement. In some cases, drainage ditches may need to be relocated to accommodate the replacements.

Parking spaces associated with the margins of the picnic area access road are relatively narrow and shallow and not large enough to accommodate the vehicles popular with today's park visitor. Some are covered with moss, rendering them difficult to see and thus use (Figure 346). Consideration should be paid in the rehabilitation of the picnic area road and parking pull-off areas to enlarging some of these spaces. Widening and lengthening some spaces by a few feet, where it will have the least impact on the existing grade, would serve to better accommodate visitors without altering the original design intent of these spaces. A dimension of 10 by 20 feet would be adequate for the

rehabilitation of parking spaces that accommodate cars. Larger spaces for RVs could be provided near the end of the picnic area loop where the topography is more level, the landscape is less wooded, and larger parking bays already exist.



FIGURE 346. This parking space at the picnic area is an example of one that merits rehabilitation through lengthening, widening, and cleaning the pavement.

Stone edging used at the picnic area to frame several parking pull-offs requires rehabilitation. These stones are set on end above the existing grade. Many of the stones have been damaged by cars and are presently leaning or broken, which presents a trip hazard for visitors and conveys an unkempt appearance (Figure 347). Alternatives for reducing the trip hazard potential of these stones should be evaluated. At a minimum, the stones should be reset to their original positions as part of the proposed pavement rehabilitation project.



FIGURE 347. The stone edging associated with parking pull-offs at the picnic area requires rehabilitation.

Many of the asphalt walks that line segments of the parking areas are broken, cracked, and eroded and require repair. These walks are part of the original design of these areas and should be replaced in kind, while offering pedestrians a safe, barrier-free surface (Figure 348).



FIGURE 348. Several of the asphalt walks within the developed area should be rehabilitated to reinstate their historic character, while repairing condition issues and removing threats such as trees growing into the pavement.

Where culverts are not currently addressing stormwater management needs, they should be rehabilitated, including resizing if necessary to carry anticipated water quantities. Grading to

ensure a consistent flow of stormwater into the structures, regular maintenance of the grates, and replacement of deteriorated conditions, such as the use of rebar and a slab of concrete to cover one of the culverts adjacent to the visitor center parking lot, are also recommended.

Consideration should be paid to ways in which additional parking may be appropriately added to the visitor center and Humpback Gap parking areas (Figure 349). Both of the existing parking areas constitute historic resources. The location and character of any proposed new parking spaces need to be carefully considered, contemporary in design, and distinct from historic parking areas. Adding parking to these sites without interfering with the design and causing unsafe conditions for motorists will be challenging.

At the Humpback Gap parking area, options might include parallel parking along the margins of the road adjacent to the stone fence, and angled parking along the northern margin of the access road. At the visitor center, it may be possible to add head-in spaces north of the existing western parking bay, while continuing the use of the meadow for event overflow parking. Additional parking spaces could potentially be developed in the small open field between the visitor center access road and the Mountain Farm exhibit. Development of this area for parking should be accompanied by screen plantings and grade separation, and the thoughtful arrangement of spaces to mitigate the visual and physical impact on the parkway and the Mountain Farm exhibit. Consideration should be paid to creative design solutions such as establishing gravel-stabilized turf or permeable paver surfacing edged by stone set at grade to outline or delineate the spaces.



FIGURE 349. The parking areas associated with the visitor center and Humpback Rocks trailhead are often too small to accommodate visitation. Motorists often park precariously along the road margins. Consideration should be paid to providing additional parking in appropriate locations.

Related Implementation Projects.

- Implementation Project 8. Adopt Best Management Practices for stormwater management

Additional Studies Recommended.

- The park should study parking needs and consider alternatives such as the use of small shuttle vehicles on summer weekend days.
- The park should investigate the engineering properties of local soils to identify an appropriate composition for using stabilized turf for overflow parking.
- The park should also prepare stormwater calculations to determine the size of the grates and pipes needed to handle the flow from paved area and protect against further erosion.

Project Implementation Process.

1. Engage a historical landscape architect to design any modifications to the existing paved areas, including alignments, surfacing, edging, and stormwater management systems.
2. Calculate the extent of the pavement requiring rehabilitation, and plan for its replacement.

3. Engage a qualified archeologist to perform archeological monitoring of the repaving work.

4. Remove and recycle asphalt.

5. Conduct grading to address proposed rehabilitation of the road, shoulders, parking areas, paths, and stormwater management features.

6. Repave to meet historic grades.

7. Install stormwater management structures.

8. Grade the margins of the road and parking area so that the elevations of the two surfaces meet smoothly.

9. Install interpretive signage and exhibits.

10. Revegetate the road and parking margins, including the establishment of filter strips where appropriate.

11. Maintain the pavements in good condition.

3. Rehabilitate the Mountain Farm Interpretive Trail

Description. The Mountain Farm Trail is a historic path used to introduce visitors to pioneer life within the region by providing access to a series of farmstead exhibits located west of the parkway and south of the Humpback Rocks Visitor Center. The path is connected to the Humpback Rocks Visitor Center parking area via a universally-accessible asphalt-paved walk.

The walk within the exhibit area is gravel-surfaced. Portions of the walk are unevenly surfaced or eroded, with gravel spilling onto the adjacent grassy areas. Large waterbars channel stormwater at the southern end of the trail that have not been successful in containing the gravel surface material. These now protrude from the trail surface and may constitute a trip hazard for visitors. The trail surface material, edging, and stormwater management systems would benefit from stabilization and rehabilitation. Visitors would benefit if the trail was designed to accommodate universal accessibility (Figure 350).



FIGURE 350. Visitors would benefit from the rehabilitation of the Mountain Farm Trail.

Location. The Mountain Farm Trail extends south from a gate that marks the entrance into the exhibit. It is accessed from an asphalt walk that leads south from the Humpback Rocks Visitor Center parking area. The trail continues beyond the exhibit area to connect to the parkway near milepost marker 6 where visitors can cross the

road and follow the Humpback Gap access road to the Humpback Rocks trailhead.

Considerations. The existing Mountain Farm Trail is surfaced with crushed brownstone. While the color and texture of the stone is generally appropriate for use on the historic trail, the larger stone that has been used to repair washed out sections constitutes a slip hazard and is visually distracting. The stone is also not adequately compacted and does not offer a sufficiently firm and stable surface to comply with universal accessibility standards. In addition, there is no edging to contain the paving material and stone tends to migrate from the trail into the surrounding grass areas. The trail should be rehabilitated to address these visual concerns and to accommodate universal accessibility, particularly due to the fact that the park has already provided an accessible route to the perimeter fence of the exhibit area. The larger stone should be replaced with smaller stone such as that present elsewhere on the trail. Grading and the installation of an edging material should be used to rehabilitate the trail and contain the stone. A stabilizer or binding agent should be added to the stone to upgrade it to meet universal accessibility standards.

The width of the trail should also be considered as part of the rehabilitation process. While the width of the trail can vary to meet surrounding conditions and provide access to Mountain Farm exhibit features, it should not ever be narrower than 60 inches if it is to accommodate universal access. Drainage should be integral to the design of the trail, accommodated either through construction of a crown to shed water to either side, or through the establishment of a shallow cross pitch that sends overland flow to the downhill side of the trail. Wherever possible, stormwater should be directed to flow across broad, shallowly-sloped fields and meadow areas to encourage infiltration of the water into the ground. Filter strips could be maintained along the margins of the trail or an adjacent closely-mown band of grass to further promote infiltration.

Related Implementation Projects.

- Implementation Project 8. Adopt Best Management Practices for stormwater management

Additional Studies Recommended.

- Additional research and archeological investigations should be conducted to determine if any resources will be adversely affected by the trail project.

- Potential impacts to archeological resources within the proposed trail corridor should be identified and mitigated.

Project Implementation Process.

1. Engage a historical landscape architect to design any modifications to the existing trail, including its alignment, surfacing, edging, and stormwater management systems.

2. Engage a qualified archeologist to perform archeological monitoring of the trail work.

3. Stake the proposed trail width and alignment in the field.

4. Grade the proposed trail to meet universal accessibility criteria.

5. Install any proposed stormwater management structures.

6. Surface the trail corridor with the proposed material.

7. Grade the margins of the trail so that the elevations of the two surfaces meet smoothly.

8. Install interpretive signage and exhibits.

9. Revegetate the trail margins, including the establishment of filter strips where appropriate.

10. Maintain the new trail corridor in good condition.

4. Rehabilitate the Humpback Rocks Trail

Description. The Humpback Rocks Trail is based on a historic footpath established as part of the Appalachian Trail by 1937 (Figure 351). The Humpback Rocks Trail is a popular hiking attraction that is heavily used by visitors, particularly during the summer. It is currently surfaced with a combination of gravel and earth at the base and hard-packed earth farther upslope. The trail is relatively steep. Portions of the trail are suffering from erosion. Heavy use of the trail contributes to the erosion problem. The trail would benefit from erosion control measures and other improvements such as universal accessibility upgrades. Measures applied to address these problems in the recent past, including the construction of waterbars and timber stairs, have not been successful in meeting park needs, and are often not consistent in character with the historic trail landscape. Correction of these conditions is recommended as part of a comprehensive approach to rehabilitating the historic Humpback Rocks developed area landscape. Recommendations for correcting current and preventing future problems associated with the trail system include rehabilitation and stabilization of eroded sections, removal of non-contributing features that diminish the integrity of the historic trail, and implementation of additional stormwater management strategies that will better address the problems while conveying a character that is consistent with the historic resource. In limited instances, relocation of the trail may be required to address rehabilitation of eroded or excessively steep sections. In these cases, documentation of the changes is recommended as a mitigation measure.

Location. The Humpback Rocks Trail extends between the Humpback Gap parking area and the summit of Humpback Rocks. Spurs connect the main trail to the Appalachian Trail.

Considerations. In order to reach the summit of Humpback Rocks, the trail traverses some steeply-sloped terrain. The steeper sections of the trail are those that exhibit the majority of the erosion problems and where non-historic and incompatible stormwater management features have been used.

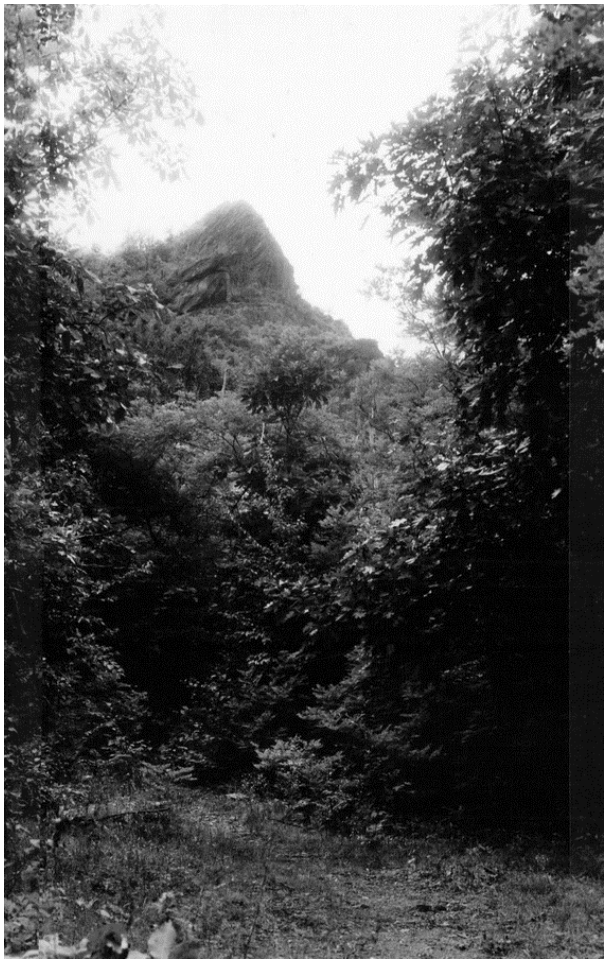


FIGURE 351. The Humpback Rocks Trail. 1936.

Careful trail design, construction, and maintenance are key factors in ensuring that trails do not undergo erosion. Stormwater has the power to carry away soil particles and smaller stones that are key ingredients in maintaining a level and stable trail surface. Drainage is the most important consideration in trail design to prevent erosion. Trail designers incorporate several drainage strategies into the construction of back-country trails that should be considered for trail stabilization and rehabilitation at Humpback Rocks.

Treadway grading that follows the sideslope of a hill, the use of coweeta dips, drainage dips, bleeders or diversion dips, and log and stone steps

are some of the tools available to curtail erosion caused by overland flow of stormwater.

Trail design and construction should be based on available technical information developed by experienced back-country trail managers such as the Appalachian Trail Conference or the Appalachian Mountain Club. Trails should be sited in such a way as to limit the potential for erosion, follow a relatively comfortable slope, and best accommodate variable topography, streams, and other conditions using minimal and unobtrusive construction techniques. Trails should have a firm and reliable surface. Natural materials such as earth, stone and wood should be used to fashion engineered features such as steps, stream and retaining walls, channels, and other water diversion features. These features should follow a standardized approach identified as possible in a design guide, and their design should clearly be a product of their time.

Construction of relocated trail sections will necessarily involve mitigation of natural and cultural resource impacts. In particular, the alignments of new trails need to be investigated by an archeologist to determine any potential impact on cultural resources. Natural resource specialists will also be needed to determine impacts on rare, threatened, or endangered plant and animal species or unusual habitat that might support such species.

Related Implementation Projects.

- Implementation Project 7. Address Site Furnishing Needs
- Implementation Project 8. Adopt Best Management Practices for stormwater management

Additional Studies Recommended.

- Additional research and archeological investigations should be conducted to determine if any resources will be adversely affected by the rehabilitation project.
- Potential impacts to archeological resources within the proposed trail corridor should be identified and mitigated.

Project Implementation Process.

1. Identify locations where erosion has impacted the trail surface and where existing erosion control features are contributing to problems with the trail surface.

2. Consider removing waterbars, timber stairs, and other non-contributing features to restore the historic trail corridor. Replace these features with those that are consistent with Appalachian Trail construction practices and the historic character of the trail.

3. Repair eroded sections of the trail as possible.

4. Design a new alignment for any trail sections that cannot be adequately repaired using appropriate erosion control techniques, taking into consideration interpretive goals, landform and topography, potential archeological resources, and natural resources. GPS the trail sections to be abandoned and record the information on park mapping and information databases as a mitigation measure.

5. Construct the proposed new trail sections.

    - Begin trail surfacing by removing layers of organic material to reach mineral soil. Create a relatively level trail surface that maintains a cross-slope for drainage to the downhill side. Bench the trail in sloped areas. Grade the uphill side to maintain a consistent slope of no greater than 45 degrees. If necessary fill any depressed trail sections after organic soil layers have been removed with native mineral soil from an acceptable borrow site.

    - Ensure that all trails have a consistent surface material free of trip hazards such as roots, rocks, depressions, wet areas, and bumps. Remove roots from trail and fill the resulting holes with sandy loam soil. Remove any mulch material and imported clay soil fill that may have been used

previously to fill root holes and replace with sandy loam soil. Pack down mole burrows. Provide log or stone steps where steep slopes preclude the establishment of a trail with a commodious pitch.

- Ensure that all trail sections exhibit positive cross drainage. Correct existing drainage problem by filling low spots with imported sandy loam soil, removing dead and dying vegetation that is currently blocking the movement of stormwater, and creating a cross-pitch on the trail and shallow swales to the margins to allow for positive drainage. Replace clayey soil with sandy loam when wet conditions create slippery trail sections. Where drainage problems persist, consider constructing puncheons or boardwalks. Ensure that the landings of any wooden ramp structures meet the surrounding grade flush.

6. Regrade and revegetate, or cover the abandoned trail section with leaf litter and other material, to protect it from further erosion.

7. Maintain the margins of the trail clear of vegetation for three feet to either side and eight feet above.

8. Install minimal directional, wayfinding, and interpretive signage and benches along the trail. Ensure that signage is clear and accurate.

9. Monitor trails regularly for drainage problems, blockages due to vegetation, erosion, and other conditions that may lead to damage of the trail.

5. Clear and Thin Non-contributing Woody Vegetation

Description. Some currently wooded areas of the Humpback Rocks developed area were intended to remain open as part of the experience orchestrated by parkway designers. The clearing of non-contributing woodland to reestablish historic land cover conditions would help restore aspects of the original design of the Blue Ridge Parkway in this area. To restore historic patterns of spatial organization, important sight lines, and other physical relationships as indicated on the PLUMs for the developed area, portions of existing woodlands should be cleared or thinned (Figure 352 and Figure 353).

Location. Clearing and thinning of existing woodland should be considered where fields and other open areas were indicated on the 1947 PLUMs. At Humpback Rocks, these locations include the knoll north of the Humpback Gap parking area and the hillsides south and west of the Mountain Farm exhibit. Designed views, such as the directed view of the rocks from the visitor center, may also merit restoration (Figure 354).

Considerations. Open fields were part of a system of short-range views intended to depict farming use of the region, offset middle-range and long-range views, and connect visitors to a constantly changing relationship to the landscape. Where woodland has grown up to obscure formerly open areas, trees are recommended for removal to reinstate the intended experience.

Before any woodland clearing is effected, the impact of clearing on the environment and park maintenance capabilities and the role that clearing will play in the visitor experience must be considered. In cases where non-contributing woodland helps to screen incompatible contemporary development, clearing should not occur. Other non-historic woodland may possess high natural resource values, such as critical habitat for rare, threatened, or endangered species. These woodlands should also be retained.



FIGURE 352. Historic view of the meadow below Humpback Rocks, September 1953.



FIGURE 353. Comparison with a contemporary view indicates that woodland is encroaching on the open space of the meadow.



FIGURE 354. The Humpback Rocks Visitor Center was designed to afford a view of the rocks from the orientation terrace. The view has become partially obscured by tree cover as shown above.

Park managers must carefully weigh the benefits of clearing and thinning vegetation for interpretive purposes with the ecological consequences of removing the vegetation. Many procedures that support the goal of visually-open character but do not require wholesale woodland removal may be possible. These techniques might include removal of invasive species, as well as dead, diseased, or damaged trees, the lower branches of trees, and shrubs taller than four feet in height. Woodland areas that are cleared should be replaced with native warm-season grass and forb fields. Consideration should be paid to managing the fields through prescribed burning or haying as part of a historic lease program.

The following criteria should be considered when weighing the decision to clear woodland:

- The area to be cleared should be located within view of a primary visitor use area.
- Reestablishing a historic field should not result in views to areas outside the park that would have a negative effect on interpreting the historic scene.
- Clearing should not be undertaken within wetlands and other sensitive ecological areas.
- Clearing should not be undertaken on steep, erodible slopes.
- Clearing should not fragment wildlife habitat.

- Mitigation measures to limit the potential for erosion should be conducted as part of the clearing effort.

BMPs should be developed for clearing operations that are incorporated into the vegetation management plan for the developed area.

Related Implementation Projects.

- Implementation Project 1. Prepare a vegetation management plan.

Additional Studies Recommended.

- The park should evaluate the woodlands identified for clearing to ensure that there are no federal or state threatened, endangered, or rare species present, or rare habitats that are likely to support such species. Populations of any rare, threatened, and endangered species these species and their habitats should not be disturbed.

- Park personnel should prioritize areas to be cleared, and work with botanists/ecologists to perform required environmental impact assessments. All potential cultural and natural resource impacts should be evaluated before determining sites to be cleared. Consideration must be paid to all federal, state, and local laws associated with wetlands or other sensitive ecological areas. Wetlands should be delineated prior to undertaking woodland clearing.

- Important views and viewsheds should be determined as part of a seen-area analysis.

- The park should prepare a set of BMPs identifying the most appropriate methods of tree removal given local soils, hydrology, and vegetation types, as well as a determining how to dispose of the refuse, prior to beginning work.

- The park should identify native grass and forb species that are growing successfully within the area to determine the desired species composition for cleared areas.

- The boundary of the area to be cleared should be delineated by an interdisciplinary team, including an ecologist, rare plant specialist, hydrologist, forester, archeologist, and historical landscape architect. The team should collectively delineate the locations and alignments of proposed timber haul roads, loading areas, riparian management zones, and other conditions relating to the tree removal effort.

Project Implementation Process.

1. Clear proposed areas after completing natural and cultural resource evaluations. Use timber removal BMPs developed to guide the work.

2. Revegetate cleared sites with desired native field grasses and forbs.

3. Maintain the established cleared areas through periodic mowing, haying, pruning, or prescribed burning.

Woodland Clearing Guidelines.

- Manage tree removal operations to protect environmental resources.

- Perform an archeological survey and any associated testing of the site by a qualified archeologist prior to conducting implementation projects.

- Perform cutting or thinning in the fall and winter, when there are fewer visitors at the park, dormant trees are less likely to be damaged, there are no nesting birds or animals in the vegetation, and sufficient time would be available to remove ground vegetation before spring growth.

- Minimize the use of heavy vehicles, use low tire-pressure vehicles, and avoid working the soil when wet to reduce the potential for ruts and compaction. Employ measures to stabilize soil and minimize erosion.

- Employ silvicultural methods that minimize the impacts and threats to cultural and natural

resources and known and potential archeological resources.

- Ensure that woodland harvesting is monitored by a historical landscape architect and an archeologist.

- Engage a tree removal service to conduct the clearing that can demonstrate successful experience working at historically significant sites. The park should regularly inspect tree removal operations to monitor and inspect compliance with the terms of the contract and applicable laws. The archeologist, soil scientist, and/or other professionals should participate in these inspections.

- Cut stumps to the ground; do not uproot or grind them. Treat stumps and sprouts with herbicide, such as glyphosate, to discourage and control woody regeneration. Chemical control of woody plant regeneration should be conducted by a certified herbicide applicator—either qualified park staff, or a landscape contractor.

- Remove felled trees without dragging, which gouges the ground surface.

6. Interpret Missing Features

Description. Prior to the development of the Blue Ridge Parkway, the Humpback Gap region supported a small community of farms and institutional features that focused around the Howardsville and Rockfish Gap Turnpike. These features included buildings associated with the Carter Farm and other former properties, hog walls and pastures, orchards, a schoolhouse and church, internal roads, fields, and the Howardsville and Rockfish Gap Turnpike. While the trace of the Howardsville and Rockfish Gap Turnpike, several other minor roads, hog fences, and field patterns survive within the Humpback Rocks developed area, little else remains to indicate the former presence of the community. Some information is currently known about features associated with the community. Additional research and archeological investigations may yield more information. This resulting information should be used to educate visitors about life on the mountain prior to parkway development, particularly to balance the conceptual view of pioneer life presented by the Mountain Farm exhibit. Several approaches could be considered for conveying information about the former community ranging from waysides or podcasts, to foundation outlines and other representations on the ground of the locations of missing features (Figure 354).

Location. This project would focus on the current Mountain Farm exhibit site, the Howardsville and Rockfish Gap Turnpike, the existing hog fences, and other resources identified in the future relating to lifeways on the mountain prior to parkway development.

Considerations. The Humpback Rocks recreation area occupies the landscape formerly associated with a mountain community composed of farmsteads, a church, a school, and an important public road corridor that connected the farms with larger markets to the east and west.



FIGURE 355. The landscape of the Blue Ridge before the parkway.

Enhancing the interpretive programming offered to visitors within the developed area is a goal of the park. New interpretive materials need to be considered within a broader parkwide context of themes and message. The visual impact that interpretive waysides may have on the integrity of the historic landscape is of concern. Careful design and placement of new features, or the use of alternative methods that do not impact the historic landscape, will be necessary to ensure compatibility with the historic scene.

Additional Studies Recommended.

- This project should be developed as part of the park's interpretive planning process.

- Archival research should be conducted as part of the data collection required to support development of new interpretive exhibits along with archeological investigations of the sites of missing mid-nineteenth- to early-twentieth-century buildings and structures located within the park.

Project Implementation Process.

1. Assess which features should be interpreted by determining those that will deliver the most educational value to visitors.

2. Enlist an exhibit designer, in coordination with park staff, to plan the interpretive features.

3. Enlist a qualified archeologist to monitor any proposed ground-disturbing activities associated with new interpretive exhibits.

4. Consider interpreting missing buildings, using documentary or archeological evidence, through an exhibit in the visitor center or as part of a wayside that might include an artist's rendering of the historic community.

5. Consider interpreting landscape features, such as fencing patterns, in addition to buildings and structures in depicting the historic community in interpretive exhibits or renderings.

6. Enlist qualified park staff or a landscape contractor to install the interpretive features, as well as any wayside signage.

7. Supplement existing interpretive media and programs with virtual materials to enhance the depiction of the life and work of the inhabitants of the area prior to parkway development as part of an exhibit located within the visitor center.

7. Address Site Furnishing Needs

Description. The park would benefit from the preparation of a guide that provides standards for site furnishings within the Humpback Rocks developed area. Site furnishings to be addressed by the guide include benches, flagpoles, picnic tables and benches, drinking fountains, trash receptacles, bike racks, and grills (Figure 360). The guide would identify products, materials, and dimensions for new features, and include typical details and installation information. Use of the guide would enhance the park's unique identity, and serve to simplify the palette of materials within the park, which in turn would diminish the impact of contemporary features on the historic scene.

The developed area contains historic site furnishings as well as later additions intended to accommodate evolving visitor needs or replace deteriorated or lost features (Figure 356 and Figure 357). Historic site furnishings are identified as such in the CLR and are recommended for replacement in kind. Some historic site furnishings have been repaired or replaced with non-historic elements such as the plastic benches associated with the picnic tables at the picnic area. The original materials should be replaced (Figure 358 and Figure 359).

Some of the features installed after the period of significance to support visitor needs are not compatible with the character of the historic site. New features should be specified to replace these non-compatible site furnishings that are clearly a product of their own time, and as simple, sturdy, and unobtrusive as possible.



FIGURE 356. The historic stone drinking fountain at the Humpback Rocks Visitor Center, October 1970.



FIGURE 357. The historic stone drinking fountain has been replaced with a metal fountain. The park should consider replacing historic features such as the stone drinking fountain, or using an alternative style as part of a site furnishings guide. The selection of standards for site furnishings will ensure compatibility with the historic landscape and with other areas of the parkway.



FIGURE 358. Original wood plank benches, October 1957.



FIGURE 359. Recycled plastic bench replacements should be removed and the original wood plank benches restored using the original design drawings as a guide.



FIGURE 360. Bike racks should be added to the park. A design guide should be prepared to determine an appropriate standard for these features.

Location. This project applies to the Humpback Rocks developed area as a whole.

Considerations. An important goal for the Humpback Rocks developed area is to strive for consistency in fixtures and features. Historic features should be repaired or replaced in kind whenever possible. When contemporary or replacement features are needed, it will be important to select a style or design that is appropriate within the context of the historic landscape. Considerations in the design and selection of site furnishings appropriate for use within Humpback Rocks developed area include their scale, materials, and physical composition to ensure visual compatibility, consistency, and integration with the overall character of the landscape (Figure 361). Finally, universal access should be considered in decisions related to repair and replacement of existing fixtures and features.



FIGURE 361. Current non-historic trash receptacles are large in scale and detract from the appearance of the historic Humpback Rocks landscape.

Additional Studies Recommended.

- Conduct research to identify all available historic plans for developed area site furnishings.

Related Implementation Projects.

- Implementation Project 4. Rehabilitate the Humpback Rocks Trail.

Project Implementation Process.

1. Engage a design team, including a landscape architect, architect, and park maintenance staff to develop site furnishing standards.

2. Consider carefully the character and identity that is appropriate and desired for site furnishings.

3. Assemble examples of existing site furnishings within the developed area and the park as a whole. Identify historic site furnishings to be retained and maintained, and the design drawings that served as the basis for their construction for use in making repairs or replacing in kind if needed. Consider options for establishing standards for non-historic site furnishings based on existing features located within the park and investigations into other available features through review of product catalogues or visits to other parks.

4. Consider their compatibility with the character of the historic landscape and each other before identifying standards. Ensure that the proposed standard features are consistent with National Park Service standards before making final selections.

5. Develop details, installation procedures, and other supporting information for each standard feature.

8. Adopt Best Management Practices for Stormwater Management

Description. Landscape maintenance and management techniques can serve to enhance environmental quality, or contribute to its degradation. Practices aimed at enhancing and protecting the environment can be consistent with the management of historic landscapes. Green and sustainable practices should be applied in specific ways and locations within the Humpback Rocks developed area to support environmental quality without diminishing the integrity of the historic landscape.

Considerations. One of the critical factors affecting environmental quality is the way in which stormwater is handled. Within park boundaries, the National Park Service has the ability to apply engineering and landscape architectural solutions to managing stormwater runoff quantity and quality, and enhance water quality through various means.

Stormwater management best management practices (BMPs) are measures used to minimize on-site and off-site hydrologic and water quality impacts due to runoff by attempting to reestablish natural hydrologic processes and incorporate them into the built environment. These measures can be designed and implemented in new developments as well as retrofitted into existing development in cost-efficient ways. Stormwater BMPs have the capability of significantly improving the quality of runoff.

As a good steward of the land, the National Park Service can serve as a model for nearby landowners, broadening local understanding of sustainable land management practices and potentially contributing to additional benefits. Land uses that contribute to the degradation of water resources include paved roads, walks, and parking areas as well as ditches, lawns, buildings, and agricultural land. The park has the option of adopting a range of BMPs that will serve to enhance water quality without affecting the integrity of the historic landscape, including:

- **Green parking area design**. Several features can be used in conjunction with parking area design to promote sustainable stormwater management and other green principles. Porous pavements can enhance stormwater infiltration, as can filter strips and naturalized detention structures. Planting trees around paved areas helps to reduce the heat island effect caused by solar absorption and reflection. Porous pavement can be used for new parking facilities, while filter strips can be added along many existing road and path margins. Tree plantings around parking areas is consistent with historic design approaches used at Humpback Rocks.

- **Naturalized detention.** Site grading can contribute to naturalized detention, defined as the use of broad, shallowly-sloped planted areas that allow stormwater to move slowly across land where water can infiltrate into the ground rather than flow directly into streams, ponds, and drainageways. A naturalized detention basin is already present below the parkway within the Mountain Farm area. Similar features could be used in association with any new parking facilities added to the developed area.

- **Porous pavement.** Porous or pervious pavement is composed of a permeable or perforated surfacing material, or pavers set with spaces between them, that allow transmission of water to an aggregate or subsoil base beneath. Runoff is temporarily stored in the base for infiltration into subsoils or for slow release into a storm drain system. Pervious pavements can also filter some pollutants from stormwater. Porous pavements could be used for overflow and temporary parking additions to the historic Humpback Rocks developed area landscape (Figure 362).



FIGURE 362. Several products are available to facilitate construction of porous pavement.



FIGURE 363. A rain barrel could be used in association with the downspouts at the visitor center to reduce erosion and collect water to support plant maintenance uses.



FIGURE 364. Rain gardens could be used in non-historic locations to collect stormwater and promote infiltration.

- **Rain barrels/cisterns.** Rain barrels and cisterns are vessels that capture and temporarily store rainwater for various uses, including greywater reuse and irrigation. Stormwater can be collected from roofs and other impervious surfaces to be stored in the barrels or cisterns. Storage of the stormwater diminishes the undesirable impacts of runoff that might otherwise flow into streams and ponds in large quantities, causing erosion. The stored water can also be used later for various purposes. Rain barrels best serve smaller applications, while cisterns can be used in larger application such as irrigation of gardens and plantings. Rain barrels are recommended for the visitor center downspouts, and could also be used in conjunction with the picnic area comfort stations (Figure 363).

- **Rain gardens.** Rain gardens are landscaped areas designed to retain and detain stormwater runoff from paved surfaces, roofs, and planted surfaces that may be subject to erosion. These gardens are ornamental features that serve a sustainable function, and help infiltrate stormwater into the ground. By minimizing the amount of stormwater entering local storm drains, streams, and rivers, rain gardens help to reduce the potential for local flooding, as well as bank and shoreline erosion. Rain gardens are only recommended for non-historic landscape sites. At Humpback Rocks, the drainage swale associated with the visitor center may be modified as a rain garden (Figure 364).

- **Vegetated swales and filter strips.** Vegetated swales and filter strips are planted stormwater management features that convey, retain, infiltrate, and cleanse overland flow. Vegetated swales serve to remove sediment, nutrients, and other contaminants, increase infiltration, and enhance aesthetics. Vegetated swales could be used wherever swales surfaced with grass already exist simply by altering the plant material (Figure 365 and Figure 366).



FIGURE 365. The grass-lined swale near the visitor center could be converted to a vegetated swale to promote stormwater infiltration.



FIGURE 366. Example of a vegetated swale.

- **Use of native plants for landscaping.** The use of native plants as a BMP recognizes the importance of vegetation in biodiversity, aesthetics, habitat, cooling of ambient air, and stormwater management. Native species can promote infiltration and cleansing of run-off. The planting palette for the Blue Ridge Parkway has historically featured almost exclusively native species, except in association with exhibits of pioneer farm life that includes fruit trees and other limited examples of non-native species. This practice should be continued.

Location. These BMPs could be applied in each of the locations that comprise the focus area for the CLR, including the visitor center, Humpback Gap, Mountain Farm exhibit, and picnic area.

Related Implementation Projects.

- Implementation Project 1. Prepare a vegetation management plan.
- Implementation Project 2. Rehabilitate historic road corridors and parking areas, and associated features.

Additional Studies Recommended.

- Consider green building principles for integration in any new construction projects.
- Potential impacts to archeological resources should be identified and mitigated.
- Examine current site conditions to determine appropriate plant species selections and planting season for features such as filter strips, naturalized detention areas, rain gardens, and vegetated swales by evaluating the following elements:
    - soil type
    - slope
    - stability of the soil organic layer
    - nearby vegetation types and communities
    - hydrology
    - land use history

Project Implementation Process.

1. Consider implementing the various BMPs for stormwater management discussed herein:
    - Green parking area design
    - Naturalized detention
    - Porous pavement
    - Rain barrels/cisterns
    - Rain gardens
    - Vegetated swales and filter strips
    - Exclusive use of native plants
2. Prepare the site for stormwater management BMPs by protecting sensitive natural and cultural resources.
3. Engage an archeologist to monitor BMP installation.
4. Install BMPs, removing existing vegetation, grading, and adding new plantings. Follow proper installation methods, including erosion control, mulching, and watering to ensure survival of vegetation and protection of the environment.
5. Monitor post-installation site conditions. Evaluate plant health and monitor for the presence of invasive plants. Replace failed vegetation immediately and remove any invasive species observed.

Bibliography

Published Sources

Allaback, Sarah, Ph.D. *Mission 66 Visitor Centers: The History of a Building Type.* Washington, D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program, 2000.

Blue Ridge Parkway, Virginia-North Carolina, Concession Services Study Report, (review draft). Washington, D.C.: U.S. Department of the Interior, National Park Service, March 2004.

Carlton Abbott and Partners, P.C. *Visual Character of the Blue Ridge Parkway*. Washington, D.C.: U.S. Government Printing Office, National Park Service, January 1997.

Carr, Ethan. *Mission 66: Modernism and the National Park Dilemma*. Amherst: University of Massachusetts, 2007.

————. *Wilderness by Design: Landscape Architecture and the National Park Service*. Lincoln, Nebraska: University of Nebraska Press, 1998.

Firth, Ian. "Historical Significance of the Blue Ridge Parkway," *Appalachian Cultural Resources Workshop Papers* (1993). http://www.nps.gov/history/history/online_books/sero/appalachian/index.htm, accessed November 10, 2010.

————. *The Blue Ridge Parkway Historic Resource Study,* Washington, D.C.: U.S. Department of the Interior, National Park Service, Draft, 2005.

————. *The Blue Ridge Parkway National Historic Landmark Nomination*. Draft, 2005.

Frye, Keith. *Roadside Geology* (Missoula, Montana: Mountain Press Publishing Company, 1986), 117.

Gane, John, ed. *American Architects Directory*, third edition. New York: R.R. Bowker, LLC, 1970.

Hockman, John R., Joseph C. McKinney, Thomas R. Burress, David Jones, and Robert E. Modesitt, Soil Conservation Service, *Soil Survey of Augusta County, Virginia.* Washington, D.C.: U.S. Government Printing Office, 1979.

Jolley, Harley E. *The Blue Ridge Parkway*. Knoxville, Tennessee: University of Tennessee Press, 1969.

Ketterson, F.A. *Humpback Rocks Pioneer Farm, National Register of Historic Places Inventory—Nomination Form.* Washington, D.C.: U.S. Department of the Interior, National Park Service, 1973.

Kyle, Robert P. "The Howardsville Turnpike," *Augusta Historical Bulletin* 40. Staunton, Virginia: Augusta County Historical Society, 2004.

McClelland, Linda Flint, J. Timothy Keller, Genevieve Keller, and Robert Z. Melnick, *National Register Bulletin: Guidelines for Evaluating and Documenting Rural Historic Landscapes*. Washington, D.C.: Department of the Interior, 1990.

National Park Service. "Blue Ridge Parkway, Plants," http://www.nps.gov/blri/naturescience/ plants.htm, accessed October 17, 2010.

———. "Blue Ridge Parkway, Birds," http://www.nps.gov/blri/naturescience/birds.htm, accessed October 17, 2010.

———. "Blue Ridge Parkway, Amphibians," http://www.nps.gov/blri/naturescience/amphibians.htm, accessed October 17, 2010.

———. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: Department of the Interior, 1995.

Newton, Norman T. *Design on the Land: The Development of Landscape Architecture*. Cambridge, Massachusetts: Belknap Press of Harvard University Press, 1971.

Page, Robert R, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports; Contents, Processes, and Techniques*. Washington, D.C.: Department of the Interior, 1998.

"Priest Wilderness," http://www.wilderness.net, accessed October 17, 2010.

Quin, Richard. *Blue Ridge Parkway, Historic American Engineering Record (HAER), Report No. NC-42*, 1997.

Speer, Edward G. and Jean Haskell, East Tennessee State University, *Historic Resource Study of Humpback Rocks Farm*. Asheville, North Carolina: U.S. Department of the Interior, National Park Service, Blue Ridge Parkway, 1999.

Speer, Jean Haskell, Frances H. Russell, and Gibson Worsham, Virginia Polytechnic Institute and State University. *Cultural Resource Inventory: Wintergreen Tract, Humpback Rocks.* 1993.

Swaim, Douglas. "Stanley Abbott and the Design of the Blue Ridge Parkway," *Blue Ridge Parkway: Agent of Transition*, Boone, North Carolina: Appalachian Consortium Press, 1986.

Thomas, Steven K. *Soil Survey of Nelson County, Virginia.* Fieldwork by Steven A. Cromer, Bruce L. Legge, Steven K. Thomas, and Stephen J. Ritchie, Virginia Polytechnic Institute and State University, and Bruce Dubee, Natural Resources Conservation Service United States Department of Agriculture, Natural Resources Conservation Service, cooperation with United States Department of Agriculture, Forest Service, and Virginia Polytechnic Institute and State University, 2010, http://soils.usda.gov/survey/online_surveys/virginia/VA125/Nelson_VA.pdf, accessed June 2010.

U.S. Forest Service, "George Washington and Jefferson National Forests; Nature & Science, Resource Management, Natural History" www.fs.usda.gov, accessed October 17, 2010.

Virginia Places, "Physiographic Regions of Virginia," http://www.virginiaplaces.org/regions/physio.html, accessed October 17, 2010.

"Virginia Chapter; The American Chestnut Foundation, Lesesne State Forest Field Day," http://www.vatacf.org/LesesneForestTrip.html, accessed October 17, 2010.

"Virginia Department of Forestry, Virginia's State Forests," http://www.dof.virginia.gov/stforest/index.htm, accessed October 17, 2010.

Whisnant, Anne Mitchell. *Super-scenic Motorway: A Blue Ridge Parkway History*. Chapel Hill, North Carolina: University of North Carolina Press, 2006.

Blue Ridge Parkway Archives

Abbott, Stanley, "Report on Recreation and Service Areas," December 15, 1934. (BLRI, Record Group 7, Series 39, Box 56 Report on Recreational Services, 1934)

Appalachian National Parkway form Shenandoah National Park to Great Smoky Mountains National Park, Master Plan, 1934. Blue Ridge Parkway Archives.

Appleman, Roy Edgar, "Report on Preservation of mountain Culture, Marking of Historic Sites, and Promotion of Handicraft, Blue Ridge Parkway." October 9, 1940. (BLRI, Record Group 5, Series 46, Box 61, Folder 4)

Beverly Orndorff, "Archeological Find Called One of the Greatest in Virginia," *Richmond Times-Dispatch*, July 17, 1964. (BLRI, Record Group 5, Series 44, Box 54, Folder 16, General 1964)

"Blue Ridge Parkway Construction Status," Roanoke: National Park Service, 1948.

"Brief Description of the Recreation Areas Adjacent to the Parkway, to Accompany the Master Plan Thereof, Drawn June 3, 1936." National Park Service, Branch – Plans and Design, Salem, Virginia, 1936.

"Interpretive Findings, Districts I and II," January 13, 1950. (BLRI, Record Group 5, Series 41, Box 51, Folder 9)

Letter from A. E. Demaray, Acting Director, National Park Service to Wilbur Hall, Chairman, State Commision on Conservation and Development dated April 9, 1937. Re: State relinquishing its easement to Sharp Top Mountain to the National Park Service. (BLRI, Record Group 7, Series 17, Box 17, Folder 24)

Letter from A.E. Demaray, Associate Director, National Park Service to Congressman Estes Kefauver dated October 30, 1943. Re: Answer to request for information regarding the origins of the Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 6, General 1942–43, 1945–1946)

Letter from Andy Kardos, Historian to Chief of Maintenance dated October 9, 1980. Re: Maintenance needs of historic structures. (BLRI, Record Group 5, Series 46, Box 63, Folder 35)

Letter from Andy Kardos, Historian to Historian, North District dated July 31, 1978. Re: Non-historic structures. (BLRI, Record Group 5, Series 46, Box 63, Folder 33)

Letter from Arno Cammerer, Director, National Park Service to C.M. Granger, Acting Chief, Forest Service, Department of Agriculture, dated February 11, 1938. Re: Lease of Hotel Mons. (BLRI, Record Group 7, Series 17, Box 17, Folder 25)

Letter from Associate Director, National Park Service to Stanley Abbott, Acting Superintendent, Blue Ridge Parkway, dated June 28, 1937. Re: Transfer of property to National Park Service by the Forest Service. (BLRI, Record Group 7, Series 17, Box 17, Folder 24)

Letter from Assoiciate Director, Department of the Interior to Stanley Abbott, Acting Superintendent Blue Ridge Parkway dated April 3, 1940. Re: Land to be transferred to National Park Service by the Forest Service. (BLRI, Record Group 7, Series 17, Box 18, Folder 30)

Letter from Conrad Wirth, Director, National Park Service to all field offices dated March 6, 1952. Re: Contacting members of Congress. (BLRI, Record Group 1, Series 10, Box 7, Folder 4, Congressional Committee, 1949-52)

Letter from Conrad Wirth, Director, National Park Service to Congressman Jon Murdock, Chairman, House Committee on Interior and Insular Affairs dated March 12, 1952. Re: Invitation of committee members to National Parks. (BLRI, Record Group 1, Series 10, Box 7, Folder 4, Congressional Committee, 1949–52)

Letter from Conrad Wirth, Director, National Park Service to Superintendent, Blue Ridge Parkway, dated May 16, 1952. Re: Visit of House Committee on Interior and Insular affairs to Blue Ridge Parkway. (BLRI, Record Group 1, Series 10, Box 7, Folder 4, Congressional Committee, 1949–52)

Letter from David Wright, Acting Regional Director, Southeast Region to Tucker Hill, Virginia State Historic Preservation Officer, undated. Re: Proposal for the preservation and maintenance of Saunders Farm. (BLRI, Record Group 5, Series 52, Box 72, Folder 1)

Letter from Edward Hummel, Assistant Director to Senator Harry Byrd, Jr., dated February 23, 1971. (BLRI Record Group 5, Series 8, Box 11, Folder 42)

Letter from F.A. Ketterson, Jr., Historian to Superintendent, dated April 25, 1974, Re: Trip to Virginia. (BLRI, Record Group 5, Series 46, Box 62, Folder 24, General, 1974)

Letter from Frank Barnes, Acting Regional Historian to Superintendent, Blue Ridge Parkway dated April 9, 1952. Re: Alleged lack of historic structures along Blue Ridge Parkway. (BLRI, Record Group 5, Series 46, Box 61, Folder 9)

Letter from Gary Everhardt, Superintendent, Blue Ridge Parkway to Deputy Associate Regional Director, Cultural Programs, dated August 20, 1987 (BLRI, Record Group 5, Series 46, Box 54, General 1987)

Letter from George Hartzog, Director, National Park Service to Regional Directors dated October 10, 1968. Re: Demolition of historic structures. (BLRI, Record Group 5, Series 46, Box 6, Folder 6)

Letter from Granville Liles, Superintendent, Blue Ridge Parkway to Director and Chief Historian, Office of Archeology and Historic Preservation dated September 20, 1968. Re: Research reports pertaining to the Blue Ridge Parkway. (BLRI, Record Group 5, Series 46, Box 61, Folder 14)

Letter from Granville Liles, Superintendent, Blue Ridge Parkway to Regional Director, Southeast Region dated May 10, 1968. Re: Historic Structure Inventory. (BLRI, Record Group 5, Series 46, Box 61, Folder 14)

Letter from Guy D. Edwards, Superintendent, Shenandoah National Park to Superintendent, Blue Ridge Parkway, dated December 14, 1953. Re: Franklin Roosevelt's visit to Shenandoah in 1933. (BLRI, Record Group 5, Series 44, Box 54, Folder 9, General, 1953)

Letter from Guy Edwards, Superintendent, Shenandoah National Park to Superintendent, Blue Ridge Parkway, dated December 11, 1953. Re: History of the Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 9, General 1953)

Letter from H. Reese Smith, Acting Regional Director, Region One to Region One Superintendent dated February 20, 1957. Re: Instructions for Historic Buildings Report Form. (BLRI, Record Group 5, Series 46, Box 61, Folder 12)

Letter from Harvey Broome, President, the Wilderness Society, to Sam Weems, Superintendent, Blue Ridge Parkway, dated November 15, 1960. Re: Memo from Secretary Ickes regarding the location of Blue Ridge Parkway (BLRI, Record Group 5, Series 44, Box 54, Folder 13, General 1960–1962)

Letter from Hillory Tolson, Acting Director, National Park Service to Congressman Robert Doughton dated September 5, 1950. Re: Origins of the Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 7, General 1950–1952)

Letter from Hunter Miller to Sam Weems, Superintendent, Blue Ridge Parkway dated December 10, 1953. Re: History of Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 9, General 1953)

Letter from Hunter Miller, Alcoholic Beverage Control Board to Arno Cammerer, Director, National Park Service, dated December 5, 1939. Re: Obtaining funds for developments along the Blue Ridge Parkway. (BLRI, Record Group 7, Series 17, Box 17, Folder 29)

Letter from Hunter Miller, Alcoholic Beverage Control Board to Stanley Abbott, National Park Service, dated June 13, 1940. Re: Allocation of funds to construct Parkway. (BLRI, Record Group 7, Series 17, Box 18, Folder 33)

Letter from J. Carlisle Crouch, Acting Superintendent, Blue Ridge Parkway to Regional Director, Region One, dated May 7, 1952. Re: Pioneer Structures along Blue Ridge Parkway. (BLRI, Record Group 5, Series 46, Box 61, Folder 9)

Letter from J.L. Bentley, Assistant Superintendent, M&E to Assistant Superintendent, RM&VS, dated December 19, 1985. Re: Proposed Maintenance of Historic Structures at Peaks of Otter and Humpback Rocks. (BLRI, Record Group 5, Series 46, Box 63, Folder 44)

Letter from Jackson Price, Regional Director, Southeast Region, to Assistant Director, Design and Construction, dated February 13, 1968. Re: Drawings of Humpback Rocks. (BLRI, Record Group 5, Series 8, Box 10, Folder 33)

Letter from Jackson Price, Regional Director, Southeast Region, to Director, dated February 15, 1968. Re: Land acquisition at Humpback Rocks. (BLRI, Record Group 5, Series 8, Box 10, Folder 33)

Letter from James Eden, Superintendent, Blue Ridge Parkway to Regional Director, Southeast Region, dated February 13, 1968. Re: Campground at Humpback Rocks. (BLRI, Record Group 5, Series 8, Box 10, Folder 33)

Letter from James Holland, Regional Historian to Superintendent, Blue Ridge Parkway, dated January 6, 1954. Re: History of the Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 10, General, 1954)

Letter from James Holland, Regional Historian, Region One to Superintendent, Blue Ridge Parkway, dated December 30, 1953. Re: Blue Ridge Parkway History. (BLRI, Record Group 5, Series 44, Box 54, Folder 9, General 1953)

Letter from James Parr, Chief Ranger, RM&VS, to District Ranger Bytnar dated February 8, 1988. Re: Cemetery site near Humpback Rocks Visitor Center. (BLRI, Record Group 5, Series 44, Box 56, Folder 45)

Letter from Joe Brown, Regional Director, Southeast Region to Associate Director, Management and Operations, Washington Support Office, dated January 18, 1979. Re: Removal of Structures along Blue Ridge Parkway. (BLRI, Record Group 5, Series 46, Box 63, Folder 34)

Letter from Joe Brown, Superintendent, Blue Ridge Parkway, to Associate Regional Director, Park and External Support, Southeast Region, dated January 25, 1977. Re: Section 106 Compliance Statement for the Preservation and Maintenance of Historic Structures. (BLRI, Record Group 5, Series 52, Box 72, Folder 1)

Letter from John Reshoft, Chief, Master Plan Coordination, to Regional Director, Region One, dated January 25, 1962. Re: Blue Ridge Parkway Master Plan. (BLRI, Record Group 5, Series 8, Box 10, Folder 24)

Letter from Lenard Brown, Historian, Planning and Compliance Division, Southeast Region, to Chief, Planning and Compliance Division, Southeast Region, dated May 11, 1977. (BLRI, Record Group 5, Series 46, Box 63, Folder 32)

Letter from Paul Appleby, Acting Secretary of Agriculture, to the Secretary of the Interior, dated October 10, 1940. Re: Transfer of land to Department of the Interior from the Department of Agriculture. (BLRI, Record Group 7, Series 17, Box 18, Folder 41)

Letter from Richard Faust, Chief, Southeast Archeological Center, to Superintendent, Blue Ridge Parkway, dated April 13, 1977. Re: Itinerary for Archeological Survey. (BLRI, Record Group 5, Series 44, Box 56, Folder 43)

Letter from Richard Faust, Chief, Southeast Archeological Center, to Superintendent, Blue Ridge Parkway, dated June 7, 1977. Re: Archeological Assessment, Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 56)

Letter from Richard Huber, Acting Chief, Design and Construction, PSC, to Regional Director, Southeast Region, dated January 30, 1968. Re: Drawings of Humpback Rocks. (BLRI, Record Group 5, Series 8, Box 10, Folder 33)

Letter from Richard Stokes, Assistant Superintendent, Blue Ridge Parkway, to John Garner, Historical Architect, Southeast Region, dated November 26, 1980. Re: Removal of Buildings along the Parkway. (BLRI, Record Group 5, Series 52, Box 72, Folder 3)

Letter from Rosemary Johnson to John Stockert, dated April 23, 1975. Re: Fence Construction at Johnson Farm. (BLRI, Record Group 5, Series 49, Box 69, Folder 11, Johnson Farm 1973)

Letter from Sam Weems, Superintendent, Blue Ridge Parkway, to Guy Edwards, Superintendent, Shenandoah National Park, dated December 17, 1953. (BLRI, Record Group5, Series 44, Box 54, Folder 9, General, 1953)

Letter from Sam Weems, Superintendent, Blue Ridge Parkway, to Regional Director, Region One, dated December 2, 1954. Re: Short histories of National Monuments and Historical Areas. (BLRI, Record Group 5, Series 41, Box 51, Folder 12)

Letter from Sam Weems, Superintendent, Blue Ridge Parkway, to Regional Director, Region One, dated November 4, 1949. Re: Sharp Top Development. (BLRI, Record Group 5, Series 8, Box 9, Folder 4, Master Plan - Recreation Areas, 1949-1950)

Letter from Sam Weems, Superintendent, Blue Ridge Parkway to Regional Director, Region One, dated November 17, 1961. Re: Revision of Inventory of Historic Buildings and Strucures. (BLRI, Record Group 11, Series 1, Box 41, Folder 4, Historical Research, Johnson Farm)

Letter from Sam Weems, Superintendent, Blue Ridge Parkway, to Senator Harry Byrd, dated November 10, 1953. Re: History of the Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 8, General 1953)

Letter from Senator Harry Byrd to Sam Weems, Superintendent, Blue Ridge Parkway, dated December 9, 1953. Re: Possible dedication of CCC Camp. (BLRI, Record Group 5, Series 44, Box 54, Folder 7, General 1953)

Letter from Stanley Abbott, Acting Superintendent, Blue Ridge Parkway, dated November 18, 1942. Re: Congressman Albert Carter's inspection of the Blue Ridge Parkway. (BLRI, Record Group 1, Series 10, Box 7, Folder 3, Congressional Committees, 1941-1947)

Letter from Superintendent, Blue Ridge Parkway, to Mr. Vint dated October 22, 1951. Re: Early History of the Blue Ridge Parkway. (BLRI, Record Group 5, Series 44, Box 54, Folder 7, General 1950-52)

Letter from Supervisory General Engineer, Eastern Office of Design and Construction, to Chief Engineer, Eastern Office of Design and Construction, dated July 25, 1963. Re: Preliminary Study of Proposed Lake and Dam Site. (BLRI, Record Group 5, Series 24, Box 32, Folder 6)

Letter from W.G. Carnes, Acting Chief of Planning, National Park Service, to Acting Superintendent, Blue Ridge Parkway, dated June 10, 1940. Re: Comments on 1940 Master Plan. (BLRI, Record Group 5, Series 8, Box 9, Folder 1)

Letter from, Acting Chief, Forest Service to Arno Cammerer, Director, National Park Service, dated May 19, 1939. Re: Transfer of property to National Park Service by the Forest Service. (BLRI, Record Group 7, Series 17, Box 17, Folder 29)

Lord, William G. "History of the Blue Ridge Parkway," 1954. (BLRI, Record Group 5, Series 41, Box 51, Folder 12)

Marquis James, "The National Domain and the New Deal," *The Saturday Evening Post*, December 23, 1933. (BLRI, Record Group 5, Series 44, Box 54, Folder 7, General 1953)

"Masonry Guard Wall, Blue Ridge Parkway," March 4, 1939. (BLRI, Record Group 12, Series 1, Box 6, Folder 67)

National Park Service, "Data for Environmental Analysis for Blue Ridge Parkway Extension," August, 1972. (BLRI, Record Group 11, Series 1, Box 46, Folder 2, Correspondence)

Press Release, "Inspection of Virginia Portions of the Blue Ridge Parkway by Senator Harry Byrd, Congressman Clifton Woodrun, Congressman A. Willis Robertson, and Congressman Thomas G. Burch," Associated Press, Roanoke, Virginia, July 8, 1938. (BLRI, Record Group 1, Series 10, Box 7, Folder 1, Congressional Committees, 1938)

Press Release, "Retirement of R. Getty Browning." State Highway and Public Works Commission, Raleigh, North Carolina. July 27, 1956. (BLRI, Record Group 5, Series 44, Box 54, Folder 12, General 1954, 1956, 1958)

"The Blue Ridge Parkway," June 18, 1956. (BLRI Record Group 5, Series 41, Box 51, Folder 42)

Weems, Sam P. Monthly Narrative Report, February 1952, 2. BLRI Archives, RG-5, Series 8, Box 9, Folder 5.

Archival Drawings

NPS drawing 601-2066B "Reconstruction – Information Station," June 4, 1981. National Park Service.

NPS drawing 601-2057 "Humpback Rock – Pioneer Farm Group," January 19, 1954. National Park Service.

NPS drawing circa 1955 for visitor center. Title block information not legible.

Appendix A: Landscape Resource Inventory

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Natural Features and Systems									
Eastern deciduous successional hardwood forest	*	*		by P.O.S.	Forest has expanded over time	good/fair	Invasives are present that may threaten the health of the forest		VC; MF; HT; PA; WS
Rock outcrops	*			by P.O.S.	Some have been integrated into cultural features	good			MF; HT; PA
Perennial and intermittent streams	*			by P.O.S.	Some have been culverted in places, affecting their hydrology	good			VC; MF; PA
Springs and bog between the visitor center parking area and the Blue Ridge Parkway	*			by P.O.S.	These have been culverted beneath the parking area, affecting their hydrology	good			VC
Spring at Mountain Farm	*			by P.O.S.	This has been culverted, affecting its hydrology	good			MF
Humpback Rocks	*			by P.O.S.		fair	Graffiti mars the rocks in several places		HT
Humpback Mountain	*			by P.O.S.		good			HT
Humpback Gap	*			by P.O.S.		good			HT
Laurel Springs Gap	*			by P.O.S.		good			PA

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Responses to Natural Resources									
Blue Ridge Parkway corridor designed to offer an ever-changing view of the dramatic and beautiful Blue Ridge Mountain scenery and to lie lightly on the land	*			1941		good	The amount of forested land has increased, diminishing some of the views that were open when the Parkway was planned and designed		VC; MF; HT; PA
Use of native materials to construct components of the Blue Ridge Parkway such as walls, fences, buildings, foundations, paving, curbing, stormwater management features, and site	*			1941–1943; 1955–1956; 1962		good			VC; MF; HT; PA
Use of drains and drop inlets to convey stormwater beneath roads and from parking areas, tied to the natural setting through the use of stone headwalls and surrounds	*			1941–1943; 1955–1956; 1962		good			VC; MF: HT; PA
Use of culverts for circulation route crossings of water courses and wet areas	*	*		1941–1943; 1955–1956; 1962; 2009		good			VC; MF; HT; PA
Use of PVC pipe to convey water beneath universal-accessible asphalt walk to Mountain Farm		*		2009		good			VC
Stone headwalls	*			1941–1943; 1955–1956; 1962		good			VC; MF; PA
Stone lined detention basin to infiltrate parkway stormwater at the Mountain Farm	*			1941		good			MF
Use of upland plateaus to site the visitor center, Humpback Gap parking area, picnic area, and agricultural fields	*			1941–1943; 1955–1956; 1962	Visitor Center rebuilt after fire in 1982	good			VC
Use of ditching to convey stormwater around the visitor center		*		1982		good	Relates to current building footprint		VC
Use of septic drain fields at visitor center and picnic area	*	*		1955–1956; 1965; circa 1993		U			VC
Use of local timber to construct Mountain Farm buildings	*			by P.O.S.		good	Repair is on-going; the park works to replace materials in kind as needed		MF

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Use of waterbars along trails to channel stormwater		*		U		fair	Erosion continues to occur in conjunction with the waterbars, which are set relatively high and may constitute a trip hazard		MF; HT
Spring house at Mountain Farm illustrating the use of water to keep perishables cool prior to	*			1952-53		good			MF
Well house at Mountain Farm		*		2000		good	This replaced an earlier cistern located nearby		MF
Appalachian Trail sited to follow mountain ridges and peaks	*	*		by 1937	a portion of the trail was rerouted circa 1978–1979	good			HT
Trail alignment of Humpback Rocks and Humpback Mountain Trails to follow the ridge to their summits	*			by 1937		good/fair	The trail exhibits some problems with erosion		HT
Use of asphalt gutters along road to convey stormwater	*			1941–1943		good			HT
Use of bridge to cross stream along Catoctin View Trail		*		1982		good			PA
Use of a stone overlook along the Catoctin Trail in the picnic area to afford views toward the Shenandoah Valley	*			1958		good			PA
Construction of a solar-powered well and water storage and supply system on the hill above the picnic area		*		1985–1995		good	The solar-powered well was used in response to the lack of available electrical service		WS
Missing Responses to Natural Resources									
Use of local materials to construct buildings and structures and small-scale features associated with the Humpback Gap area prior to construction of the Blue Ridge Parkway			*	circa 1830s–1930s		N/A			
Adaptations of farming to local conditions by residents prior to the construction of the Blue Ridge Parkway			*	circa 1830s–1939		N/A			

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Patterns of Spatial Organization									
The linear spatial corridor associated with the Blue Ridge Parkway	*			1941		good			VC; MF; HT; PA
Forest cover adjacent to the road corridor that creates a sense of spatial containment	*			circa 1939–1965		good			VC; MF; HT
Woodland growth obscures some formerly open spaces associated with cultural developments and agricultural field patterns		*		post 1965		good/fair	Invasives species are a component of these young woodlands		VC; MF; HT
Curvilinear access road and parking area, tightly arranged parking bays, orientation to the parkway, open plaza/terrace fronting the building to serve as a landing for visitors edged by open meadow and lawn framed by woodland cover associated with the Humpback Rocks Visitor Center	*	*		1955–1956; 1981–1982	In 1982, the visitor center was rebuilt with a larger footprint than the original	good			VC
Streetscape associated with the Mountain Farm exhibit	*			1952–1953		good			MF
Curvilinear road corridor and tightly arranged parking bays associated with the Humpback Gap parking area	*		*	1941–1942		good	Fencing was built to enclose the parking area circa 1941-43 that is no longer extant		HT
Curvilinear road corridor loosely edged by a series of informally-arranged picnic sites with canopy tree cover at the picnic area	*			1955–1956; 1962		good			PA
Missing Patterns of Spatial Organization									
Farmsteads present prior to construction of the Blue Ridge Parkway and associated fields, roads, and building complexes			*	pre-1939		N/A			
Open meadow and pastured open woodland associated with the rock hog and cattle pasture fences that extend up the mountain slopes from the Shenandoah Valley			*	pre-1939		N/A			

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Topographic Modifications									
Grading to accommodate construction of the visitor center and parking area	*	*		1955–1956		good			VC
Grading to accommodate the larger footprint and drainage ditch of the visitor center		*		1981–1982		good			VC
Grading to accommodate construction of the Humpback Gap parking area	*			1941–1943					
Grading to update the trail between the visitor center parking area and the Mountain Farm exhibit for universal accessibility		*		2009		good/fair	Erosion is evident in association with the grading		VC
Grading to accommodate Mountain Farm exhibit buildings, structures, and trail	*			1952–53		good			MF
Grading to accommodate Mountain Farm exhibit cultivated areas	*			1952–53		good			MF
Grading of Humpback Rocks Trail alignment	*	*		by 1937; post 1965	Periodic regrading is used to limit erosion	good/fair	Erosion is a problem along this trail		HT
Appalachian Trail (original alignment)	*	*		by 1937; 1978–1979	The trail has been moved to avoid Humpback Rocks	good/fair	Grading was conducted to accommodate the new alignment of the Appalachian Trail away from Humpback Rocks; erosion remains a problem for the trail		HT
Grading to accommodate Humpback Gap parking area	*			1941–1943		good/fair	Erosion is a problem east of the parking area		HT
Grading to accommodate the Howardsville and Rockfish Gap Turnpike	*			circa 1848–1857		fair	Erosion is affecting the historic road trace		HT
Grading to accommodate picnic area access road, picnic sites, and comfort station	*	*		1954–1956; 1962; 1965		good			PA
Missing Topographic Modifications									
Portions of the Howardsville Turnpike east of the ridgeline			*	circa 1848–1857		N/A			

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Land Uses and Activities									
Administrative		*		1982		N/A			VC
Agricultural	*			circa 1830s		N/A			MF; HT
Commercial		*		1982		N/A			VC
Interpretive/Museum/Educational	*			1952-53		N/A			VC; MF: HT
Recreational	*			1941–1943		N/A			HT; PA
Utility	*	*		1952–1956; 1982, 1985; 1995; 2000		N/A	Septic drain field near Visitor Center; wells; well and pump houses; water supply reservoir		VC; MF; PA; WS
Transportation	*			circa 1848–1857; 1939–1941		N/A	BRP and Howardsville Turnpike		VC, MF, HT
Visitor Services	*			1955–1956		N/A			VC; PA
Missing Land Uses and Activities									
Educational			*	mid-19th to early 20th centuries		N/A			
Industrial			*	mid-19th to early 20th centuries		N/A			
Religious			*	mid-19th to early 20th centuries		N/A			
Residential			*	mid-19th to early 20th centuries		*N/A*			

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Circulation									
Blue Ridge Parkway	*			1939–1941		good			VC; MF; HT; PA
Visitor center asphalt access road, parking area, and walk	*			1955–1956		good/fair	The asphalt is cracked and there are trip hazards and trees growing into asphalt walk		VC
Visitor center flagstone terrace	*			1955–1956		good			VC
Asphalt universally accessible walk between the visitor center parking area and the Mountain Farm		*		2009		good			VC
Howardsville and Rockfish Gap Turnpike trace	*			circa 1848–1857		fair	The trace is exhibiting problems with erosion and there is vegetation growing in the prism		VC; MF; HT
Private drive trace	*			by P.O.S.		fair	The trace is exhibiting problems with erosion		VC
Stone edging of road triangles, parking area bays	*			1941–1942; 1955–1956; 1962		good			VC; HT; PA
Social trails		*		U		fair	Many of these are exhibiting problems with erosion		MF
Hard-packed earth access route to overflow parking near the visitor center		*		U		good			VC
Mountain Farm self-guiding trail	*			1952–1953		good/fair	The gravel surface is not firm and is spilling into surrounding grass areas; the southern segment is eroding; water bars may constitute a trip hazard		MF
Humpback Gap asphalt access road, parking area, and walk	*			1941–1943		good/fair	The asphalt is cracked and uneven		HT

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Humpback Rocks Trail	*	*		by 1937		good/fair	Erosion has led to the realignment of the trail in places and the construction of steps and walls		HT
Appalachian Trail	*	*		by 1937; 1978–1979	The trail was moved to avoid Humpback Rocks	good/fair	The trail is exhibiting problems with erosion		HT
Access road to the field between the parkway and the Humpback Rocks parking area used for maintenance (break in fence)	*			U		good			HT
Picnic area access road and parking areas	*			1955–1956; 1962		fair	The pavement cracking and heaving, broken, and moss covered		PA
Slate edging around picnic area pull-offs	*			1955–1956		fair	The stones are often leaning or broken and may constitute a trip hazard		PA
Paths to picnic area comfort stations	*			1955–1965		fair	erosion is evident in association with the path		PA
Concrete wheelstops near universally-accessible comfort station at picnic area		*				good			PA
Concrete steps between lower picnic area level and comfort station		*		U		good			PA
Asphalt universal access ramp leading to picnic area comfort station B		*		U		good			PA
Trace road leading up hill past the picnic area	*			by 1954		fair	Erosion and tree growth are evident in association with the road trace		PA
Catoctin Trail	*			1955–1958		good			PA
Spur to the Appalachian Trail		*		U		good			PA
Access road leading to the water supply reservoir	*			by 1954		good/fair	The road exhibits some erosion and rutting		WS
Missing Circulation Features									
Howardsville Turnpike (portions)			*	circa 1848–1857					
Private road located near Humpback Rocks Visitor Center			*	by 1939					
Private road located near the Humpback Rocks trailhead			*	by 1939					

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Cultural Vegetation									
Ornamental plantings associated with the visitor center		*		U		good/fair	Some of the plants exhibit dieback		VC
Native shade and specimen trees	*			by P.O.S.		good/fair			VC; MF; HT; PA
Mown fields	*			by P.O.S.		good			VC; HT; MF
Ornamental exhibit plantings, Mountain Farm exhibit	U			U		good/fair	Some of the plants exhibit dieback		MF
Invasive plants		*		20th century		N/A	Some problematic invasive species have established colonies within the developed area. These include barberry; Russian olive; and tree-of-heaven		MF; HT
Apple trees at Mountain Farm		*		circa 1980s; 2010		good/poor	The older apple trees located near the Mountain Farm are in decline		MF
Apple tree near Humpback Gap	U			U		good			HT
Shade trees at picnic area	*			by 1955–1956		good/fair	Some of these trees may be hazardous and require pruning or removal		PA
Missing Cultural Vegetation									
Trees in front of the visitor center			*			N/A			
Grass field north of the Humpback Gap parking area			*			N/A			
Local farm field and orchards prior to the establishment of the Blue Ridge Parkway			*			N/A			
Pasture on the sloped hillside west of the Mountain Farm			*			N/A			

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Buildings and Structures									
Humpback Rocks Visitor Center		*	*	1955–1956; burned 1981; rebuilt 1982	The building was re-roofed in 2009	good			VC
Storage structure southwest of the visitor center	*		*	1955–1956	A second structure located adjacent to the storage building is no longer present	fair	The building is now used by volunteers to store tools used to maintain the Appalachian Trail		VC
Mountain Farm log cabin	*			ca. 1890; 1952–1953	The building was re-roofed in 1998	good	This was formerly the Ramsey House relocated from milepost 50.0	005130	MF
Mountain Farm chicken house	*			1881; 1952–1953	The building was re-roofed in 1998	good	This was formerly located on the John C Clark property at milepost 36.4	005128	MF
Mountain Farm root cellar and meat house	*			1881; 1952–1953	The building was re-roofed in 1998	good	This was formerly located on the John C Clark property at milepost 36.4	005129	MF
Mountain Farm barn	*			1881; 1952–1953	The building was re-roofed in 1998	good	This was formerly located on the John C Clark property at milepost 36.4	005127	MF
Mountain Farm pig pen	*			1952–1953		good		005131	MF
Mountain Farm spring house	*			1952–1953		good		005126	MF
Well house at Mountain Farm		*		2000		good			MF
Performance stage		*		2010		good			MF
Comfort stations A and B at picnic area (2)	*	*		1955 (A); 1965 (B)	A pump house was added to comfort station A, while comfort station B was modified for universal access in 1989	good			PA

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Screen enclosures for dumpsters at picnic area (2)		*		1992		good			PA
Wood timber retaining wall that serves as a seat wall at the picnic area comfort station		*		1989		good			PA
Bridge along Catoctin Trail		*		1975		good			
Catoctin View Trail stone viewing platform	*			1958		good			
Water supply and storage structures		*		1985; 1995		good			WS
Missing Buildings and Structures									
Original visitor center			*	1955–1956		N/A			
Second structure behind visitor center			*	1955–1956		N/A			
Local farmsteads, including the Carter farm, and school predating the Blue Ridge Parkway			*	mid-19th to early 20th centuries		N/A			
Views and Vistas									
View of the visitor center area from the Parkway	*			1955–1956		good			VC; MF
Linear view of Mountain Farm exhibit streetscape	*			1952–1953		good			MF
View from Humpback Rocks	*			by P.O.S.		good/fair	Shenandoah Valley development has altered this view		HT
Views of Humpback Rocks from along the parkway, from the flagstone terrace in front of the visitor center, and from the Mountain Farm exhibit	*			by P.O.S.; 1955–1956		good/fair	Tree growth now obscures part of the view		VC; HT
View from the Catoctin View Trail overlook toward the Shenandoah Valley	*			1955		good			PA

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Small Scale Elements									
Site Furnishings									
Flagpole at the visitor center	*			1955–1956		good			VC
Stone benches in front of the visitor center	*			1955–1956		good			VC
Wood and concrete bench in front of the visitor center		*		U		good			VC
Repositionable wooden backless benches at the Mountain Farm		*		U		good			MF
Wood benches along the Humpback Rocks Trail		*		U		good			HT
Drinking fountains		*		1990		good			VC; PA
Whiskey barrel trash receptacles		*		U		good			MF
Bear proof trash receptacles		*		U		good			VC; HT; PA
Concrete top picnic tables with wood plank benches	*			1955–1956; 1962		fair	Many of the older picnic tables exhibit problems with spalling, cracking, and broken pieces		HT; PA
Concrete top picnic tables with recycled plastic benches		*		U		good/fair	Some of concrete tops, supports, and benches have broken components		
Concrete top picnic table with stone base	*			U		fair			HT
Wood with steel frame picnic tables		*		U		good			WS
Universally-accessible picnic tables		*		U		good			PA
Grills	*			1955–1956; 1962; U		fair	Some of the grills are rusted or bent		PA
Dumpsters		*		U		good			PA
Fences and Gates									
Buck fencing to limit vehicular access to septic drain field near visitor center		*		U		good			VC
Post and rail (2-rail) fencing outside visitor center		*		post 1981		good			VC
Post and rail (5-rail) fencing along walk to Mountain Farm	*			1955–1956		good			VC
Worm fencing with locks and rail fencing around	*			1952–1953		good			MF
Gate into Mountain Farm	*			1955–1956		good			MF
Kissing gates (2)	*	*		1955–1956; U		good	The southern gate near the parkway has been replaced		MF
Gate limiting access to the picnic area	U			U		good			PA
Stone wall surrounding Mountain Farm barn	*			1952–1953		good		005131	MF

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Fencing along trail between Mountain Farm and Blue Ridge Parkway, Humpback Rocks trailhead	*			1952–1953		good			MF
Rock wall with stake and rider fencing around field below Humpback Mountain	*			1941–1943		good			HT
Metal gate across Howardsville Pike	*			by 1943		fair/poor	This gate is rusted		HT
Hog fencing	*			by P.O.S.		fair	The hog fence is overgrown with vegetation. Some of the stones are dislodged		HT; PA
Gate at entrance into picnic area	U			U		good			PA
Signs and Exhibits									
Kiosks		*		U		good			VC; HT
Identity signs		U		U		good			VC; MF; HT
Directional signs		U		U		good			VC; HT; PA
Wayfinding signs		U		U		good			VC; HT; PA
Interpretive waysides		*		1980s		fair/poor	This wayside has a bent frame, scratched fiberglass, and is illegible due to biological growth		VC; HT
Small metal interpretive signs		*		1970s	post 1972	fair/poor	Many of these signs are damaged, the text is not always legible, and the concrete foundations are exposed		VC; MF
Mountain Farm washing tub	*			1952–1953		good			MF
Mountain Farm lye vat	*			1952–1953		good			MF
Mountain Farm ash hopper	*			1952–1953		good			MF
Rock-lined fire pit		*		U					MF
Blue Ridge Parkway milepost markers	*			1941–1943		good	Existing milepost markers are likely replacements		HT
Blue Ridge Parkway boundary markers	*			1941		good			HT
Rock edging									
Rock lined tree well	*			1955–1956		good			VC
Rock edging around planting beds		*		U		good			MF
Stone spring box	*			1952–1953		good			MF

Feature Name	Contributing	Non-Contributing	Missing	Date of Origin	Modifications	Condition	Notes	LCS #	Character Area: Visitor Center (VC); Mountain Farm (MF); Humpback Gap and Trail (HT); Picnic Area (PA): Water Supply Reservoir (WS)
Utilities									
Fire hydrant near Visitor Center		*		U		good			VC
Manhole cover		*		U		good			VC; PA
Utility meters		*		U					VC
Concrete pads		*		U					VC
Cistern covers		*		U		good			MF
Well structures		*		1985		good			WS
Solar panels at water reservoirs		*		1985		good			WS
Fire hydrant/water pump near comfort station at picnic area		*		U		good			PA
Missing Small-scale Features									
Stone drinking fountain in front of original visitor center			*			N/A			*VC*
Lift-top map box in front of visitor center			*			N/A			VC
Bench by spring house			*						MF
Numbered concrete post interpretive signs at the Mountain Farm exhibit			*			N/A			
Small-scale features associated with properties that pre-dated Parkway construction			*			N/A			

Appendix B: Blue Ridge Parkway Design Information

Appendix B: Blue Ridge Parkway Design Information

The design of landscape features established within the Humpback Rocks developed area is consistent with the principles laid out for the Blue Ridge Parkway by its early designers. This included the concept of a "park-like architectural theme for all man-made structures within the parkway borders, harmoniously capturing the flavor of a two state mountain area."[1] Early parkway design incorporated two distinct stylistic components: rural vernacular agrarian elements representative of the mountain communities present along the parkway at the time of its construction; and rustic park features that reflected the predominant design aesthetic of the National Park Service prior to World War II. Features present within the Humpback Rocks developed area also reflect later additions to the parkway made as funding became available after World War II to complete the proposed road corridor and recreation areas. These features variously represent a modified rustic style used after the war to reduce costs, and modernist features associated with the Mission 66 period.

The pages that follow illustrate the landscape features that comprise the Humpback Rocks developed area landscape and discuss their materials, construction methods, and stylistic components, and the way they were intended to represent the design philosophy of the parkway. The features are grouped into several categories, including fences, gates, stone curbing and paving, site furnishings, and drainage structures.

Fences

In 1943, the National Park Service prepared a study that identified ten standard fence designs to be used throughout the Blue Ridge Parkway that would be based on construction styles and techniques already in use along the corridor, particularly in association with local vernacular farms.[2] The fence types detailed in the study included several that are present within the Humpback Rocks developed area: post-and-rail, post-and-peg rail, worm or snake, split-rail worm variations, buck, and fieldstone and rider fences (refer to Figure B-34 at the end of this appendix).

Post-and-Rail Fence. Post-and-rail fences consist of two posts driven parallel to one another, with three or four rails laid between the posts (Figure B-1). The posts are set approximately 9 feet on center. The minimum fence height for pasture use is 4 feet and the top of the post generally extends 2 to 3 inches above the top rail. In vernacular applications, the post-and-rail fence is well suited to areas where there are few rocks in the ground because it is necessary to set the posts below the frost line.[3] Examples of post-and-rail fences are present at Humpback Rocks in front of the visitor center (two-rail) and in association with pasture areas between the visitor center and Mountain Farm exhibit (five-rail). (Figure B-2)

1. J. W. Bright, 1986, as quoted in Carlton Abbott and Partners, P.C., *Visual Character of the Blue Ridge Parkway* (Washington, D.C. : United States Government Printing Office, National Park Service, January 1997), 292.
2. HAER documentation of the Blue Ridge Parkway, Sheet 26 of 28.
3. Carlton Abbott and Partners, P.C., *Visual Character*, 234.

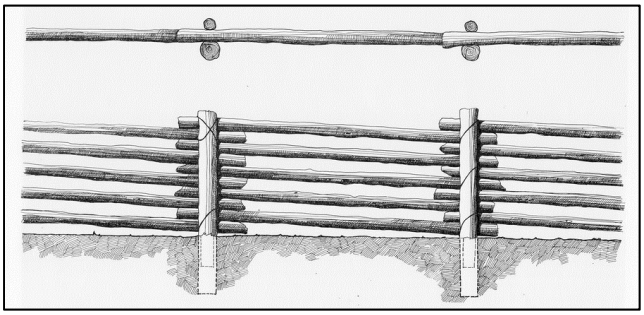




FIGURE B-1, left. Sketch of a post-and-rail fence along the Blue Ridge Parkway by Carlton Abbott.
FIGURE B-2, right. Photograph of post-and-rail fencing near the Mountain Farm exhibit at Humpback Rocks.

Post-and-Peg Rail Fence. There are several variations of this type of fence, which is found in numerous locations along the Blue Ridge Parkway. Early parkway designers designated this fence type for use in pasture and park areas. Post-and-peg rail fences are constructed entirely of wood, and feature posts set in the ground, with rails attached between them using wooden pegs that extend through both the rail and a portion of the post. It was popular with Appalachian farmers because it did not require the use of expensive metal fasteners for its construction (Figure B-3). The black locust wood used to build these fences grows in abundance along much of the parkway corridor. The posts were generally fashioned from green locust, which is highly rot resistant, while the pegs were cut from dry locust. The post-and-rail peg fence is slowly disappearing from the parkway due to the small number of craftsmen who know how to make the fence. Today, the availability of wire has rendered the wooden pegs obsolete.[4] Post-and-peg rail fencing encloses portions of the Mountain Farm exhibit area.

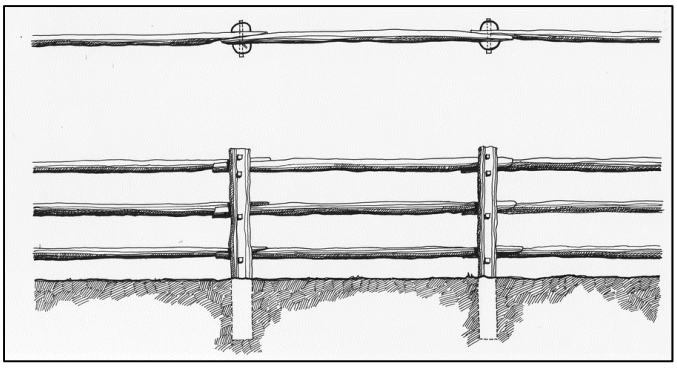


FIGURE B-3, right. Sketch of a post-and-peg rail fence along the Blue Ridge Parkway by Carlton Abbott.

Worm or Snake Fence. Worm or snake fences are constructed similarly to post-and-rail fences although the posts are not driven into the ground. These fences are quickly and easily constructed, but require a substantial amount of wood to build. Because wood rail fencing that required frequent and deep post holes were difficult to construct in the rocky soil of the Blue Ridge Mountain ridges, fences that did not require foundry posts were popular in the region. This type of fencing could easily be moved to enclose new crop fields or pasture areas as needed. To construct a worm fence, rails are alternately stacked and configured in a zigzag pattern that affords stability. Worm fences are typically composed of five rails and reach a minimum height of 4 feet 3 inches.[5] This type of fence is the most

4. Ibid., 236–237.
5. Ibid., 240–241.

common found along the parkway. Worm fences are present in association with the Mountain Farm exhibit.

Split-rail worm fence variations. Split-rail worm fences, including variations that feature angled poles that help support the rails or have modified posts set at the overlap of the rails, were also sometimes introduced along the parkway for purely aesthetic reasons to visually reinforce the curving line of the parkway and to add rustic character. The variations that do not have bracing poles are easier to mow around because it does not have bracing poles (Figure B-4 and Figure B-5).[6]

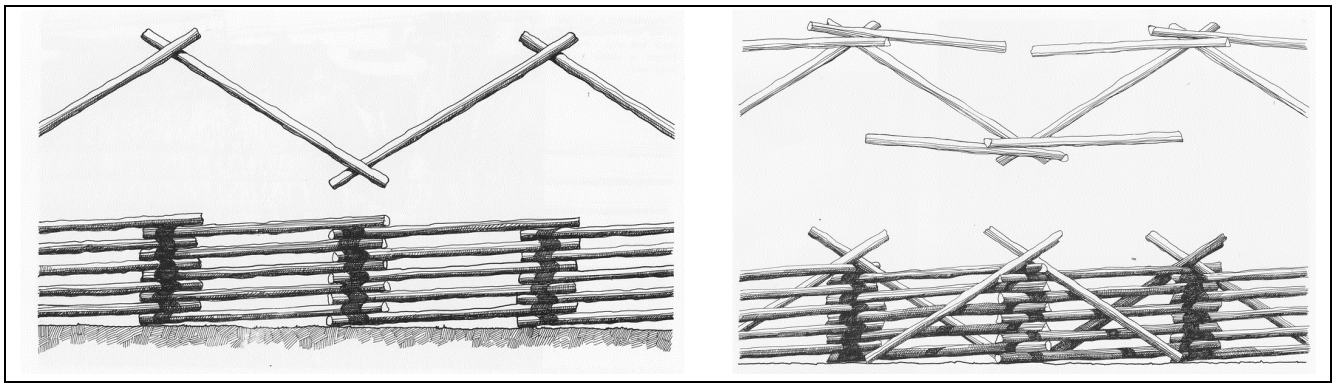


FIGURE B-4. Sketches of split-rail worm fence variations along the Blue Ridge Parkway by Carlton Abbott.

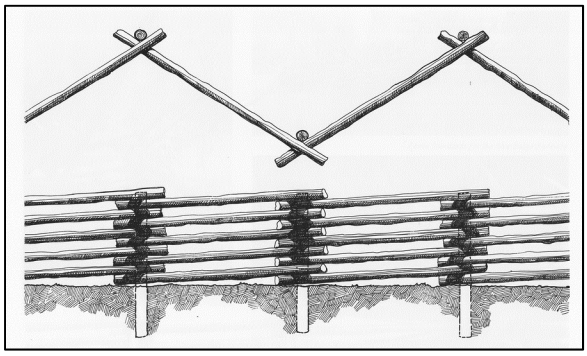


FIGURE B-5, left. Sketch of a worm fence with a post along the Blue Ridge Parkway by Carlton Abbott.

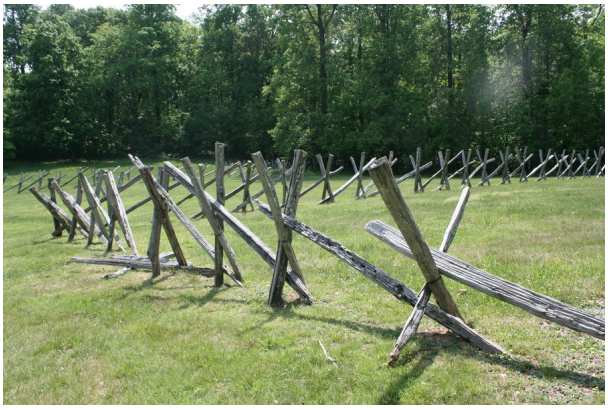


FIGURE B-6. Buck fencing located north of the Humpback Rocks Visitor Center delineates the septic field at Humpback Rocks.

Buck fence. Buck fencing consists of two wood posts driven into the ground at angles to form an "X". A rail is laid into the "X" with its other end resting on the ground, and the pattern is repeated. Construction of this fence type is difficult and few are found on the parkway. A buck fence surrounds a septic drain field north of the Humpback Rocks Visitor Center to limit access by vehicles using the adjacent area for overflow parking (

Figure **B-6**).[7]

6. Ibid., 246.
7. Ibid., 250–251.

Fieldstone and Rider Fencing. Fieldstone fencing is constructed using stacked stones (Figure B-7). These fences are laid up dry with no mortar, with capstones laid at an angle to shed water. The size and angle of the capstones varies. This type of fence is typically found in rocky areas, where farmers remove rocks to facilitate agricultural use of their fields. Fences of this type often incorporate large in-ground stones when they occur along the fence line (Figure B-8). These fences can last for generations.[8]

Fieldstone and rider fences are similar in configuration to fieldstone fencing but include wooden rails set across the top. The rails follow the line of wall, but are supported by crossed bracing poles set at intervals across the top of the fence (Figure B-9).

Fieldstone fencing was built to interpret a barnyard at the Mountain Farm exhibit, and fieldstone and rider fencing surrounds the pasture at the base of Humpback Rocks (Figure B-10).[9] Both of these fences were built to support parkway design. Historic fieldstone fencing is also present below Humpback Rocks and between the Greenstone Overlook and the picnic area. This fencing was constructed to enclose livestock pasture areas prior to parkway development.

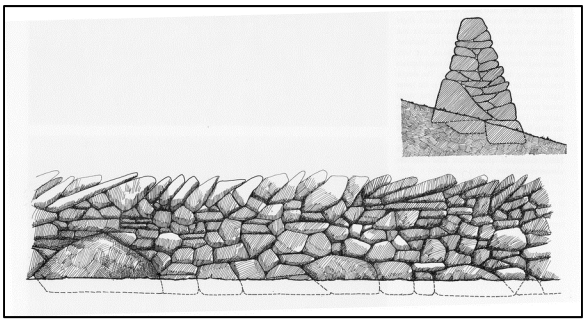




FIGURE B-7, left. Sketch of a fieldstone fence along the Blue Ridge Parkway by Carlton Abbott.
FIGURE B-8, right. The fieldstone fence built to interpret the barnyard associated with the Mountain Farm exhibit at Humpback Rocks.

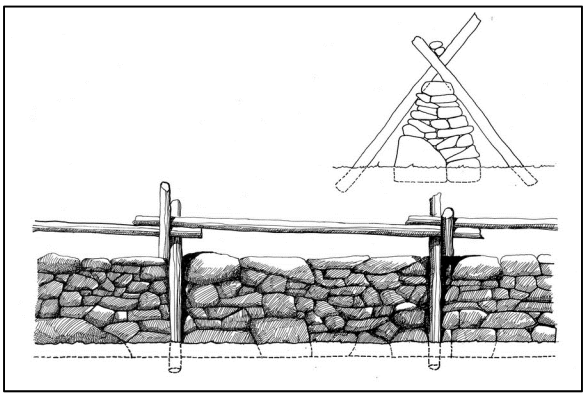




FIGURE B-9, left. Sketch of a fieldstone and rider fence along the Blue Ridge Parkway by Carlton Abbott.
FIGURE B-10, right. View of the fieldstone and rider fence that was built as part of the Blue Ridge Parkway to define the meadow at Humpback Gap. The wall incorporates a large in-ground stone.

Utility screen fencing. Visitor service sites along the Blue Ridge Parkway, such as picnic areas, campgrounds, lodging, food service, and visitor centers, often include features that require screening for aesthetic purposes. Dumpsters, loading areas, supply, storage, and utilities are screened from view

8. Ibid., 266–267.
9. Ibid., quoting *Fence Standards for the Blue Ridge Parkway* (1943).

using wood fencing. At Humpback Rocks, this fencing encloses the dumpsters that support trash collection needs at the picnic area. It is composed of rough-sawn wood planks nailed to 6x6 wood posts. The planks and posts are painted the standard blue-grey color used throughout the parkway. This fencing has a Modernist character more consistent with Mission 66 than the rustic style employed in stone work during the 1930s and 1940s.

Gates

Gates within the Blue Ridge Parkway landscape relate to several design aesthetics. Traditional vernacular mountain farm-style gates have been incorporated into Appalachian life exhibits along the Blue Ridge Parkway, such as the Mountain Farm exhibit. Working farm areas are typically accessed via pre-fabricated metal gates designed to be visually unobtrusive. Gates that limit access to sites like picnic areas that are closed at night are consistent with a modified rustic style.

Traditional vernacular gates. Kissing gates are present at the southern end of the Mountain Farm exhibit (Figure B-11 and Figure B-12). They are a traditional fence type used by Appalachian farmers to exclude livestock from domestic precincts. The form of the gate allows pedestrians to pass through while livestock cannot. The kissing gate is formed by a v-shaped section of fence that is bisected almost entirely by a section of the post-and-rail fence that creates a narrow opening at the base of the "V" that only a person or small animal such as a dog can pass through. At the entrance to the Mountain Farm there is a unique gate designed to reflect traditional mountain vernacular construction and ingenuity. The gate is constructed of wood rails fastened using a mortise and tenon system and is representative of a style that was popular prior to parkway construction, but is rare today. The handmade gate pivots on a single post and is counterbalanced by fieldstones placed in a hollowed-out log.





FIGURE B-11, left. Kissing gate located in the Mountain Farm exhibit.
FIGURE B-12, right. Gate at the entrance to the Mountain Farm exhibit.

Metal farm gates. Simple wooden board gates were prevalent when the parkway was first constructed. Many of these deteriorated over time and have been replaced with metal gates. Some of the metal gates are fashioned from painted metal tubing, while others are constructed of galvanized steel. These gates are pre-manufactured, easy to install, inexpensive, available in different sizes, and strong. They are typically painted dark colors in order to fade from view. These gates are used sparingly at working field margins.[10]

10. Ibid., 274–275.

Galvanized steel gates are also used occasionally along the parkway corridor. They are typically 9 feet 8 inches wide and 4 feet high. They are hung from a large wood post on one side and attached by a chain to a smaller post on the other side. They have a dull gray, weathered finish.[11]

Picnic ground entrance gate. Gates are used to control access to picnic areas and campgrounds along the parkway. These features are consistent in form with the rustic, heavy timber park access gates used during the 1930s and 1940s, but have a machine-planed character more consistent with the Modernist style adopted for Mission 66 projects. These gates are composed of large, solid wood timbers cantilevered across the road as single or double arms that swing from anchor posts and rest on side posts when open. The anchor posts are often 10 inches square, 46 inches high and set in concrete footers. This type of gate controls access to the Humpback Rocks picnic area, which is closed after dark. The gate is painted the standard blue-grey color used throughout the Blue Ridge Parkway (Figure B-13).[12]



FIGURE B-13. Entrance gate to the picnic area at Humpback Rocks.

Stone Curbing and Paving

Stone curbing is used throughout the Blue Ridge Parkway as design element that supports traffic control, drainage, and edging needs. Curbing was used by early parkway designers to signify pull-offs, parking areas, and other locations of interest to visitors such as views and overlooks.[13] Stone curbing also directs storm water into drainage systems, and creates defined edges that support maintenance activities.

Stone Curbing. The predominant curbing material used along the Blue Ridge Parkway is stone. Stone curbing is used to edge road-related parking areas, overlooks, and medians, and serves as a defined edge for many pedestrian walks. Curbing facilitates the maintenance of landscape zones and provides a simple logic for edging. Stone curbing is consistent with the rustic design aesthetic of the early parkway design.[14]

Original designs for stone curbing called for the use of local fieldstone to help tie the feature to the surrounding terrain. Over time, some fieldstone curbing has been replaced with granite curbing to reduce maintenance problems due to the durability of the stone and its associated mortar joints. The freeze-thaw effect on the large mortar joints and the short curb sections associated with parking areas and roadway pull-offs contributed to extensive maintenance needs associated with the original curb detail.

11. Ibid., 274–275.
12. Ibid., 276.
13. Ibid., 65.
14. Ibid., 67.

Stone curbs are comprised of long, rectangular, narrow rough-faced stones, mortared in place, that extend above the pavement by about 5 to 6 inches and below the ground for a minimum of 18 inches to reach the frost line. The face of the curbs is generally battered, and the stones are set slightly backward to withstand the impact of automobile tires. Shorter lengths of stone are used on curves with a tight radius. The granite curbing uses longer stone segments and accommodates a stronger mortar joint. With both stone types, parkway standards indicate the selection of mortar color that matches the stone color as closely as possible.[15] At the margins of parking areas and overlooks, the stone curbing typically tapers until it meets the parkway flush with the grade.[16]





FIGURE B-14, left. Granite curbing edges the parking bays and separates the asphalt walkway at Humpback Rocks Visitor Center parking lot.
FIGURE B-15, right. Granite curbing edges the parking bays and separates the Humpback Rocks trailhead from the parking area.





FIGURE B-16, left. Detail of the granite curbing and mortar joints at the Humpback Rocks Visitor Center parking lot.
FIGURE B-17, right. Granite curbing associated with the landscape island at the access road to Humpback Rocks trailhead and parking area.

15. Ibid., 154–155.
16. Ibid., 66.



FIGURE B-18. Radius detail for granite curbing defining the landscape island at the access road.

Stone Paving. Paving stones are used to form terraces and plazas in areas of high pedestrian traffic in many locations along the Blue Ridge Parkway. The type of stone used varies. At the Humpback Rocks Visitor Center, a dark gray flagstone forms a terrace in front of the building (Figure B-19 and Figure B-20). The design of the terrace includes large, more rectangular stones along the margins as a visual anchor. Design detailing for the terrace suggested that the stones be set with narrow joints using a dark gray mortar color intended to recede from view.[17]





FIGURE B-19, left. Flagstone paving stones were used to construct the pedestrian terrace at the Humpback Rocks Visitor Center.
FIGURE B-20, right. Detail of the edge of the flagstone terrace adjacent to asphalt walkway at the Humpback Rocks Visitor Center.

17. Ibid., 286–287.

Site Furnishings

Benches. There are no bench standards and relatively few benches associated with the parkway, except in association with picnic tables. Instead, many of the parkway's stone walls are designed as seatwalls. The terrace in front of the Humpback Rocks Visitor Center features several stone benches and a wood bench with concrete pedestals (Figure B-21 and Figure B-22).[18] The stone benches were installed as part of the original visitor center design completed in the mid-1950s. They feature large slabs of rusticated stone set on stone bases. Their oversized scale, simple construction, and stream-lined interpretation of rustic stonework convey a Modernist sensibility, but helps tie them to the early parkway design aesthetic.

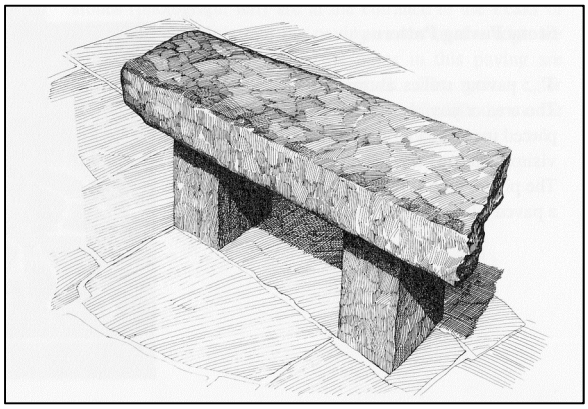




FIGURE B-21, left. Sketch of a stone bench along the Blue Ridge Parkway by Carlton Abbott.
FIGURE B-22, right. Stone benches are located in front of the Humpback Rocks Visitor Center.

Picnic Tables. Picnic tables are an important component of Blue Ridge Parkway visitor use areas. They are found in picnic areas, campgrounds, parking areas and pull-offs, and in association with visitor centers and other designed visitor use areas. There are several styles of picnic tables found along the Blue Ridge Parkway. A rustic style that employs stacked stone to support the benches and table top is found in areas of the parkway that were designed and constructed in the 1930s and 1940s, such as the Humpback Gap parking area (Figure B-23). Later additions to the parkway that were completed in the 1950s and 1960s rely more on concrete as primary material (Figure B-24). The Humpback Rocks picnic area features concrete top picnic tables with concrete supports and wood plank benches installed during the 1950s and 1960s. They reflect a Modernist aesthetic. More recent additions include pre0fabricated picnic tables constructed of metal frames with wood slat tops and benches and universally-accessible picnic tables that have a bench only on one side (Figure B-25). Recycled plastic materials are being used as replacements for wood in some locations.

18. Ibid., 284–285.





FIGURE B-23, left. Rustic picnic table at the Humpback Gap parking area.
FIGURE B-24, right. Typical 1950s-era picnic table design with concrete table and wood benches at Humpback Rocks picnic area.



FIGURE B-25. A contemporary universally-accessible picnic table at the Humpback Rocks picnic area.

Signs

Early parkway designers specified that signage should be designed and placed in such a way as to constitute a minimal intrusion in the landscape (refer to Figure B-35). Signs were designed to be simple in form and message and crafted from rustic weathered gray wood with routed text and iconographic information (Figure B-26). Redwood has been used in the fabrication of some parkway signs. The park entrance signs, gunboard signs, overlook signs, and some specialty signs continue to be fashioned of wood.

Parkway signs have been redesigned several times over the years to reflect evolving parkway styles and to meet Federal Highway Administration (FHA) standards. Changes in National Park Service and FHA standards have contributed to the use of a vinyl overlay system for some sign types. The vinyl composite signs have grey facing on the front and back, while the white material sandwiched in between is exposed when information is routed onto the signs. Traffic signs are typically fashioned of metal. Parkway designers specified the use of weathering steel posts and the use of dark-colored paint on the backs of metal regulatory signs to match the posts and help reduce the visual impact of these signs on the parkway.[19]

19. Ibid., 288.



FIGURE B-26. The identity sign for the Humpback Rocks Visitor Center is constructed of wood.

Park Entrance Signs. Park entrance signs are placed at major points of entry into the park. They are unique to the parkway and an important part of the corridor's visual identity. They are constructed of 2-inch-thick wood boards glued together to make a larger surface. They typically measure 5 feet, 6 inches high by 9 feet, 4 inches wide, and are mounted on 6x6 treated southern yellow pine posts. An oil-based solid stain is applied to the sign background and backing.[20]

Overlook and Parking Area Signs. Signs indicating that motorists are approaching an overlook are used frequently along the parkway (Figure B-27 and Figure B-28). Each of the 275 overlooks along the Blue Ridge Parkway is announced, usually in both the north and southbound directions, by signs advising the traveler of an overlook ahead. These signs have a unique identity that includes parkway iconic graphics. Additional signs are attached to the post to indicate that there are trails or exhibits associated with the overlook. This not only allows visitors to plan for safe vehicular movement, and also establish a rhythm and level of interest that is part of the parkway experience. A subtle but interesting feature of these signs is that the image is customized to show visitors which side of the roadway the overlook is located. Each overlook also features a sign that includes the elevation of the site.[21]

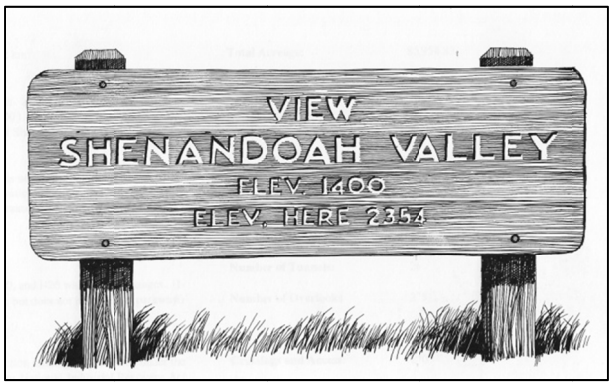




FIGURE B-27, left. Sketch of an overlook sign along the Blue Ridge Parkway by Carlton Abbott.
FIGURE B-28, right. Greenstone Overlook sign near the Humpback Rocks picnic area.

Arrowhead Shield Sign. The arrowhead shield sign type was designed and installed as part of the Mission 66 program. The National Park Service shields on these signs are about 2 inches thick and made

20. Ibid., 288.
21. Ibid., 297.

of a dense sign foam board that is routed and painted. The shields are also placed on buildings near the main entrances of ranger stations, visitor centers and parkway headquarters.[22]

Milepost markers. Milepost markers are an important frame of reference for travelers on the Blue Ridge Parkway. They are also designed to be as clear yet visually inconspicuous as possible, consistent with the approach to signage adopted throughout the parkway. Milepost markers are small, precast concrete posts routed with the mile number, which is painted dark blue for legibility (Figure B-29). The markers are set 5 feet from the road margin at every mile. First installed in 1947, these features were identified by early parkway designers as an important part of the rhythm of the parkway experience for motorists. These features convey a character distinct from the rustic stonework used for bridges, walls, and culverts along the parkway. The use of concrete and the simple sculptural form of the milepost markers conveys a machine-age character, Modernist in its aesthetic.



FIGURE B-29. Example of a Blue Ridge Parkway milepost marker.

Drainage Structures

Well-engineered drainage systems are basic to good road construction. The early parkway landscape architects and engineers recognized the importance of well-designed drainage systems and accordingly gave great attention to their design (Figure B-30). Throughout the parkway, drainage structures are carefully placed to work with the natural landform, topography and hydrology. Existing slopes, drainage patterns, vegetation and other landscape elements are all considered in drainage designs. The size, shape and placement of headwalls for culverts and pipes are sited to allow the parkway cross section to blend with the adjacent grades. Each drainage structure that crosses beneath the parkway is uniquely designed to solve the engineering and aesthetic issues presented by that specific site, yet consistent with the overall rustic vocabulary established by early parkway designers.

While pipes and culverts were primarily constructed of concrete pipe or box culverts during the initial phase of parkway construction, the use of these man-made materials was carefully disguised by headwalls constructed of or faced with stone masonry. Today, corrugated metal and plastic PVC piping is being used to replace the earlier concrete material.

The stone work of the headwalls and other drainage features is representative of the rustic design style used in the 1930s and 1940s to connect the road to the rural Appalachian landscape. Many of the smaller inverts are constructed of dry-laid stone, while larger headwalls are mortared in place (Figure B-31 through Figure B-33). Stones were selected of sufficient weight to retain the earth. Later

22. Ibid., 294–295.

features employed reinforced concrete headwalls faced with a stone veneer that included mortar joints. Stone was typically selected to match the type and color stone used on nearby stone bridges, drainage ditches, retaining walls and other stone structures.[23]

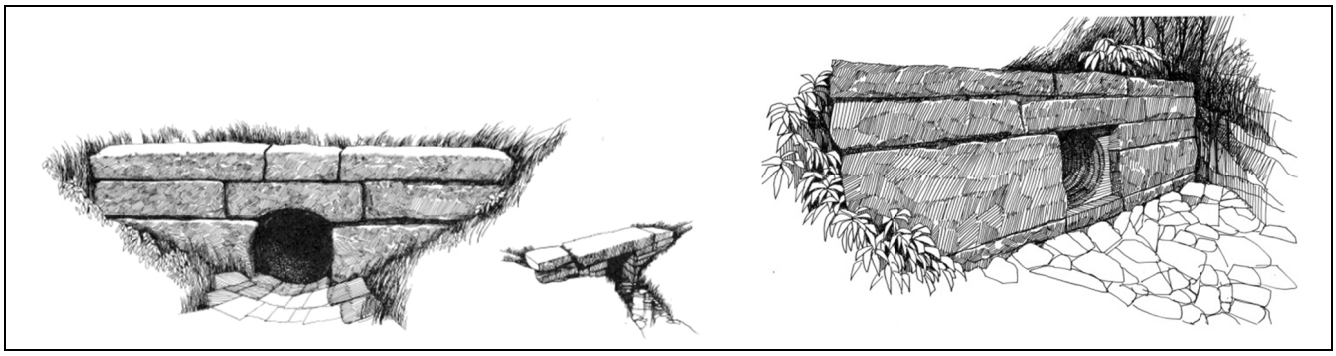


FIGURE B-30. Sketch of stone-faced culverts along the Blue Ridge Parkway by Carlton Abbott.





FIGURE B-31, left. A rustic stone headwall and culvert structure associated with the Humpback Rocks developed area.
FIGURE B-32, right. Another drainage structure at Humpback Rocks.



FIGURE B-33. A stone-faced headwall and culvert at Humpback Rocks.

23. Ibid., 142–143.

Paved ditches, gutters, and channels. Grass, asphalt, and stone-lined ditches, gutters, and channels are used along the shoulder of the parkway to convey storm water along the uphill side of the road until it can be conveyed beneath the road to the downhill side via culvert. Stone-lined ditches are built of flat stones set on a compacted gravel or concrete setting bed. The joints between the stones are filled with mortar colored to match the natural color of the stone. These features were carefully coordinated with the grading design of the adjacent road and shoulder so that they appear to be a part of the natural landscape.[24] Asphalt and grass-lined versions of these structures edge the Humpback Gap parking area access road. The grades of the grass-lined segment were designed to be gentle and natural looking as well as easy to mow.

Catch basins in pavement. Catch basis have been used throughout the parkway to convey storm water from parking areas through pipes to locations where it can be day lighted away from visitor use areas. Catch basins are fashioned from inlet openings covered with metal grates surface-mounted in the pavement. The grates were painted black to match the pavement and help them fade from view. The underlying concrete box structure is typically hidden from view in this design.[25]

Drop inlets in curbs. Stone surrounds were often used to enhance the appearance of the drop inlets set within curbs. They were often designed with square openings fitted with a round drainage pipe.[26]

24. Ibid., 150.
25. Ibid., 152.
26. Ibid., 153.

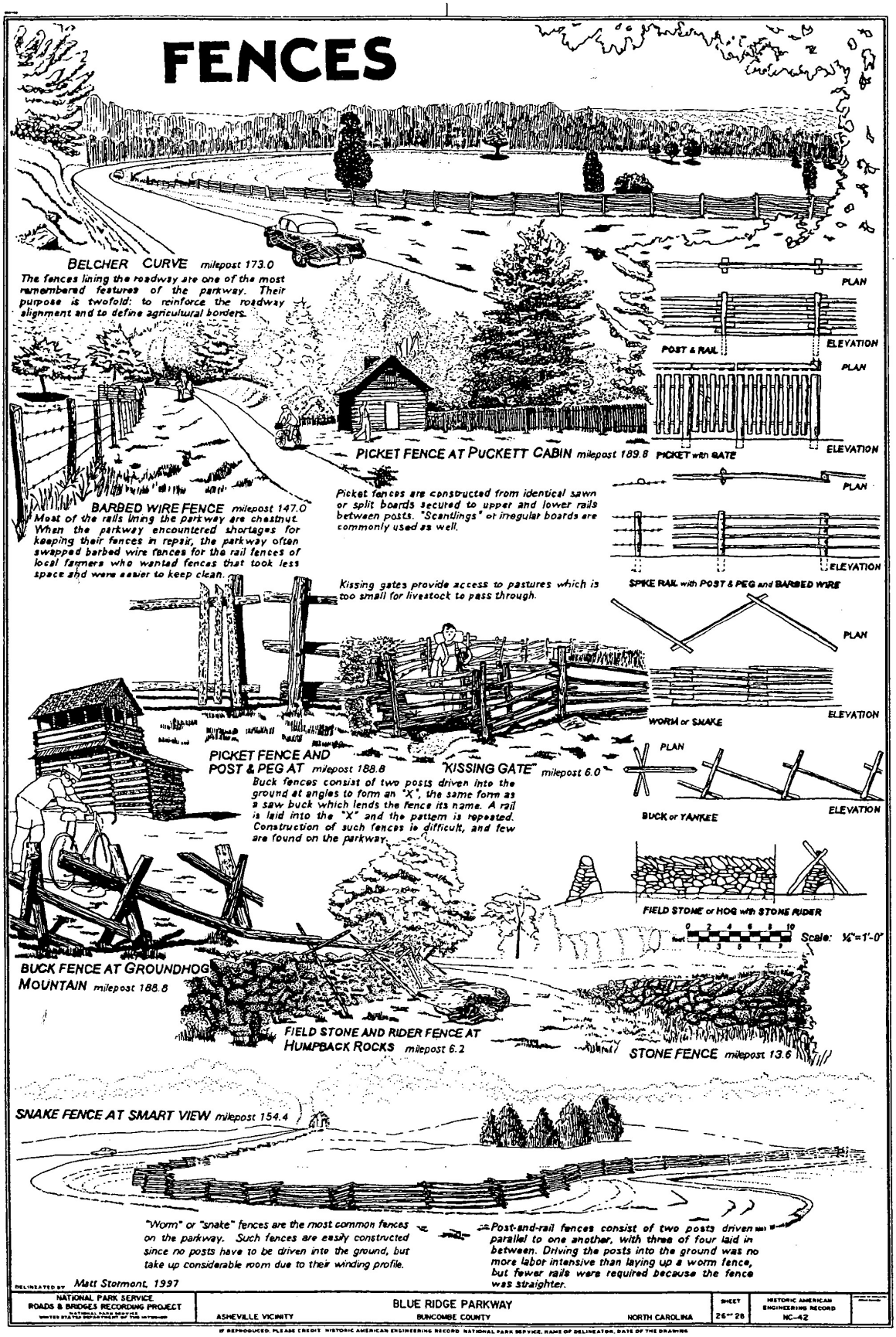


FIGURE B-34. HAER documentation of the Blue Ridge Parkway, Fences sheet.

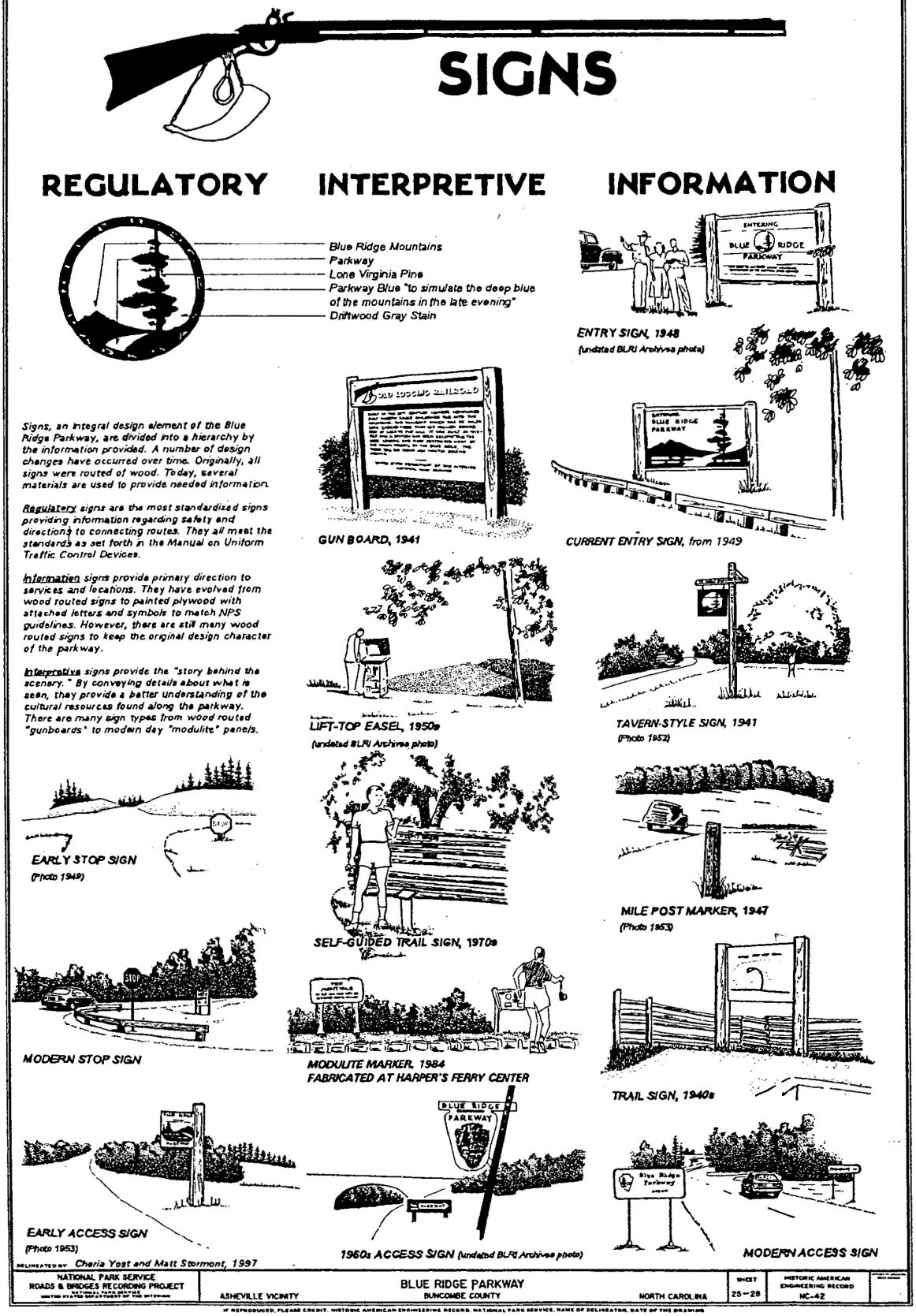


FIGURE B-35. HAER study, Signs sheet.





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

BLRI 601/124805A February 2013