
National Park Service
Cultural Landscapes Inventory

2013



Humpback Gap and Trail
Blue Ridge Parkway

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Cultural Landscapes in the Cultural Resources Inventory System:

The Cultural Resources Information System (CRIS)

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

Landscapes Inventory (CLI).

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

The Cultural Landscapes Inventory (CLI)

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

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

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

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

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

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

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

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

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

Inventory Unit Description:

The Humpback Rocks developed area is one of eight recreation areas spaced along the Virginia section of the Blue Ridge Parkway that contain larger land areas to accommodate motorist needs, interpretive programming, and recreational opportunities. Humpback Rocks is the northernmost of these recreation areas, and was sited on the landscape around the dramatic geologic formation that had served as a local landmark for more than a century. Thus the Humpback Rocks developed area is the first such facility encountered by motorists traveling south from milepost 1 of the Blue Ridge Parkway.

Extending southeast from the Mountain Farm and located at milepost 6 of the Blue Ridge Parkway, the Humpback Rocks Gap and Trail component landscape is one of four component landscapes of the developed area. Primary construction to place circa 1941-1943, along with initial Blue Ridge Parkway construction. The 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, the trailhead for the Jack Albright Loop Trail, and a fenced hay meadow between the site and the parkway. A kiosk placed at the trailhead provides orientation for visitors. The trail offers a strenuous climb to the summit of Humpback Rocks, which affords a scenic view to the Shenandoah and Rockfish Valleys. The popular trail experiences heavy visitation throughout the year. This component landscape is bounded by the Mountain Farm on the northwest and by the Blue Ridge Parkway to the west. The Howardsville Turnpike road trace also extends through the character area nearby.

This component landscape is significant under Criteria A, and C. The period of significance identified for the parent landscape—Humpback Rocks developed area—is 1939–1965, which encompasses initial parkway construction through completion of proposed developments consistent with early master plans for the site. Parkway design principles are conveyed throughout the developed area, including the Humpback Gap and Trail component landscape, tying it to the broader 469-mile linear historic landscape. In addition, Humpback Rocks affords several of the key components that early designers considered important for motorists to experience when traveling the corridor, including opportunities for visitors to connect more deeply with the region through recreation and education, picnicking, and other amenities.

Site Plan

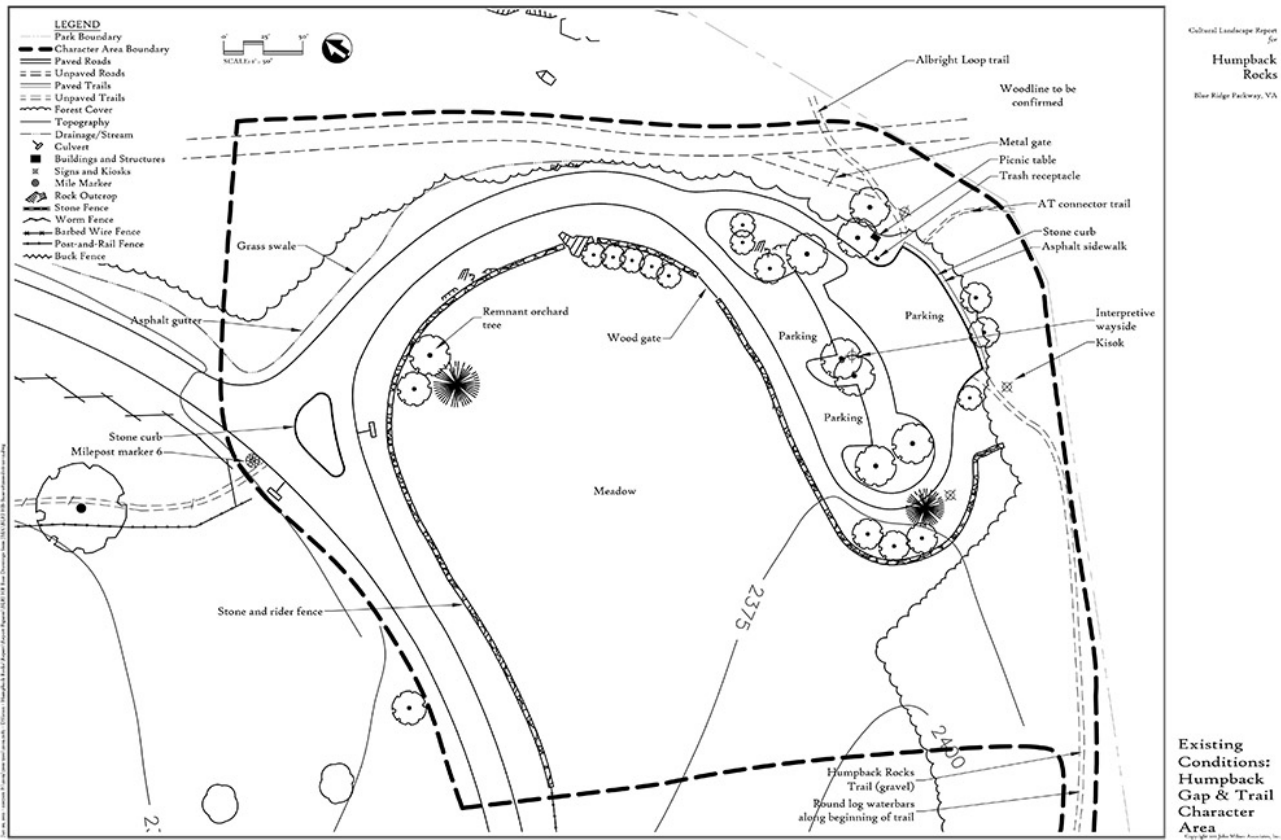


FIGURE 2. Humpback Rocks Humpback Gap and Trail component landscape (2012 Humpback Rocks Cultural Landscape Report).

Property Level and CLI Numbers

Inventory Unit Name:	Humpback Gap and Trail
Property Level:	Landscape
CLI Identification Number:	975978
Parent Landscape:	975984

Park Information

Park Name and Alpha Code:	Blue Ridge Parkway - Humpback Gap and Trail - BLRI
Park Organization Code:	5140
Park Administrative Unit:	Blue Ridge Parkway

CLI Hierarchy Description

The Humpback Rocks parent landscape—Humpback Rocks Developed Area—contains four component landscapes: Humpback Rocks Humpback Gap and Trail, Humpback Rocks Mountain Farm, Humpback Rocks Visitor Center, and Humpback Rocks Picnic Area and Water Supply.

The Humpback Gap and Trail parking area provides access to several trails that were popular destinations even prior to parkway construction, including the Appalachian Trail and the Humpback Rocks Trail. Constructed by 1943, the parking area was the first visitor amenity constructed in the Humpback Rocks developed area, and was placed on the plateau of Humpback Gap. The Humpback Rocks Mountain Farm exhibit was constructed next, and is one of six major and nine minor exhibits of local life along the parkway conceived by National Park Service architect Charles S. Grossman in 1952. The exhibit is an early representative of the development of living history displays by the National Park Service, and is comprised of local agricultural structures relocated to the exhibit to interpret Appalachian lifeways. The exhibit opened in 1956, when the visitor center was completed. The Visitor Center complex was constructed from 1955-1956 in a former pasture along the west side of the parkway, with open views connecting the facility to the parkway, consistent with the visitor center typology along the corridor. Existing springs that influenced pioneer settlement at the site remained in the form of an ephemeral bog along the parkway. The visitor center was lost to fire in 1981, and replaced the following year. The first stage of the Picnic Area was also constructed in 1955, with a loop road accessing picnic table clusters under the canopy of existing successional forest on a plateau near Laurel Gap. Another loop and a second Comfort Station were added in 1962 and 1965. A solar-powered well and water storage equipment were added on the hill above the picnic area in 1985.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Inventory data, including condition, is from CLR and was approved by park in 2013. Additional info will be added to CLI in FY 18 in form of GIS maps and FMSS crosswalks. At that point, condition assessment will be reconfirmed with superintendent.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	01/09/2013
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	09/07/2013

National Register Concurrence Narrative:

Through consultation with VA-DHR, VCRIS entries for BLRI's Humpback Rocks and Rocky Knob have been updated with correct GIS footprints, and contributing status. For this particular landscape, VCRIS ID# 080-5161 "Blue Ridge Parkway Historic District" is the primary resource.

Concurrence Graphic Information:

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

Humpback Rocks, Blue Ridge Parkway Cultural Landscape Report

Approved by: Philip D. Francis Jr. January 9, 2013
Superintendent, Blue Ridge Parkway Date

Recommended by: [Signature] 1/28/13
Chief, Cultural Resources Division, Southeast Regional Office Date

Recommended by: Sherrill L. Latta 2/12/13
Deputy Regional Director, Southeast Region Date

Approved by: [Signature] 2/14/13
Regional Director, Southeast Region Date

Geographic Information

Geographic Information & Location Map

State and County:

State:	North Carolina
County	Buncombe County

Size (Acres) 4.87

Land Tract Number(s)

Inventory Unit Boundary Description:

The Humpback Rocks developed area encompasses approximately 1,300 acres between milepost 4.4 and 9.6 of the Blue Ridge Parkway, spanning sections 1B and 1C as originally designated by early parkway designers, near the far northern section of the road corridor. 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. 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.

At the developed area, the western parkway boundary begins to expand at about milepost 4.4 to the west toward the Shenandoah Valley, then at about milepost 6.4 the western boundary returns to the corridor and the eastern boundary expands to the east toward Humpback Mountain, before returning again to a narrow corridor just south of the picnic area near milepost 9.6.

Within the developed area, visitor amenities are clustered together into concentrated zones. These zones—the Humpback Rocks Visitor Center and Mountain Farm exhibit between mileposts 5.8-6, the Humpback Gap parking area and Humpback Rocks Trail at milepost 6, and the picnic area, and water supply and storage area near milepost 8—are the focus of information contained in this report.

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 Humpback Gap and Trail component landscape. 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.

Location Map:

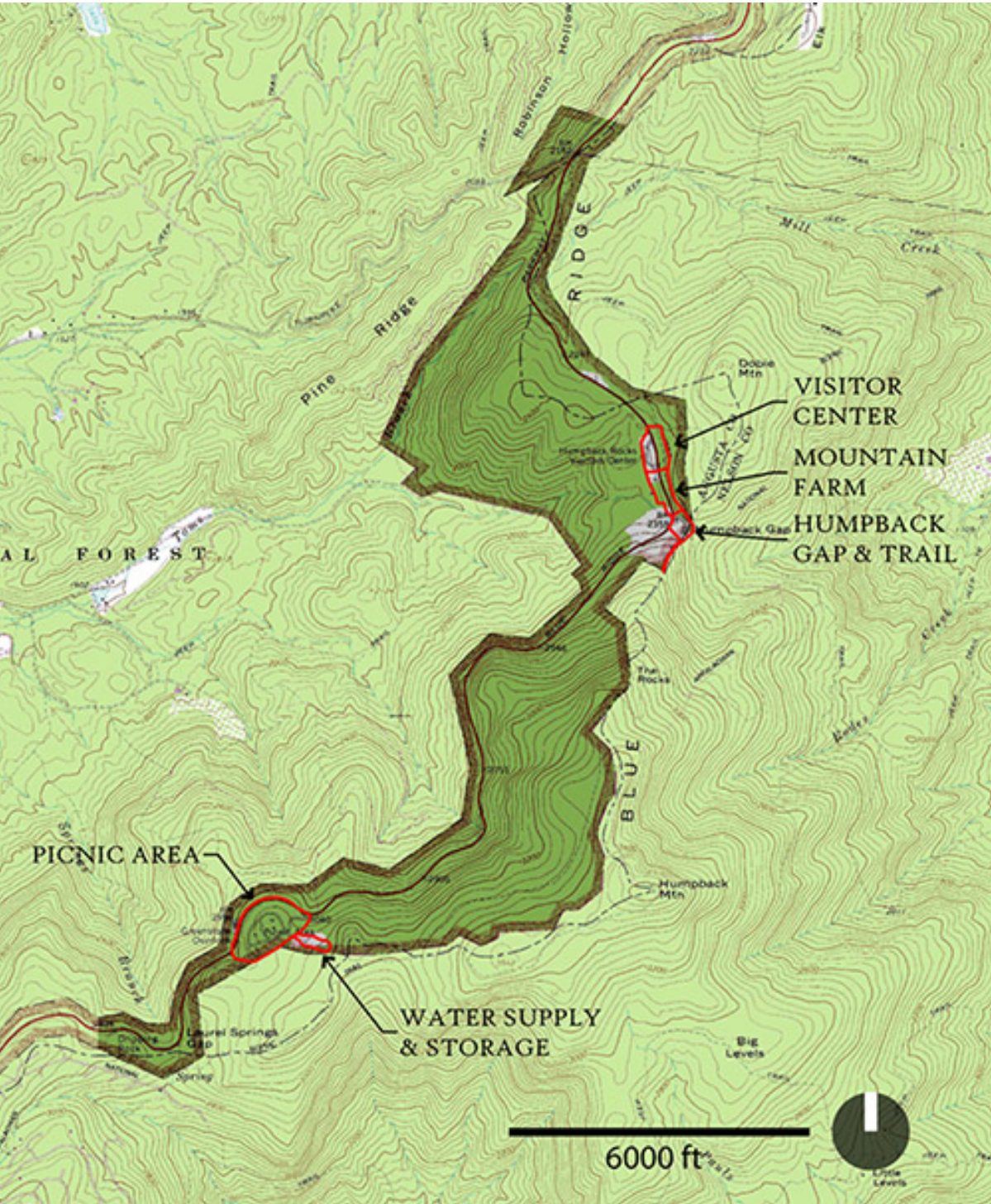


FIGURE 4. Humpback Rocks developed area, Parent Landscape (2012 Humpback Rocks Cultural Landscape Report).

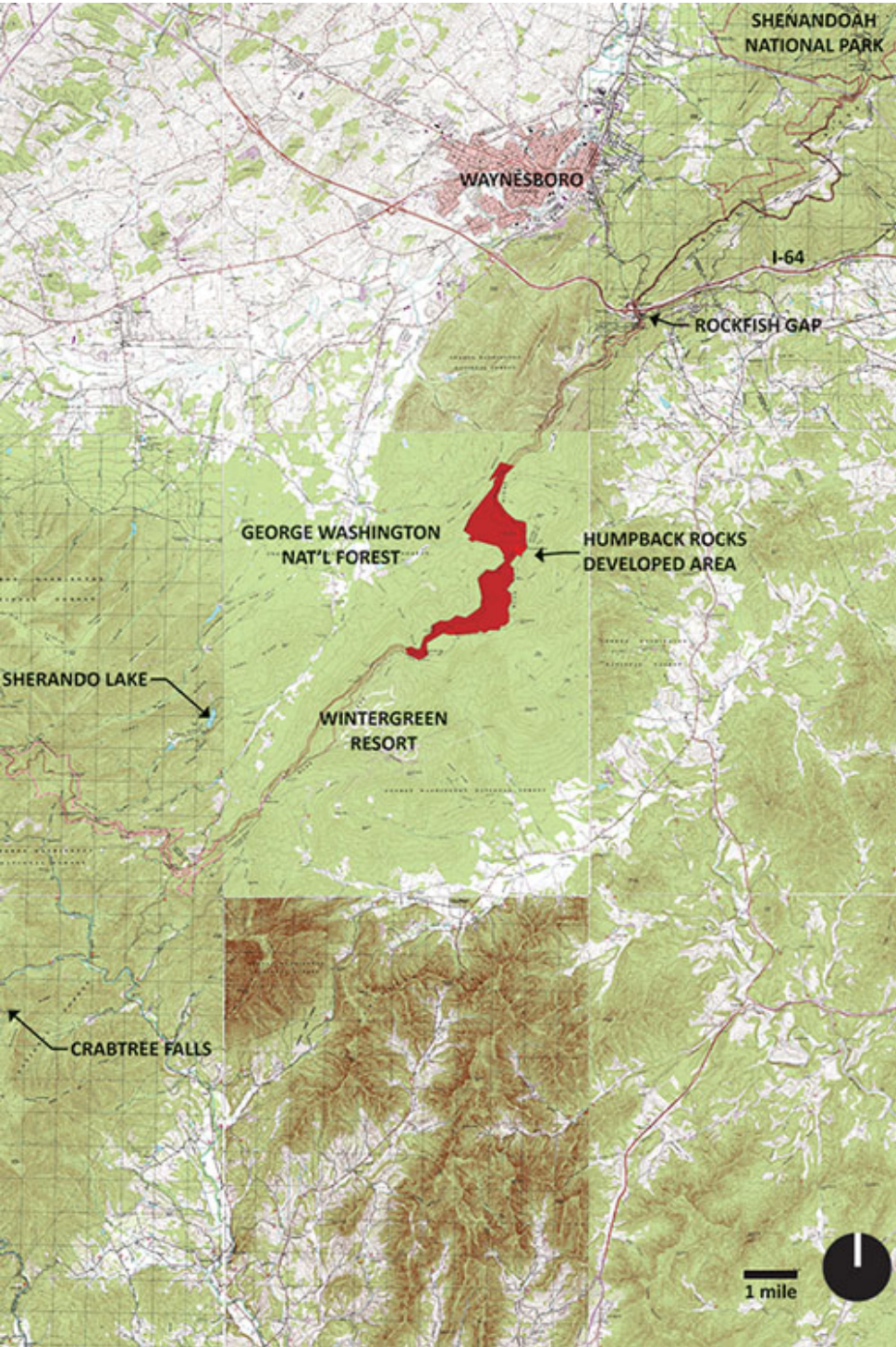


FIGURE 3. Humpback Rocks developed area vicinity (2012 Humpback Rocks Cultural Landscape Report).

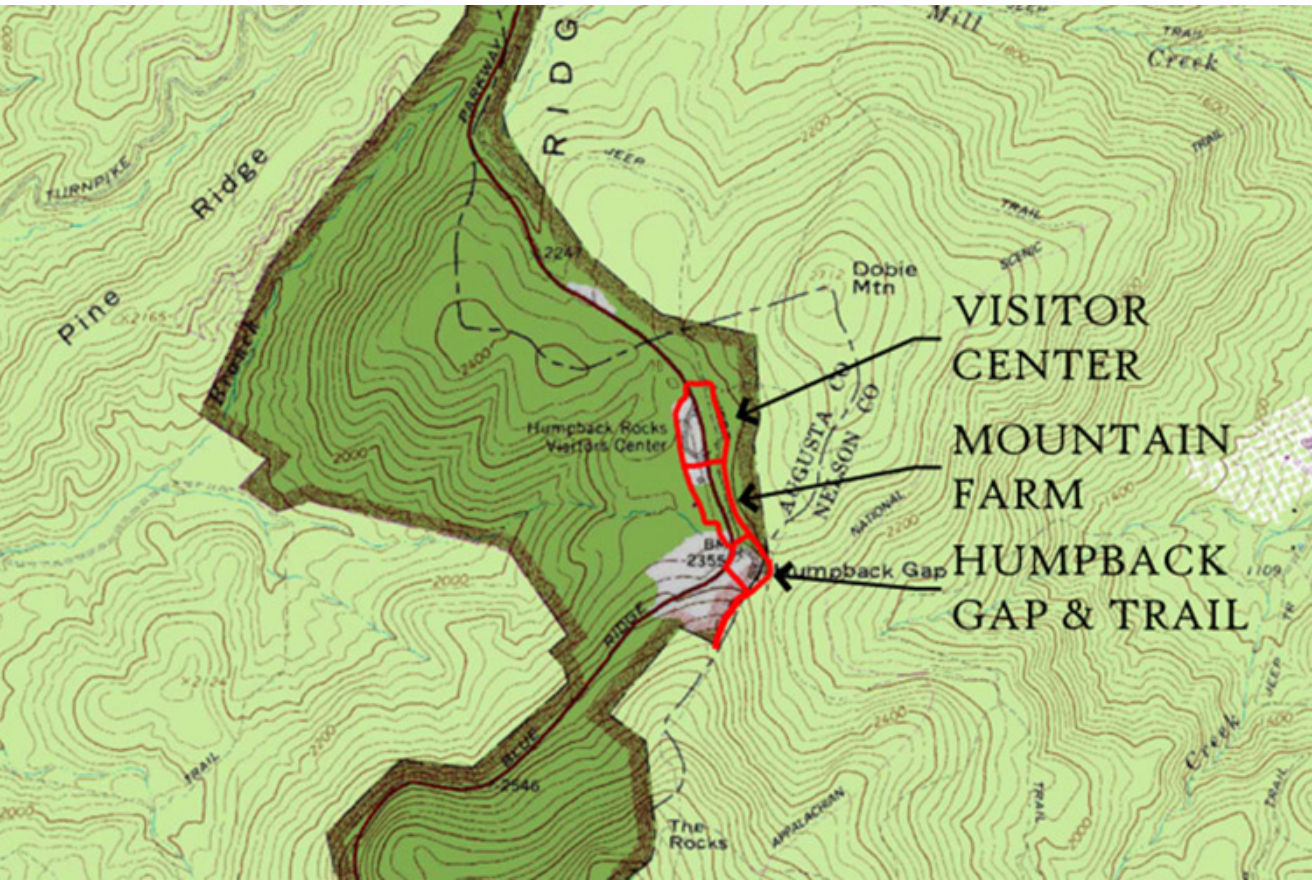


FIGURE 5. Humpback Rocks Humpback Gap and Trail component landscape (2012 Humpback Rocks Cultural Landscape Report).

Regional Context:

Type of Context: Physiographic

Description:

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 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. The rocks that form the Blue Ridge are the oldest in the state at 1.1 billion years. The Humpback Rocks developed area drains to the James River watershed to the east and the Potomac River watershed to the west.

The climate associated with the Humpback Rocks developed area is 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 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. (Hockman et al 1979, 2)

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. The Humpback Rocks developed area includes areas of oak-hickory-pine forest and Appalachian oak forest.

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.

Type of Context: Political

Description:

The Humpback Rocks developed area is primarily in Augusta County, Virginia, with some overlap into Nelson County. Augusta County is in Virginia Congressional District 6, while Nelson County is Virginia Congressional District 5.

Type of Context: Cultural

Description:

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. 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.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 01/09/2013

Management Category Explanatory Narrative:

As part of a potential Blue Ridge Parkway National Historic Landmark, Humpback Rocks Humpback Gap and Trail receives a category of “Must Be Preserved And Maintained” as a contributing component landscape.

Agreements, Legal Interest, and Access

Management Agreement:

NPS Legal Interest:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: Unknown

Public Access:

Type of Interest: Unrestricted

Explanatory Narrative:

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Land Narrative:

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

National Register Information

Documentation Status:

Undocumented

National Register Explanatory Narrative:

Neither the Blue Ridge Parkway nor any of its constituent component landscapes—with the exception of Brinegar Cabin at Doughton Park—are currently listed in the National Register of Historic Places. National Register nomination is currently pending for Flat Top Manor, part of the Moses Cone Estate.

However some documentation has occurred for the Blue Ridge Parkway including draft Historic Resource Studies crafted in 1993 and 2005, and a draft National Historic Landmark (NHL) nomination prepared in 2005. All of these cultural resource documents were prepared by Ian Firth, Professor Emeritus in the College of Environment and Design at the University of Georgia. The 2005 draft NHL nomination suggests the likely areas, aspects, and period of significance for the road corridor and associated resources. Whereas Firth's findings did not include Mission 66 era features, the 2012 CLR conclusions do find the Mission 66 era features contributing, hence they Mission 66 features within the Peaks of Otter developed area are considered significant.

There currently are two contracts in place to complete the NHL nomination: the first being a contract for an inventory of all buildings, structures, bridges, tunnels and overlooks, to support section 7 of the NHL nomination. The inventory project started in the Fall of 2012 and preparation of the National Historic Landmark nomination is scheduled to begin in the Fall of 2013.

Concurrence Narrative:

Through consultation with VA-DHR, VCRIS entries for BLRI's Humpback Rocks and Rocky Knob have been updated with correct GIS footprints, and contributing status. For this particular landscape, VCRIS ID# 080-5161 "Blue Ridge Parkway Historic District" is the primary resource.

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Contributing
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history
Significance Criteria:	C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	CE 1939 - 1965
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	Tourism
Other Facet:	None
Time Period:	CE 1939 - 1965
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Social and Humanitarian Movements
Facet:	Historic Preservation Movement
Other Facet:	None

Time Period: CE 1939 - 1965

Historic Context Theme: Developing the American Economy

Subtheme: Agriculture

Facet: Subsistence Agriculture

Other Facet: None

Time Period: CE 1939 - 1965

Historic Context Theme: Developing the American Economy

Subtheme: Transportation by Land and Air

Facet: Carriage Roads, Touring Roads and Parkways

Other Facet: None

Time Period: CE 1939 - 1965

Historic Context Theme: Expressing Cultural Values

Subtheme: Architecture

Facet: NPS Mission 66

Other Facet: None

Time Period: CE 1939 - 1965

Historic Context Theme: Expressing Cultural Values

Subtheme: Architecture

Facet: Rustic Architecture

Other Facet: None

Time Period: CE 1939 - 1965

Historic Context Theme: Expressing Cultural Values

Subtheme: Landscape Architecture

Facet: NPS Mission 66--Landscape Architecture

Other Facet: None

Time Period:	CE 1939 - 1965
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources
Other Facet:	None
Time Period:	CE 1939 - 1965
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	The 1930's: Era Of Public Works
Other Facet:	None
Time Period:	CE 1939 - 1965
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Scenic Preservation
Other Facet:	None
Time Period:	CE 1939 - 1965
Historic Context Theme:	Transforming the Environment
Subtheme:	Historic Preservation
Facet:	The Federal Government Enters The Movement
Other Facet:	None

Area of Significance:

Area of Significance Category:	Engineering
Area of Significance Category:	Entertainment - Recreation
Area of Significance Category:	Landscape Architecture
Area of Significance Category:	Transportation

Statement of Significance:

The 2005 draft NHL nomination indicates that the Blue Ridge Parkway meets NHL Criteria 1 and 4, consistent with National Register Criteria A and C. Thus the cultural landscape of the Humpback Rocks developed area, as a component of the Blue Ridge Parkway, is 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 potential exists for significance under Criterion D, as the area is near a significant natural feature in the gap, near a significant transportation corridor in the turnpike, has been settled by Europeans since the 1830s, and contains at least two Archaic period sites. Further research is required to support the significance of archeological resources that remain from these historic periods; the site evolved from the farmsteads and settlements that characterized mountain life as interpreted in the Mountain Farm exhibit.

As one of fifteen developed areas along the Blue Ridge Parkway, and one of just eight in Virginia, 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. The historic structures and cultural landscapes of the developed area physically represent the full range of National Park Service recreational design from its inception along the Blue Ridge Parkway in the late 1930s through the height of Mission 66 development in the mid-1960s; these design principles conveyed throughout the developed area tie it to the broader 469-mile historic linear 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 under the Mission 66 program.

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.

As a representative example of recreational development areas along the Blue Ridge Parkway, the Humpback Rocks Developed Area contains includes features associated with the NPS rustic design palette used in initial parkway construction—such as stone storm water drainage headwalls, roughly constructed timber and stone interpretive structures, mortared flagstone paving, and stone slab benches—as well as elements showing the influence of the Mission 66 modifications to this palette—such as the modern style Comfort Station B featuring clean lines and machine-planed materials. As seen in comparable recreation areas along the parkway—Peaks of Otter and Rocky Knob for example—development at Humpback Rocks began concurrent with the parkway, was extended over a couple of decades largely due to the outbreak of World War II, and was completed with the resources made available through the Mission 66 program.

The Humpback Rocks developed area, as well as the Humpback Rocks Humpback Gap and Trail component landscape, is significant under Criteria A and C. The Humpback Rocks Humpback Gap and Trail component landscape is significant under Criterion A as a recreation area along the Blue Ridge Parkway and as a destination for travel and tourism. The Humpback Rocks developed area is one of several recreation areas identified in the 1934 master plan for the Blue Ridge Parkway as key properties to be located along the parkway, and one of eight recreation areas proposed for the Virginia segment of the parkway, and the first encountered by southbound motorists beginning at milepost 1 of the parkway. The recreation areas expanded the role of the parkway from a linear road corridor to a park. Over decades the Humpback Rocks developed area grew to include the amenities first envisioned by parkway designers: the opportunity to connect with sites of high scenic and natural value through the provision of walking and hiking trails, picnic areas, campgrounds, educational facilities, and a visitor center where visitors can further connect with the offerings of the park. Additionally, 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 Humpback Gap and Trail component landscape serves as an example of the historic significance of the Humpback Rocks developed area, representative of recreational themes such as providing opportunities to connect with areas of scenic and natural value. The gap and trailhead parking area was first constructed circa 1941-1943, with the initial construction of the parkway. The associated site features such as the parking bays, walkway, signage, site furnishings and interpretive information helped identify the site as a unit of the National Park Service on the Blue Ridge Parkway, which provided visitor services associated with the recreation area as initially envisioned along the parkway. While the site signage has been replaced, the interpretive functions remain. In summary, the Humpback Gap and Trail component landscape exemplifies the principles of parkway design and recreational tourism planning and development through its landscape design, site engineering, architecture, recreational and interpretive functions within the Humpback Rocks developed area.

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.

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 challenging terrain of the Blue Ridge Mountains, while also providing significant recreational amenities that highlight the natural environment. A character-defining feature of the parkway is the inclusion of more intensely developed locations for recreation and interpretation; Humpback Rocks is one of these locations. The Blue Ridge Parkway, including the Humpback Rocks developed area, 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, which provided much needed funding. In addition, employees of the Civilian Public Service, a federal agency that allowed conscientious objectors to serve the country in non-military roles during World War II, constructed the wood and stone fence around the meadow at Humpback Gap. The Humpback Rocks developed area contributes to the significance of the Blue Ridge Parkway, a designed historic landscape that is currently being nominated to the National Register of Historic Places as a NHL district. The Humpback Gap and Trail component landscape has representative landscape features typical of the range of NPS recreation node design—including the rustic style stone culvert headwalls and other storm drainage features, stone curbing around drive and parking areas, and wood fencing indicative of local agrarian traditional methods—that represents the continuation of the initial parkway design style begun during the New Deal era and continued post-World War II. The use of native materials for the construction of landscape elements—such as the slate and stone used for curbing, storm water management features, and stone walls—is also indicative of the distinctive local craftsmanship and indigenous materials typical of the parkway construction process.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Primary Historic Function: Outdoor Recreation

Primary Current Use: Outdoor Recreation

Other Use/Function **Other Type of Use or Function**

Current and Historic Names:

Name	Type Of Name
Humpback Rocks	Both Current And Historic
Humpback Rocks	Current
Humpback Gap and Trail	
Humpback Gap	Both Current And Historic
Humpback Rocks Trail	Current
Carter Farm	Historic

Chronology:

Year	Event	Annotation
CE 1848	Built	Construction began on the Howardsville Turnpike.
CE 1934	Designed	Final plan for Blue Ridge Parkway route drafted and approved. The master plan included Humpback Rocks as one of eighteen proposed recreation areas ...Thomas Vint, Stanley Abbott, Gilmore Clarke (Landscape Architects) Jay Downer, William Austin (Engineers)
CE 1935	Built	Initial construction of 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
CE 1936	Designed	Blue Ridge Parkway Master Plan Update, including Humpback Rocks as a recreation area...Thomas Vint, Stanley Abbott, Gilmore Clarke (Landscape Architects) Jay Downer, William Austin (Engineers) [assumed the same team for the update]
CE 1937	Built	The Appalachian Trail, which extends between Mt. Katahdin, Maine, and Springer Mountain, Georgia, was completed. The Humpback Rocks Trails were established as part of the Appalachian Trail in the vicinity of Humpback Rocks prior to work on the Blue Ridge Parkway.
CE 1939	Land Transfer	The Commonwealth of Virginia conveyed property to the federal government for construction of the Blue Ridge Parkway at Humpback Rocks.
CE 1939 - 1940	Built	A 6.027 mile long section of the Blue Ridge Parkway is constructed from Rockfish Gap to Humpback Rock (Section 1-B).
CE 1939 - 1941	Built	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.
CE 1941	Established	Sections 1B and 1C of the Blue Ridge Parkway were opened to visitors on October 13.
CE 1943	Built	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.
CE 1978 - 1979	Moved	A portion of the Appalachian Trail was rerouted by Youth Conservation Corps workers to avoid Humpback Rocks.
CE 1987	Built	The final portion of the Blue Ridge Parkway was completed with the opening of the Linn Cove Viaduct.

Physical History:

This physical history has been adapted from the 2012 Humpback Rocks Cultural Landscape Report

Site History, Existing Conditions, and Analysis and Evaluation sections. The citations were converted from footnotes in the CLR to parenthetical citations in this CLI. As this physical history only covers the Humpback Rocks Humpback Gap and Trail component landscape, for an overarching physical history of the Humpback Rocks Developed Area, refer to that parent landscape physical history.

The Humpback Rocks Humpback Gap and Trail Component Landscape Site History

The Blue Ridge Parkway was constructed through this region circa 1939–1941, and paved circa 1947–1950. 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. (Section 1A is part of Skyline Drive and is currently administered as part of Shenandoah National Park, located to the north of Rockfish Gap.) 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” (Jolley 1969, 118). Sections 1B and 1C were opened to visitors on October 13, 1941.

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. 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 assembled from both privately-owned land and U.S. Forest Service land acquired for the development. A large picnic area would be developed and feature picnic tables and benches as well as fireplaces. Foot trails would be created for hiking, while bridle paths were proposed for horseback riding. (Quin 1997, 177) 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. (Quin 1997, 177) Parkway Resident Landscape Architect Stanley Abbott subsequently recommended that the picnic area be sited near the Greenstone Overlook where the present-day picnic area is located. One possible reason why many of the intended features were never built could be the establishment of the Back Creek Recreational Area in the valley below Humpback Rocks by the U.S. Forest Service around the same time. Parkway development at Humpback Rocks proceeded slowly, due to problems encountered by the National Park Service in acquiring the land needed for the proposed developments.

The first construction project at Humpback Rocks was a parking area at Humpback Gap, which was constructed from 1941–1943. Existing pastureland near the gap was chosen for this development, with construction pushed to the far edge of the meadow, such that it would be maintained as an interpretive feature along the parkway corridor, recalling former agricultural land uses. Two parking bays and visitor amenities were installed at the end of a looping access road from the parkway. A stone fence was constructed by CPS employees around the parking area (Firth NHL Draft, 2005, 178.) The parking area provided an access point for trails that existed in and near the developed area prior to parkway land acquisition, including the Humpback Rocks Trail.

The Humpback Rocks Trail was first established by the Appalachian Trail Club in the 1930s. Portions of the Appalachian Trail extended through the Humpback Rocks developed area. The Appalachian Trail led to the summits of Humpback Mountain and Rocks, and was incorporated into the early development of the Humpback Rocks recreation area. 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 1968, the trail was designated as the first national trail by President Lyndon B. Johnson.

The popularity of the Humpback Rocks Trail for day visitors led to a conflict with through hikers seeking a higher degree of solitude, and the development of the portion of the trail at Humpback Rocks was no longer consistent with the mission of the Appalachian Trail Conference. The conference decided to realign the Appalachian Trail to circumnavigate Humpback Rocks to avoid the crowds. In 1978–1979, a portion was rerouted by Youth Conservation Corps workers to avoid Humpback Rocks. Portions of the original Appalachian Trail remained as the Humpback Rocks and Humpback Mountain Trails.

In 1960, Park Superintendent Sam Weems recommended that Humpback Rocks be expanded using funding from the recently instituted Mission 66 program. Weems sought to acquire more than 20,000 additional acres of land. (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 were realized, other than an expansion of the picnic area.

New interpretive signage and other signs were installed around the developed area during the 1980s and 1990s, including in association with the Humpback Gap parking area and Humpback Rocks trailhead.



FIGURE 6. A glimpse of the Blue Ridge Parkway and a view of the Shenandoah Valley from Humpback Rocks (2012 Humpback Rocks Cultural Landscape Report).

Humpback Gap and Trail
Blue Ridge Parkway

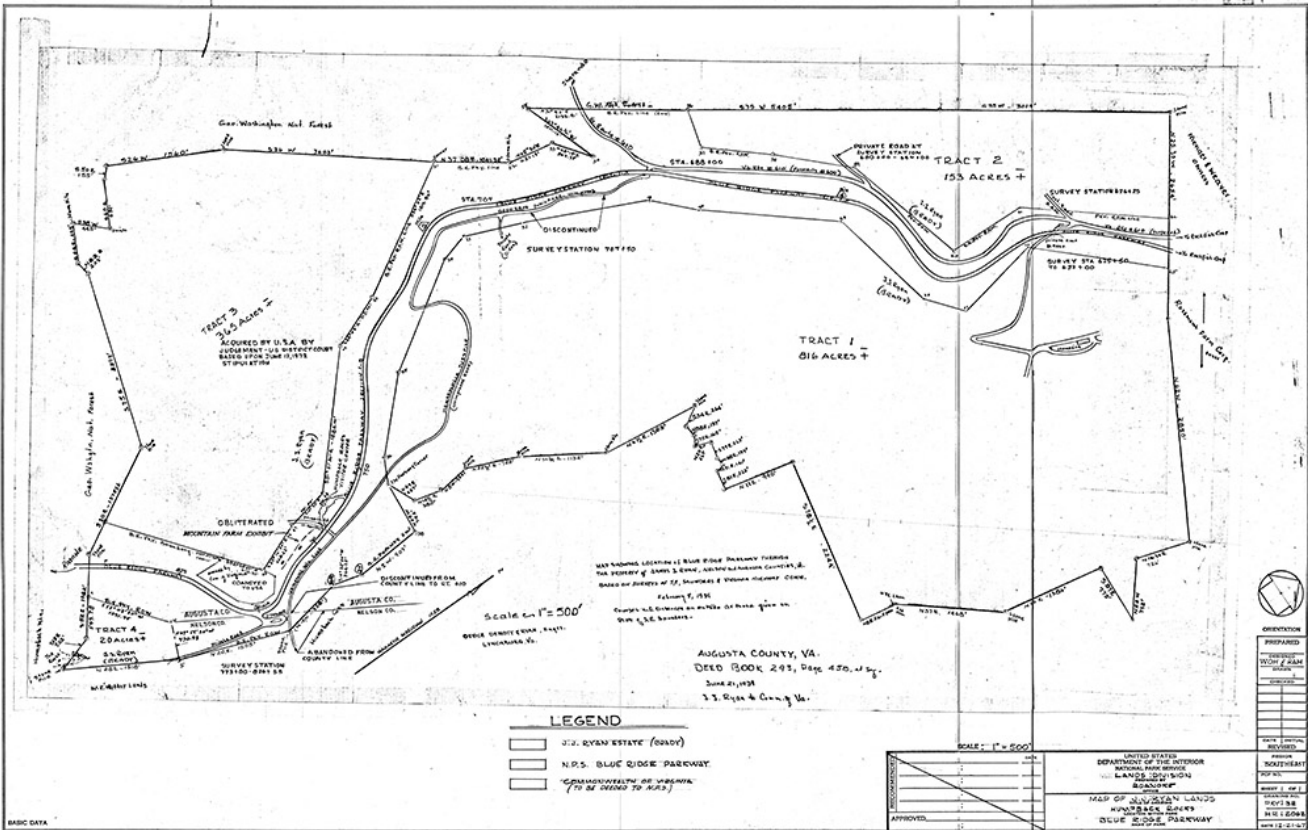


FIGURE 7. Land ownership and roads that preceded the parkway. Map dated 1967 (2012 Humpback Rocks Cultural Landscape Report).

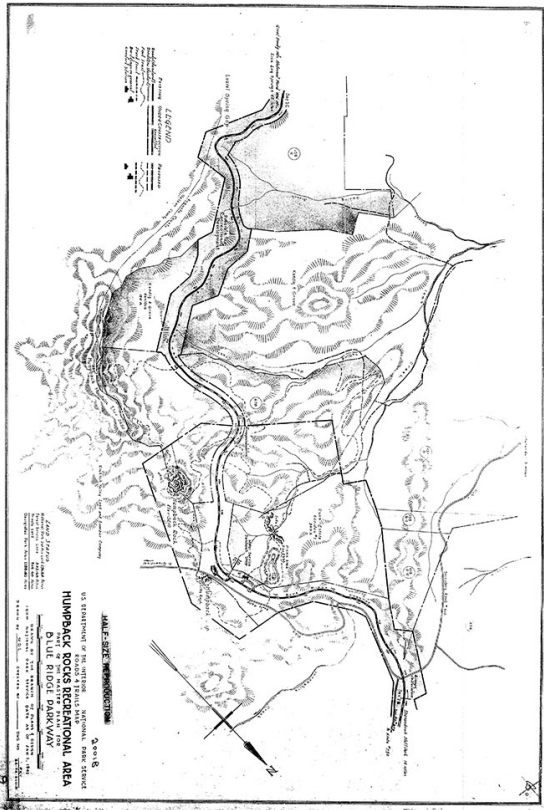


FIGURE 8. Proposed roads and trails in the Humpback Rocks area, 1941 (2012 Humpback Rocks Cultural Landscape Report).

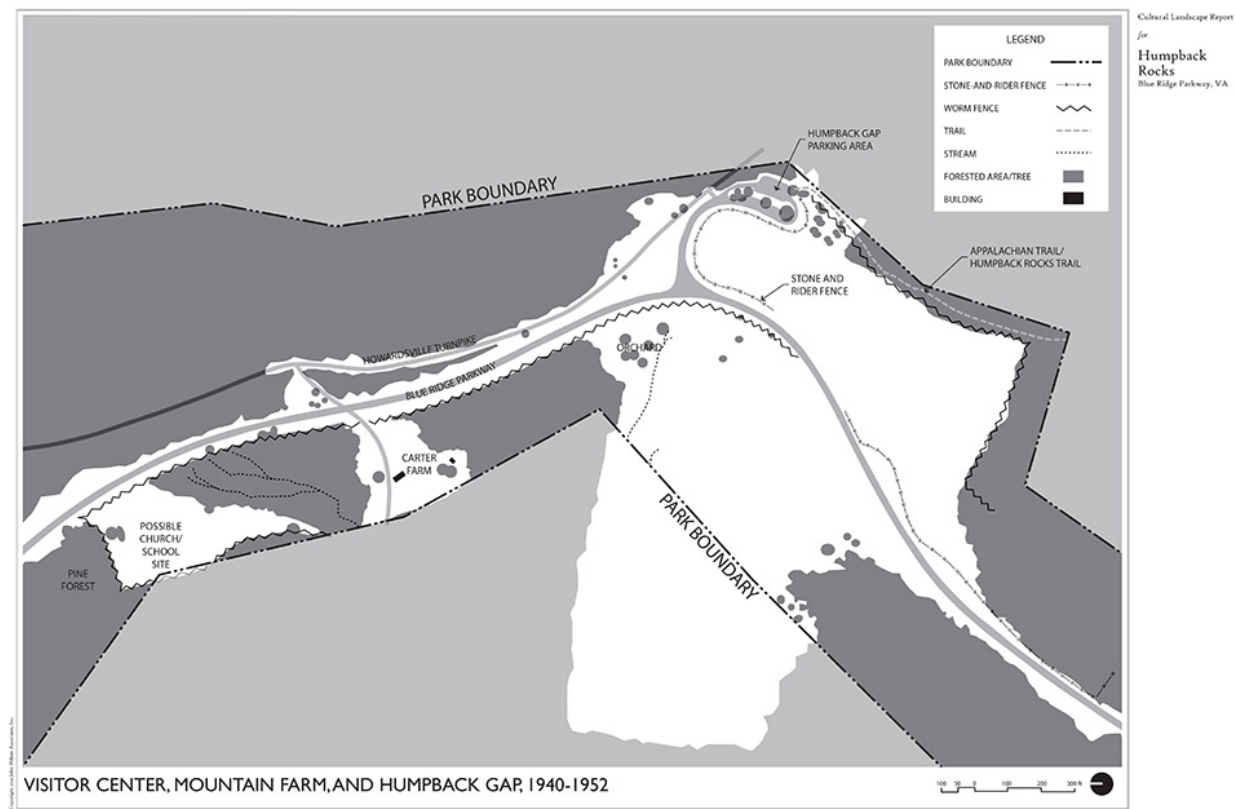


FIGURE 9. 1940-1952 Period Plan (2012 Humpback Rocks Cultural Landscape Report).

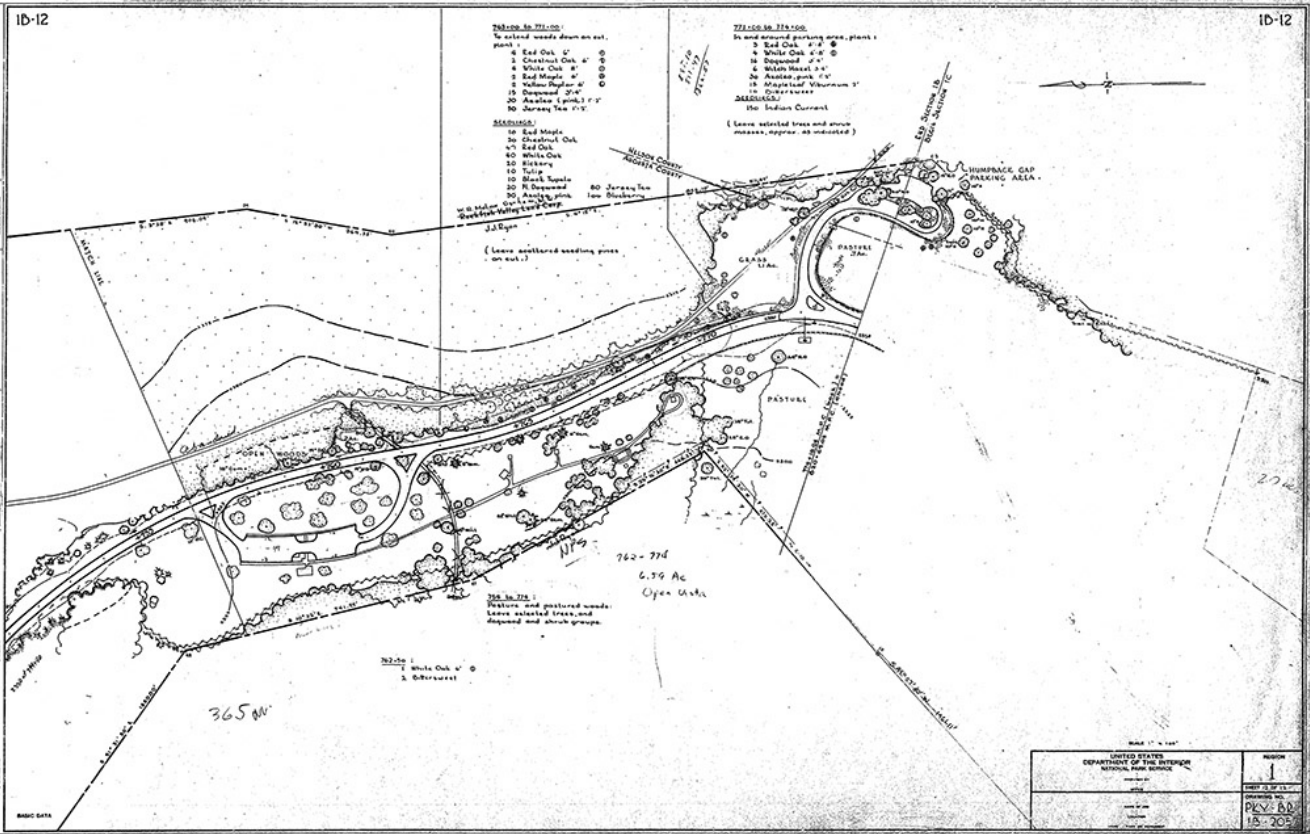


FIGURE 10. Parkway Land Use Map, Section 1-B, sheet 12, showing the visitor center, Mountain Farm exhibit, and a portion of Humpback Gap and Trail parking area (2012 Humpback Rocks Cultural Landscape Report).

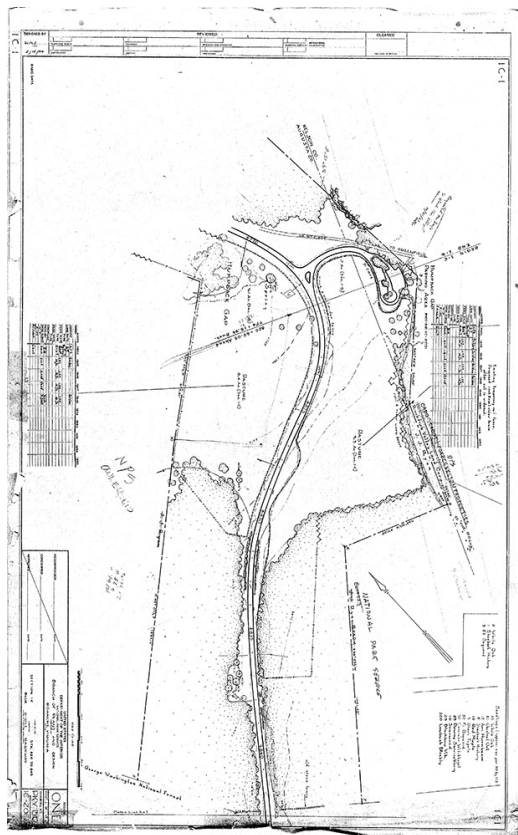


FIGURE 11. Parkway Land Use Map, Section 1-B, sheet 13, showing the Humpback Gap and Trail parking area (2012 Humpback Rocks Cultural Landscape Report).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Humpback Rocks Humpback Gap and Trail component landscape, within the Humpback Rocks developed area, contains landscape features related to the landscape characteristics of Natural Systems and Features, Spatial Organization, Cluster Arrangement, Land Use, Topography, Vegetation, Circulation, Views and Vistas, and Small-Scale Features. This section provides an overview of these existing features, as well as a discussion of their integrity related to the historic significance of the parent landscape, Humpback Rocks developed area.

Because the Blue Ridge Parkway was built through a region that formerly supported cultural occupation and use, future archeological investigations may reveal the presence of resources that possess significant information potential. Therefore while they are outside of the period of significance, the knowledge of resources associated with pre-parkway cultural activities, such as the Howardsville and Rockfish Gap Turnpike, are included in this CLI to support preservation planning actions and activities, as well as interpretation.

Landscape Characteristics

The Humpback Rocks Humpback Gap and Trail component landscape exists within the natural systems and features associated with the Humpback Gap passage between Dobie Mountain to the north, and Humpback Mountain to the south. The parking area is placed in the historic gap. The trail arises within the component landscape on the way to its traverse of the steep hillside leading to the namesake greenstone outcrop, before continuing on to Humpback Mountain. Native successional oak-hickory Eastern deciduous hardwood forest lies on the north and east sides of the component landscape, enclosing the open meadow of a former pasture, the

only remnant pasture within the developed area. The overall integrity of the natural systems and features in the Humpback Gap and Trail component landscape remains intact and contributes to its significance.

The Humpback Rocks Humpback Gap and Trail component landscape is spatially arranged along the east side of the Blue Ridge Parkway, framed by mountain hillsides on the north and southeast, and a rock wall along the parkway on the west. The parking access road follows the northern boundary of the open pasture along the parkway, leading to the compact parking area set against the forest backdrop. The open character of the component landscape along the parkway provides a point of interest in the otherwise more linear experience of the corridor. The Humpback Trail winds through hardwood forest with a rich understory layer. These conditions are consistent with the 1947 Parkway Land Use Maps (PLUMs).

Related to spatial organization, the cluster arrangement of facilities within the Humpback Rocks developed area along the parkway is character defining, as is the clustering of the parking and visitor services features of the component landscape in a nook where the pasture extended into the forest. This remains consistent with the 1947 PLUMs and the circa 1941-1943 construction of the trailhead parking along with parkway construction.

Land uses within the Humpback Rocks developed area are primarily consistent with those established beginning with parkway construction in 1939-1941. Within the Humpback Gap and Trail component landscape, agricultural, transportation, interpretive, recreational, and visitor services land uses survive from the period of significance.

Topography in evidence from the period of significance includes the careful placement of the access drive and parking area within the level terrain of Humpback Gap. The sensitive use of site engineering features, including graded earth and storm water management structures, also remains evident from the period of significance. Predating the parkway, topographic modifications related to the Howardsville and Rockfish Gap Turnpike are also evident within the component landscape. These topographic modifications survive with integrity and contribute to the historic landscape.

Vegetation remains within the Humpback Gap and Trail component landscape from the period of significance and contributes to the historic landscape. Surviving and contributing are the scattered native trees and shrubs along the parkway corridor consistent with those indicated on the 1947 PLUMs, the pasture that makes up most of the component landscape ground plane as indicated on the PLUMs, and an older apple tree on the north side of the pasture that is likely a remnant of the former orchards that were prevalent in the area. Woodland has expanded into areas on the north and east sides of the pasture, inconsistent with the original design intent.

Several circulation features located within the Humpback Rocks developed area survive from the period of significance and contribute to the significance of the historic landscape. Within the Humpback Gap and Trail component landscape, the vehicular and pedestrian circulation features established in circa 1941-1943 in the access road, parking area, and walkways survive from the period of significance with integrity and contribute to the historic landscape. The trace of the Howardsville and Rockfish Gap Turnpike, dating to circa 1848-1857, remains evident in the component landscape, recalling early transportation patterns through the mountains. A portion of the Appalachian Trail, dating to 1937, was also used as the trail to Humpback Rocks until 1978-1979, when the Appalachian Trail was rerouted and the Humpback Trail remained in the original alignment. The Jack Albright Loop Trail arises from the parking area, but postdates the period of significance.

There are no buildings or structures within the Humpback Gap and Trail component landscape.

Views of the surrounding mountain and valley landscape were a primary determining factor in the layout of the Blue Ridge Parkway, and in the selection of the Humpback Gap area as a recreational site along the parkway. The parkway was sited to allow views of the Humpback Rock formation to south-bound travelers. Views from the rock formation to the surrounding mountains and Shenandoah and Rockfish Valleys made Humpback Rock a destination long before the parkway was established. These views remain as designed and contribute to the historic landscape. Some diminishment of views has occurred due to the increasing contemporary development in the Shenandoah Valley.

Small-scale features surviving within the Humpback Rocks developed area recall the intentional use by parkway designers of native materials in construction of recreational features—as seen in the stone used in the picnic table and parking area curbing—as well as the fencing styles of the Appalachian agrarian traditions—evident in

the stake and rider fencing associated with the rock wall at the meadow along the parkway. A remnant stone hog wall remains evident along the trail, predating parkway construction and providing further connection to the earlier agricultural use of the land. Stone headwalls and stone-lined drop-inlets likewise make use native materials, and are characteristic of parkway design. A parkway milepost marker, and a boundary marker remain from initial parkway construction. These small-scale features survive within the Humpback Gap and Trail component landscape, and contribute to the historic landscape.

Aspects of Integrity

Based on the comparative analysis of historic and existing conditions conveyed in the 2012 Humpback Rocks Cultural Landscape Report, the Humpback Rocks Humpback Gap and Trail component landscape possesses sufficient integrity for the period of significance (1939-1965) to convey its important historical associations, and contribute to the integrity of the overall Humpback Rocks developed area. Plans and a report prepared for the "Appalachian Parkway" in 1934 identify the land proposed for Humpback Rocks development, including many of the recreational and visitor services components that exist today. The 1936 master plan by parkway Resident Landscape Architect Stanley Abbott further clarified the character and use of the developed area. The 1947 Parkway Land Use Maps (PLUMs) indicated the general design of components of the developed area. The present arrangement of features in the Mountain Farm component landscape originates in these plans and documents. Three key elements convey the important associations of the Humpback Rocks developed area as part of the national significance of the Blue Ridge Parkway. These include the way designers responded to natural systems and features, the land uses incorporated, and circulation features. The exhibit is a realization of the recreational land use, among others, intended by parkway designers.

1. Location: The Humpback Gap and Trail component landscape possesses integrity of location because it is located as first envisioned by Blue Ridge Parkway Resident Landscape Architect Stanley Abbott in 1934 when the site was first identified as a key recreation opportunity, and shown on the 1947 PLUMs for section 1-B of the parkway. Although 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 Gap and Trail component landscape remains on parkway left when travelling south, within the plateau of Humpback Gap, at the base of Humpback Mountain within the only surviving remnant pasture in the developed area, and in association with the Mountain Farm component landscape to the north.

2. Setting: 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. In the Humpback Gap and Trail component landscape, the continued associations with the surrounding native Eastern deciduous forest, the level terrain of Humpback Gap, the hillside of Humpback Mountain, and the pasture remnant in the form of a large meadow support integrity of setting. The increased woodland has somewhat impacted the setting, filling a former pasture on the north side of the component landscape, and encroaching into the remaining open meadow. Other than this increase, the setting remains rural and vernacular as it had been at the time the parkway was initially conceived in 1934.

3. Design: The Humpback Gap and Trail component landscape retains a high degree of integrity of design because it is consistent with the layout evident on the 1947 PLUMs. The layout of the access road, parking bays, and walkways, the rustic nature of the stone wall topped with locally-sourced wood rider fencing that encircles the meadow, the use of native stone in curbing and storm drainage features, and the organization of the parking area against the backdrop of native forest within Humpback Gap retain integrity to the design intent. Trail alignment along the slopes and ridges of Humpback Mountain also supports design integrity. The addition of new styles of signage and interpretive media has somewhat affected integrity of design of the component landscape, as has the addition of the Appalachian Trail connector trail.

4. Materials: The Humpback Gap and Trail component landscape retains a high degree of integrity of materials due to the retention of the original locally-sourced stone and wood construction in the stone wall and wood rider fencing, the stone curbing, and the parkway milepost marker and NPS boundary marker, in addition to retained and planted shade trees and the orchard-remnant apple tree. The addition of new styles of signage and interpretive media have somewhat affected integrity of materials in the component landscape.

5. Workmanship: The Humpback Gap and Trail component landscape retains a high degree of integrity of workmanship. As with integrity of design and materials, the retention of the locally-sourced timber and native

stone in the fencing, wall, and curbing are key to this aspect of integrity, as is the way the parking area features were incorporated with minimal grading into the terrain. The fitting of the trail to the mountain terrain also supports integrity of workmanship. These features indicate the craftsmanship of parkway builders in creating the signature elements of the developed area. The addition of new styles of signage and interpretive media have somewhat affected integrity of workmanship in the component landscape.

6. Feeling: The Humpback Rocks developed area possesses integrity of feeling 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 such as Humpback Gap, Humpback Mountain, native woodland plant communities, and stream corridors. The Humpback Gap and Trail component landscape supports integrity of feeling as it continues to have this connection to the parkway, to the terrain of Humpback Gap and the slope of Humpback Mountain, to the remnant pasture that comprises a large portion of the area, as well as the physical relationship to the Mountain Farm component landscape. In addition, the retained integrity of location, setting, design, materials, and workmanship throughout the component landscape helps create integrity of feeling. The substantial increase in woodland vegetation that obscures the sense of openness that once characterized farming communities within the region has altered the feeling of the historic landscape to a limited degree.

7. Association: As with integrity of feeling, the Humpback Rocks developed area possesses integrity of 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 such as Humpback Gap, Humpback Mountain, native woodland plant communities, and stream corridors. In the Humpback Gap and Trail component landscape, the presence of the original circulation elements and some small-scale features, with their retained integrity of location, setting, design, materials, and workmanship, helps to create the historic association with the recreational use of the component landscape, while the meadow recalls the former agricultural uses of the area. The increased woodland has impacted association to a limited degree, as the former open farm land is becoming more forested.

Landscape Characteristic:
Natural Systems and Features

Historic Condition:

The Humpback Gap and Trail parking area was built on the level plateau of Humpback Gap, when constructed in circa 1941–1943. Natural landforms influenced the selection of this site as a recreation area by early parkway designers, as well as the placement of the trailhead parking. The Humpback Gap plateau provided a relatively level area for development of the visitor center complex, the Mountain Farm exhibit, and the Humpback Gap and Trail parking area. A triad of peaks—Dobie Mountain at 2,680 feet above mean sea level (AMSL), Humpback Rocks at 3,080 feet AMSL, and Humpback Mountain at 3,615 AMSL existed within or near the site; Humpback Rocks and Humpback Mountain had long served as local landmarks and tourist destinations. The developed area was predominantly wooded, with open agricultural fields and pastures interspersed throughout the native Eastern deciduous second- and third-growth oak-hickory hardwood forest. The parking area was placed in one of these open pastures that existed prior to parkway construction. This pasture was separated from the visitor center and Mountain Farm pasture by a small wooded area.

Existing Condition:

All of the extant natural systems and features associated with the Humpback Gap and Trail component landscape, including the relationship of the parking area to the plateau of Humpback Gap, the surrounding native forest, the rural, rugged, mountainous terrain with high points that afford expansive views, rock outcroppings, and rolling to steep landforms, were present during the period of significance, and survive today with a high degree of integrity.

The Humpback Gap and Trail component landscape 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. The parking area is set within the topographic feature identified as Humpback Gap. Humpback Rocks is a dramatic greenstone outcrop located north of the peak of the taller Humpback Mountain. The lower slopes of the rocky hillside are maintained in open fields with scattered hardwood trees, including oaks (*Quercus* spp.) and black gum (*Nyssa sylvatica*). Native Eastern deciduous hardwood forest continues to occupy the northeastern margins of the component landscape and the upper slopes of the hillside. The trail corridor extends through hardwood forest, which features a rich understory. Much of the woodland is less than one hundred years of age due to late-nineteenth and early-twentieth-century cultivation and logging. Forests within the component landscape are successional communities consistent with those present during the period of significance and contribute to the historic landscape. Other natural features within the component landscape include rock outcrops within the open field and along the rock fence, some of which were integrated into the wall design.

The existing forest differs from its nineteenth-century counterpoint in several key ways, the loss of the American chestnut (*Castanea dentata*), the colonizing of Eurasian species with the potential to displace and disrupt native plant species, the greater percentage of fire intolerant species than were present previously, and the general maturing and expansion of the forest, resulting in a denser woodland. 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. In the humpback Gap and Trail component landscape, woodland has greatly expanded along the northern and western edges, with more limited expansion along the eastern edge.

A spring that formerly supported livestock pastured below Humpback Rocks has dried up, and this use has been discontinued.

Character-defining Features:

Feature Name: Eastern deciduous hardwood forest
CLI Feature ID: 180051
Feature Contribution: Contributing

Feature Name: Rock outcrops
CLI Feature ID: 180053
Feature Contribution: Contributing

Feature Name: Humpback Rocks
CLI Feature ID: 180055
Feature Contribution: Contributing

Feature Name: Humpback Mountain
CLI Feature ID: 180057
Feature Contribution: Contributing

Feature Name: Humpback Gap
CLI Feature ID: 180059
Feature Contribution: Contributing

Landscape Characteristic Graphics:

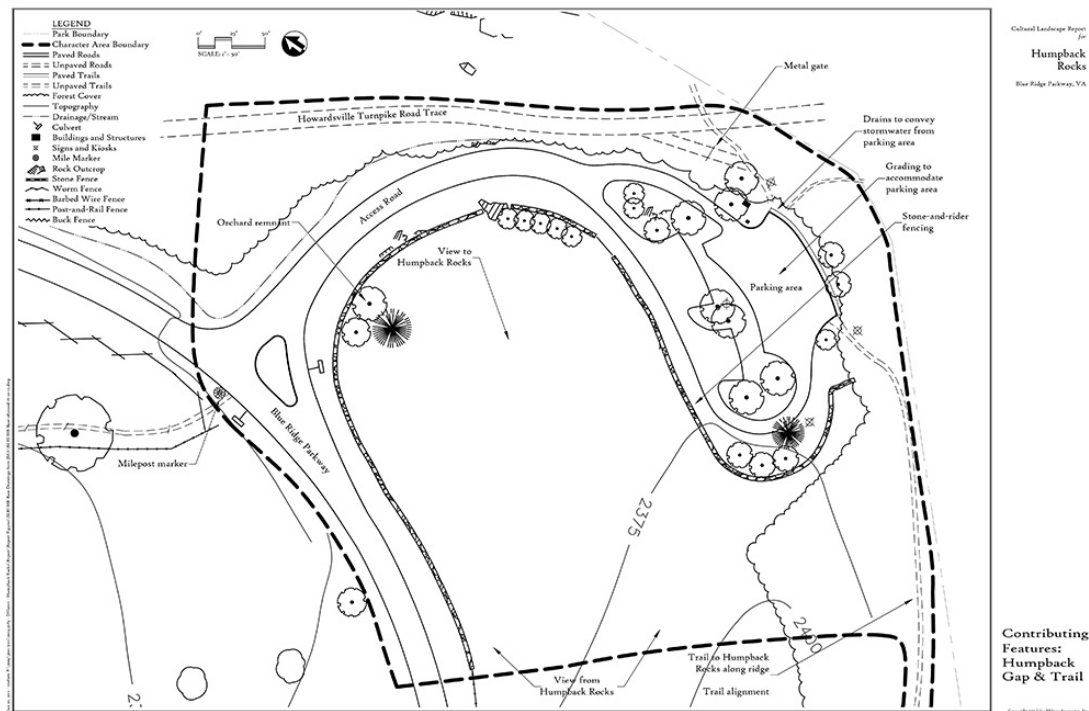


FIGURE 12. Contributing features, Humpback Gap and Trail component landscape (2012 Humpback Rocks Cultural Landscape Report).

Landscape Characteristic: Spatial Organization

Historic Condition:

The Humpback Rocks Gap and trailhead parking area was the first visitor amenity developed along the parkway within the recreation area, in circa 1941–1943. The access road, one-way looped turnaround, and parking bay were sited on a relatively level knoll within the sheltered location of Humpback Gap and surrounded in part by woodlands. The Parkway Land Use Maps (PLUMs) for Sections 1B and 1C, prepared in 1947, illustrate land use, proposed parkway development, and planned roadside character. An area that is shown as open in the 1947 PLUMs includes the lower slopes of Humpback Rocks, with notes indicating that this land was used for pasture at the time. This open meadow edged by a stone fence between the parkway and the western edge of the parking area was therefore a space organizing feature of the original design, serving as an example of the formerly prevalent open pasture land characteristic of mountain farms.

Existing Condition:

The current spatial organization appears consistent with the original design for the site, although somewhat more sheltered due to increased woodlands, and contributes to the significance of the historic landscape. The open meadow along the parkway in this component landscape is the sole surviving example of pasture land within the developed area, and similarly survives from the period of significance and is a contributing feature.

The spatial organization of the component landscape 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.

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 area shown as open pasture in the 1947 PLUMs between the trailhead and the parkway remains relatively open today, however the upper portions are currently being colonized by woody growth. Another area in the component landscape that has become more wooded is located on the north side of the access road from the Humpback Gap parking area. 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. A third area that has been allowed to revert to woodland cover but was marked as pasture in the PLUMs lies west of the parkway and the access road to the Humpback Gap parking area. Today this area is colonized by young woodland.

Missing spatial organization patterns include those of the farmsteads present prior to construction of the Blue Ridge Parkway, and associated fields, roads, and building complexes. Additionally, the open meadow and pastured or open woodland associated with the rock hog and cattle fences that extended up the mountain slopes through the picnic area from the Shenandoah Valley are no longer extant. Finally, fencing built to enclose the parking area circa 1941-1943 is no longer extant.

Character-defining Features:

Feature: The linear spatial corridor associated with the Blue Ridge Parkway

Type of Feature Contribution: Contributing

Feature: Forest cover adjacent to the road corridor that creates a sense of spatial containment

Type of Feature Contribution: Contributing

Feature: Curvilinear road corridor and tightly arranged parking bays associated with the Humpback Gap parking area

Type of Feature Contribution: Contributing

Feature: Examples of pre-parkway agriculture and lifeways in the meadow below Humpback Rocks and sections of hog fencing

Type of Feature Contribution: Contributing

Feature: Use of upland plateaus to site the Humpback Gap parking area

Type of Feature Contribution: Contributing

Feature: Appalachian Trail alignment sited to follow mountain ridges and peaks

Type of Feature Contribution: Contributing (original route; relocated portion non-contributing)

Feature: Trail alignment of Humpback Rocks and Humpback Mountain Trails to follow the ridge to the overlook and the summit

Type of Feature Contribution: Contributing

Feature: Woodland growth obscures some formerly open spaces associated with cultural developments and agricultural field patterns

Type of Feature Contribution: Non-contributing

Landscape Characteristic Graphics:



FIGURE 13. The Blue Ridge Parkway from the Humpback Gap parking access road, 1973 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 14. The Blue Ridge Parkway from the Humpback Gap parking access road, 2010 (2012 Humpback Rocks Cultural Landscape Report).

Landscape Characteristic:
Cluster Arrangement

Historic Condition:
Spatial organization associated with the Humpback Rocks developed area included tightly-grouped clusters of features designed to support a discrete function such as the visitor center and Mountain Farm exhibit area, the picnic grounds, and Humpback Rocks trailhead. These clusters were located adjacent to or near the parkway corridor, and were generally modest in size, with elements designed to follow the form of the land. In the Humpback Gap and Trail component landscape, cluster arrangement was defined by the placement of the parking area and visitor information and service features—such as signs, benches, and a water fountain—as a unit against the backdrop of the woodland, separated from the parkway by an open meadow.

Existing Condition:
Cluster arrangement associated with the Humpback Gap and Trail parking area remains largely as constructed, and contributes to the significance of the historic landscape.

Character-defining Features:

Feature Name:	Arrangement of parking and VC features
CLI Feature ID:	180061
Feature Contribution:	Contributing

Landscape Characteristic:
Land Use

Historic Condition:

Agricultural, transportation, interpretive, recreational, and visitor services land uses were established within the component landscape during the period of significance.

Agricultural land uses preceded parkway development in the area. Farmsteads and timber stands were present in the vicinity of Humpback Rocks in 1934. As with interpretation, recreation was 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. 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. Visitor services was also an important land use of the Humpback Rocks developed area beginning with 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 circa 1943.

Existing Condition:

Agricultural, transportation, interpretive, recreational, and visitor services land uses survive and contribute to the significance of the component landscape. The primary land uses within this area currently are recreational and museum/educational/interpretive, with transportation included in association 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. The meadow area between the Blue Ridge Parkway and Humpback Gap continues to be maintained through haying, perpetuating the historically important agricultural land use within the area. Visitor services survive in the form of the parking and picnic facilities at the trailhead.

Missing land uses include the educational, industrial, religious, and residential uses of the mid-19th to early 20th centuries.

Character-defining Features:

Feature Name: Agricultural
CLI Feature ID: 180063
Feature Contribution: Contributing

Feature Name: Interpretive/Museum/Educational
CLI Feature ID: 180065
Feature Contribution: Contributing

Feature Name: Recreational
CLI Feature ID: 180067
Feature Contribution: Contributing

Feature Name: Transportation
CLI Feature ID: 180069
Feature Contribution: Contributing

Feature Name: Visitor Services
CLI Feature ID: 180071
Feature Contribution: Contributing

Landscape Characteristic:
Topography

Historic Condition:

Grading was required to construct the access road, parking area, and walkway, in the component landscape, completing in 1943. Minor grading also occurred associated with the Humpback Rocks Trail and the Appalachian Trail connections. Both the Appalachian and Humpback Rocks trails were designed to follow the natural landform to reduce the need for grading.

Existing Condition:

Several topographic modifications are character-defining for the period of significance in the Humpback Gap and Trail component landscape, and contribute to the significance of the historic landscape. These include the manner in which the drive, parking area, walkway, Humpback Rocks Trail, and the spur connecting to the Appalachian Trail 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 paving, graded earth, and storm water management structures to accommodate cultural activities.

Evidence of grading of the former alignment of the Howardsville and Rockfish Gap Turnpike survives near the Humpback Rocks trailhead parking area, and contributes to the significance of the historic landscape.

Character-defining Features:

Feature Name: Grading of Humpback Rocks trail
CLI Feature ID: 180145
Feature Contribution: Contributing

Feature Name: Grading for Appalachian Trail alignment
CLI Feature ID: 180147
Feature Contribution: Contributing

Feature Name: Grading to accomodate parking area
CLI Feature ID: 180149
Feature Contribution: Contributing

Feature Name: Grading for Howardsville & Rockfish Gap
CLI Feature ID: 180151
Feature Contribution: Contributing

Feature Name: Changes to trail to address erosion
CLI Feature ID: 180153
Feature Contribution: Non contributing

Feature Name: Reroute AT away from Humpback Rocks
CLI Feature ID: 180155
Feature Contribution: Non contributing

**Landscape Characteristic:
Vegetation**

Historic Condition:

In the vicinity of the Humpback Gap parking area, species recommended for planting on the PLUMs included red oak (*Quercus rubra*), white oak (*Quercus alba*), dogwood (*Cornus florida*), witch hazel (*Hamamelis virginiana*), pink azalea (*Rhododendron* spp.), mapleleaf viburnum (*Viburnum acerifolium*), bittersweet (*Celastrus scandens*), and Indian currant (*Symphoricarpos orbiculatus*). Seedlings of red oak, chestnut oak, white oak, hickory (*Carya* sp.), tulip poplar (*Liriodendron tulipifera*), black gum (*Nyssa sylvatica*), flowering dogwood, Jersey tea (*Ceanothus americanus*), blueberry (*Vaccinium* sp.), and pink azalea were also recommended for planting. These were planted around and among individual existing trees labeled on the PLUMs to remain. The species present included hickories, walnuts (*Juglans nigra*), tulip poplar, black gum, hemlock (*Tsuga canadensis*), white oak, and red oak.

Maps of the Humpback Rocks developed area prepared in the 1950s and 1960s indicate an open meadow below Humpback Rocks, and an area was designated on the PLUMs as grass field north of the Humpback Gap parking area.

Existing Condition:

Most of the vegetation within the Humpback Gap and Trail component landscape is comprised of either grassy meadow or relatively young forest. Vegetation that survives from the period of significance includes the pasture/field below Humpback Rocks, and the many species of trees and shrubs indicated on 1947 PLUMs that remain present within the landscape today.

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. Few orchards survive within the region today. Older apple trees can still be spotted at intervals along the parkway, however, including this tree, which is a contributing features.

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. A large part of the meadow is currently being allowed to revert to woodland cover. The meadow contributes to the historic landscape, however the expanding woodland postdates the period of significance and is not consistent with the intent of early parkway designers.

Species noted in the component landscape include red maple (*Acer rubrum*), Virginia pine (*Pinus virginiana*), white oak, blueberry (*Vaccinium angustifolium*), hickory, witch hazel, beautyberry (*Callicarpa americana*), black gum, dogwood, black locust (*Robinia pseudoacacia*), tulip poplar, and eastern red cedar (*Juniperus virginiana*). Invasive species noted within the area include Japanese barberry (*Berberis thunbergii*) and Russian olive (*Elaeagnus angustifolia*).

Formerly open areas have been allowed to revert to woodland cover in the component landscape. In addition to the previously mentioned meadow, an area designated on the PLUMs as grass field north of the Humpback Gap parking area is now entirely wooded. Several invasive species are evident within the young woodlands that edge the access drive to the north. These woodlands postdate the period of significance and are not consistent with the intent of early parkway designers.

Local farm fields and orchards preceding the establishment of the Blue Ridge Parkway through the area are no longer in existence.

Character-defining Features:

Feature Name: Specimen & native shade trees in parking
CLI Feature ID: 180075
Feature Contribution: Contributing

Feature Name: Mown field below Humpback Rock
CLI Feature ID: 180077
Feature Contribution: Contributing

Feature Name: Apple tree near Humpback Gap
CLI Feature ID: 180079
Feature Contribution: Contributing

Feature Name: Invasive plants
CLI Feature ID: 180081
Feature Contribution: Non contributing

**Landscape Characteristic:
Circulation**

Historic Condition:

A portion of the Appalachian Trail, established by 1937, extended through the future Humpback Rocks developed area prior to parkway construction, and was used to access Humpback Rocks and Humpback Mountain, becoming the Humpback Rocks Trail. Originally 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, and the Appalachian Trail was realigned in 1978-1979, with the Humpback Rocks Trail remaining in the original Appalachian Trail route. A spur trail leading between the Humpback Gap parking area and the realigned Appalachian Trail followed a portion of the Howardsville Turnpike trace. A spur trail also allowed visitors to reach the summit of Humpback Mountain along the realigned Appalachian Trail.

The Humpback Gap access road and parking lot were completed in 1941-1943. Fieldstone curbing and an asphalt walk edged portions of the road and parking area.

A maintenance route into the hay meadow was likely part of the original development of the area in 1943.

Existing Condition:

The Humpback Gap access road and parking area extends east from the Blue Ridge Parkway. 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. The stone curbing tapers to meet the asphalt, a detail used throughout the Blue Ridge Parkway. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: 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. 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. These circulation features survives from the period of significance with a high degree of integrity. The use of native materials in construction, such as curbing, is a characteristic of the design of the parkway corridor and the developed area that contributes to its significance.

A narrow grass-surfaced maintenance access road leads from the trailhead parking area into the adjacent meadow through a break in the stone fence. Likely a part of the original development of the area in 1943, the access route survives from the period of significance and contributes to the significance of the developed area.

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. (<http://www.odatc.net/aboutoursection.html>, accessed October 12, 2010 . This trail is not a contributing feature to the historic landscape.

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. 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, however the trail does contribute to the significance of the historic landscape. 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 storm water runoff. The trail also includes stone and wooden steps to facilitate travel in areas of particularly steep terrain. None of these more recent features contribute to the historic landscape.

The Appalachian Trail connector trail begins at the Humpback Gap parking area and continues southeast to intersect with the Appalachian Trail. It is a relatively level, narrow, gravel-covered hard-packed earth 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. 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 do not.

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 10 foot wide hard-packed earth corridor. The trace is becoming overgrown with vegetation, including some saplings and shrubs. 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. Adopted for use as part of the state highway system in the 1920s, the turnpike was rerouted when the Blue Ridge Parkway was constructed to allow both road corridors to coexist. The trace is a contributing feature to the historic landscape.

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.

Social trails in the vicinity of the Humpback Rocks trailhead postdate the period of significance and detract from the historic character of the developed area.

Character-defining Features:

Feature Name:	Blue Ridge Parkway
CLI Feature ID:	180083
Feature Contribution:	Contributing
Feature Name:	Howardsville & Rockfish Gap Trnpk trace
CLI Feature ID:	180085
Feature Contribution:	Contributing

Feature Name: Stone edging of road triangles, parking

CLI Feature ID: 180087

Feature Contribution: Contributing

Feature Name: Humpback Gap & Trail road, parking, walk

CLI Feature ID: 180089

Feature Contribution: Contributing

Feature Name: Walk edging Humpback Gap & trail parking

CLI Feature ID: 180091

Feature Contribution: Contributing

Feature Name: Humpback Rocks Trail

CLI Feature ID: 180093

Feature Contribution: Contributing

Feature Name: Appalachian Trail

CLI Feature ID: 180095

Feature Contribution: Contributing

Feature Name: Access road to hay field

CLI Feature ID: 180097

Feature Contribution: Contributing

Feature Name: Use of native materials in construction

CLI Feature ID: 180099

Feature Contribution: Contributing

Feature Name: Social trails
CLI Feature ID: 180101
Feature Contribution: Non contributing

Feature Name: Wood timber steps & stairs on trail
CLI Feature ID: 180103
Feature Contribution: Non contributing

Feature Name: Waterbars on trail to channel stormwater
CLI Feature ID: 180105
Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 17. The Humpback Gap parking area loop road and parking bays (2012 Humpback Rocks Cultural Landscape Report).

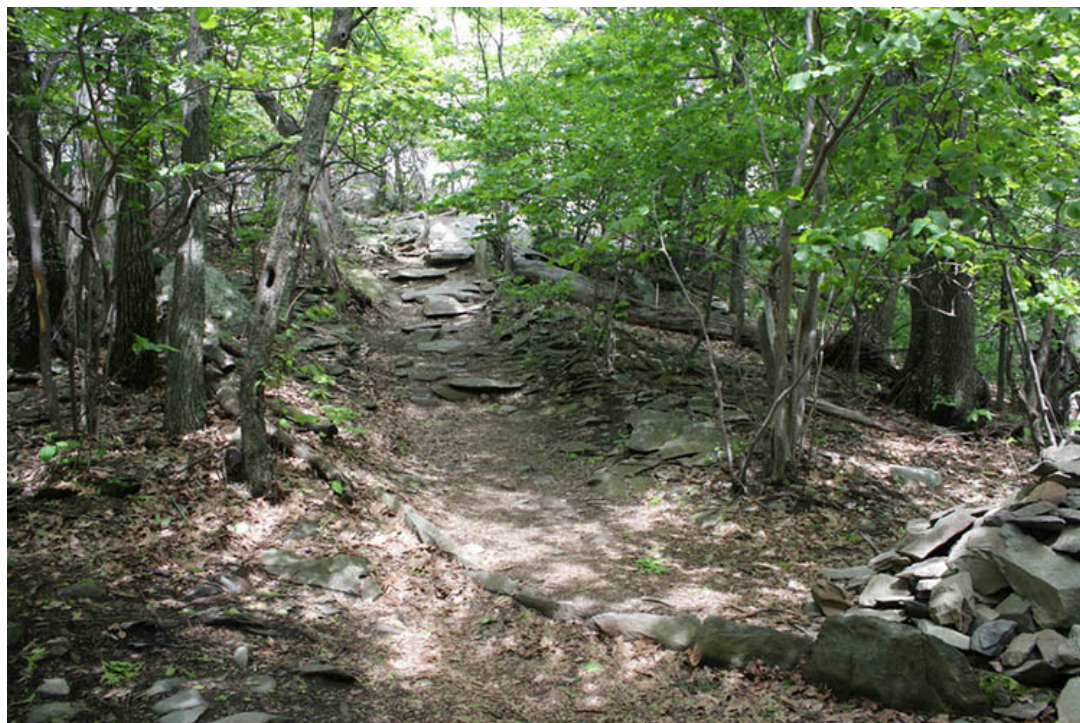


FIGURE 18. Stone steps and a stone water bar along the Humpback Rocks Trail (2012 Humpback Rocks Cultural Landscape Report).

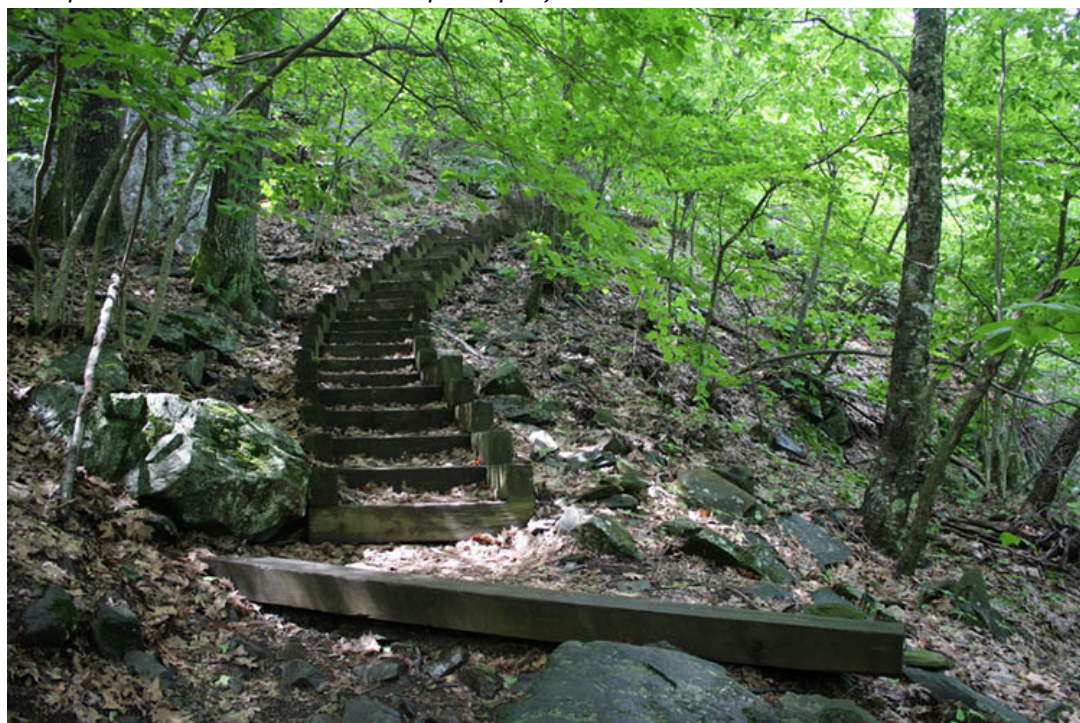


FIGURE 19. Wooden timber steps along the Humpback Rocks Trail (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 20. The Appalachian Trail connector trail (2012 Humpback Rocks Cultural Landscape Report).

**Landscape Characteristic:
Buildings and Structures**

There are no buildings or structures within this component landscape. Buildings and structures from the local farmsteads and communities from the mid-19th to early 20th centuries that predate the Blue Ridge Parkway are no longer in evidence in the component landscape.

**Landscape Characteristic:
Views and Vistas**

Historic Condition:

From Humpback Rocks, expansive views of the mountains and the Shenandoah Valley to the north, south, and west were one of the elements that led to the selection of Humpback Rocks as a recreational area along the parkway. Views were an important component in the layout of the Humpback Rocks Trail. The trail was designed to wind through densely wooded and steeply sloped terrain, denying the dramatic and expansive view until the visitor reached the summit of the rocks.

Existing Condition:

Views from the access road to the Humpback Rocks formation are afforded across the meadow between the parkway and the parking area. From Humpback Rocks, long views of the Shenandoah and Rockfish valleys are available that are among the most dramatic along the Blue Ridge Parkway. Glimpses of the parkway and the Humpback Rocks parking area are also afforded from the rocks. 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, however these views survive and are contributing features. The trail design and view experience of Humpback Rocks Trail 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 as the meadow at Humpback Gap, historic views survive. 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.

Character-defining Features:

Feature: View from Humpback Rocks of the mountains and Shenandoah Valley

Type of Feature Contribution: Contributing

Feature: Views of Humpback Rocks from other component landscapes and the parkway

Type of Feature Contribution: Contributing

Feature: Contemporary development in the Shenandoah Valley visible from Humpback Rocks

Type of Feature Contribution: Non-contributing

Landscape Characteristic Graphics:



FIGURE 21. View of Humpback Rocks with a dirt road in the foreground (possibly the Howardsville Turnpike) (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 22. View of Humpback Rocks, 2010 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 23. View west of the Shenandoah Valley from Humpback Rocks (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 24. View north of the parking area and the parkway from Humpback Rocks (2012 Humpback Rocks Cultural Landscape Report).

**Landscape Characteristic:
Small Scale Features**

Historic Condition:

Several types of small-scale features were placed within the Humpback Gap and Trail component landscape during the period of significance, including site furnishings, fences and gates, signs, and utilities.

Site furnishings. A concrete-top picnic table with a stone base and wooden benches was installed during initial construction, from 1941-1943.

The design for trash receptacles at the time the component landscape was constructed is not currently known.

Benches employed along Humpback Rocks Trail were relatively recently added.

Fences and gates. Stake and rider fencing associated with a fieldstone wall around the meadow was installed by Civilian Public Service employees, who constructed 1,089 feet of stone rail and rider fencing at Humpback Rocks in 1943. The fencing was designed to replicate vernacular fencing types typical to the region. (See also Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Fences.)

Worm fencing was installed along a portion of the lower route of the trail during the period of significance.

A metal, swinging arm gate limiting 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.

Signs. Identity, wayfinding, directional and regulatory signs were placed in the Humpback Gap and Trail component landscape during the period of significance. Directional and regulatory signs, including stop signs, yield signs, speed limit signs, 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.

Interpretive signs composed of fiberglass panels set within metal carriers were installed in the 1980s.

Boundary markers were at intervals along the park's boundary during construction in 1941.

Concrete milepost markers were placed along the parkway corridor from 1941-1943 [or] in 1947.

Utilities. Stormwater drainage features associated with the access road and parking area were installed during initial construction in the area, from 1939-1943, and included culverts beneath paved areas, stone headwalls and drain surrounds, and drop inlets. Trail improvements, such as waterbars, were installed after the period of significance.

Existing Condition:

Small-scale features associated with the Humpback Gap and Trail component landscape include site furnishings, fences and gates, signs, and utilities. Small-scale features surviving from the period of significance and contributing to the significance of the historic landscape 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. 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. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Site Furnishings.)

The picnic table survives from the period of significance, and contributes to the historic landscape. The wood benches postdate the period of significance, and the current brown powder-coated bear-

proof receptacle likely postdates the period of significance.

Fences and Gates. The fences that appear to survive from the period of significance in the Humpback Gap and Trail component landscape include the stake and rider fencing associated with the fieldstone wall around the meadow below Humpback Rocks, the remnant fieldstone hog wall along the slope up to Humpback Rocks, and the metal gate limiting access to the Howardsville Turnpike. These fences and gates contribute to the significance of the historic landscape, although it is likely 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.

There are four rock walls present within the developed area which survive from the period of significance. Two of these are stacked fieldstone hog walls that pre-date the parkway and indicate how local farmers pastured their livestock within wooded and open areas of the steep mountain slopes. One of these hog walls extends below Humpback Rocks and is visible from the trail. The other two rock fences were constructed as part of the Humpback Rocks recreation area. One of these, which incorporates a wooden stake and rider overtop of the rock work, edges the mown meadow below Humpback Rocks to interpret local farming practices. This wall was designed to replicate local vernacular patterns and connect motorists with the agricultural heritage of the region. 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. The fence has been altered from its original appearance through the removal of a lower rail set atop the stone wall, however the 1947 PLUMs for Section 1B indicates the rock fence present today is consistent with its original configuration. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Fences.)

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. This fencing is likely what remains of the fencing which formerly edged the Humpback Rocks trail for a portion of its lower route.

A rusted metal gate is located at the edge of the woods across the alignment of the old Howardsville Turnpike. 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.

Signs. 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 and do not contribute to the significance of the historic landscape. Newer signs are fashioned from vinyl and recycled plastics. (See also Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Signs.) Signs that incorporate the parkway branding components of blue-gray color, wood panels, routed lettering painted white, and 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.

Signs located within the component landscape include directional, wayfinding, interpretive, and regulatory road signs. All of these signs have been installed, replaced, or altered since the period of significance, therefore they are not contributing features. A boundary marker and a parkway mileage marker exist within the component landscape, and are contributing features.

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. 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. The kiosk postdates the period of significance.

A wooden sign identifies the Humpback Gap Overlook along the Blue Ridge Parkway road corridor. 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. This sign appears to have been replaced since the period of significance. Additional research is needed to determine the date of origin of the existing sign features.

An interpretive wayside is located in the middle of the parking area. 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. This sign postdates the period of significance and does not contribute to the significance of the historic landscape.

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. 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. These signs are non-contributing features. Wayfinding signs are located along the Humpback Rocks Trail 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, thus they are also non-contributing.

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). 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. 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. The signage is in good to fair condition. These signs have likely been replaced since the period of significance.

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. 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 of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Signs.) This marker contributes to the historic landscape.

A boundary marker dated September 1941 was established during the period of significance, and contributes to the significance of the developed area historic landscape. These are small concrete plugs inset with etched steel plates indicating National Park Service ownership and boundary information.

Regulatory and directional signs have likely been replaced since the period of significance to conform to federal highway standards.

Utilities. Storm water associated with the access road and parking area is conveyed within a ditch located north of the road. The western portion of the ditch is approximately 2 feet wide and paved with asphalt while the eastern portion is turf. Other features used to control storm water 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 and waterbars used to shed overland flow of storm water 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 storm water beneath the traffic island to the far side of the parkway. Stone is used to face culvert headwalls and other storm water management structures to help tie these features to the character of the surrounding landscape. The storm water outfall at the northeast corner of the parking area is eroded and the area is in poor condition. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design

Information: Culverts.)

Other. Other small-scale features observed within the component landscape include a small campfire ring near the Humpback Rocks formation, and a small rock cairn near Humpback Rocks. These are non-contributing features. Small-scale features associated with properties that pre-date parkway construction are no longer in evidence.

Character-defining Features:

Feature Name: Concrete top picnic table w stone base

CLI Feature ID: 180107

Feature Contribution: Contributing

Feature Name: Rock wall w fencing around field

CLI Feature ID: 180109

Feature Contribution: Contributing

Feature Name: Gate across Howardsville & Rockfish Gap

CLI Feature ID: 180111

Feature Contribution: Contributing

Feature Name: Hog fencing

CLI Feature ID: 180113

Feature Contribution: Contributing

Feature Name: Blue Ridge Parkway milepost markers

CLI Feature ID: 180115

Feature Contribution: Contributing

Feature Name: Blue Ridge Parkway boundary markers

CLI Feature ID: 180117

Feature Contribution: Contributing

Feature Name: Stone headwalls

CLI Feature ID: 180119

Feature Contribution: Contributing

Feature Name: Stone drain surrounds

CLI Feature ID: 180121

Feature Contribution: Contributing

Feature Name: Drop inlets

CLI Feature ID: 180123

Feature Contribution: Contributing

Feature Name: Culverts

CLI Feature ID: 180125

Feature Contribution: Contributing

Feature Name: Asphalt gutter along roadway margins

CLI Feature ID: 180127

Feature Contribution: Contributing

Feature Name: Use of native materials in construction

CLI Feature ID: 180129

Feature Contribution: Contributing

Feature Name: Wooden benches along Humpback Rock Trail

CLI Feature ID: 180131

Feature Contribution: Non contributing

Feature Name: Bear proof trash receptacles

CLI Feature ID: 180133

Feature Contribution: Non contributing

Feature Name: Kiosks

CLI Feature ID: 180135

Feature Contribution: Non contributing

Feature Name: Identity signs

CLI Feature ID: 180137

Feature Contribution: Non contributing

Feature Name: Directional signs

CLI Feature ID: 180139

Feature Contribution: Non contributing

Feature Name: Wayfinding signs

CLI Feature ID: 180141

Feature Contribution: Non contributing

Feature Name: Fiberglass interpretive waysides

CLI Feature ID: 180143

Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 25. Humpback Rocks and Humpback Gap parking access road, 1953 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 26. Humpback Rocks and Humpback Gap parking access road, 2010 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 27. View of Humpback Rocks with marker for milepost 6 along the Blue Ridge parkway, 1953 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 28. View of Humpback Rocks with marker for milepost 6 along the Blue Ridge parkway, 2010 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 29. A rock outcrop set within the stone and rider fence along the Humpback Gap parking area road (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 30. A stone-faced headwall associated with a culvert conveying stormwater under the parkway (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 31. Stone curbing edges the parking area and tapers to meet the asphalt; bear proof trash receptacle post-dates the period of significance (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 32. The picnic table at Humpback Gap parking area (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 33. A remnant hog-wall along the Humpback Rocks Trail (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 34. A concrete boundary marker dated September 1941 near the start of the Humpback Rocks Trail (2012 Humpback Rocks Cultural Landscape Report).

**Landscape Characteristic:
Archeological Sites**

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.

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/30/2023

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/07/2017

Condition Assessment Explanatory Narrative:

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.

Invasives are present in the woodlands that may threaten the health of the forest. Some problematic invasive species have established colonies within the developed area. These include barberry; Russian olive; and tree-of-heaven.

The storm water outfall at the northeast corner of the parking area is eroded and the area is in poor condition.

Erosion is a problem east of the parking area.

The Howardsville and Rockfish Gap Turnpike trace is exhibiting problems with erosion and there is vegetation growing in the road prism.

Erosion remains a problem along the realigned portion of the Appalachian Trail.

A four foot wide asphalt walk located along the eastern edge of the parking area is in fair condition due to cracking, patches, and crumbling edges.

The access road and parking area asphalt is cracked and uneven.

Water bars fashioned from wood and stone have been installed at various points along Humpback Rocks Trail to help moderate erosion caused by storm water runoff. 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 exhibits some problems with erosion. This has led to realignment of the trail in places and the construction of steps and walls.

Many of the social trails are exhibiting problems with erosion.

Remnant worm fencing along portions of the Humpback Rocks Trail is in various stages of decay.

The interpretive wayside located in the middle of the parking area is hard to read because of dirt and weathering and is in poor condition.

The timber post with an angled face located along the Humpback Rocks Trail that indicates the direction of the new route to the Appalachian Trail is confusing for hikers due to the inclusion of multiple arrows, likely the result of the relocation of the Appalachian Trail.

Graffiti mars the Humpback Rocks at the overlook in several places.

The metal gate across Howardsville and Rockfish Gap Turnpike is rusted.

The hog fence is overgrown with vegetation. Some of the stones are dislodged.

The fiberglass interpretive wayside has a bent frame, scratched fiberglass, and is illegible due to biological growth.

Stabilization Measures:

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Description:

Type of Impact: Erosion

Other Impact:

External or Internal: Both Internal and External

Impact Description:

Type of Impact: Improper Drainage

Other Impact:

External or Internal: Both Internal and External

Impact Description:

Type of Impact: Inappropriate Maintenance

Other Impact:

External or Internal: Internal

Impact Description:

Type of Impact: Release To Succession

Other Impact:

External or Internal: Both Internal and External

Impact Description:

Type of Impact: Vandalism/Theft/Arson

Other Impact:

External or Internal: Both Internal and External

Impact Description:

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Both Internal and External

Impact Description:

Stabilization Costs

Treatment

Treatment

Approved Treatment: Rehabilitation

Approved Treatment Document: Cultural Landscape Report

Approved Treatment Document Explanatory Narrative:

Based upon the park's objectives in developing the 2012 Humpback Rocks Developed Area CLR, which suggest 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.

The overarching treatment concept for the cultural landscape at the Humpback Rocks developed area proposed within the 2012 Humpback Rocks developed area 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.

Approved Treatment Completed: No

Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

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Bibliography and Supplemental Information

Bibliography

Citation Title: See Humpback Rocks parent landscape for a full list of references.

Year of Publication: