
National Park Service
Cultural Landscapes Inventory

2013



Humpback Rocks Visitor Center
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.

The Visitor Center component landscape is located between mileposts 5 and 6 along the Blue Ridge Parkway, and is one of four component landscapes of the Humpback Rocks developed area. Construction took place from 1955-1956. The original visitor center building was destroyed by arsonists in 1981, and a new, enlarged building generally based on the original opened in 1982. The component landscape encompasses the access road to the visitor center and associated parking area, with the visitor center building and orientation plaza along its primary facade, which houses the park's administrative offices, restrooms, exhibits, and a bookstore, overflow parking, and a path that leads to the Mountain Farm exhibit. Ornamental plantings, fences, and identity, directional, wayfinding, and interpretive signage exist in the landscape of the complex. It is bounded by the Mountain Farm component landscape to the south and by the Blue Ridge Parkway to the east.

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 Visitor Center 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

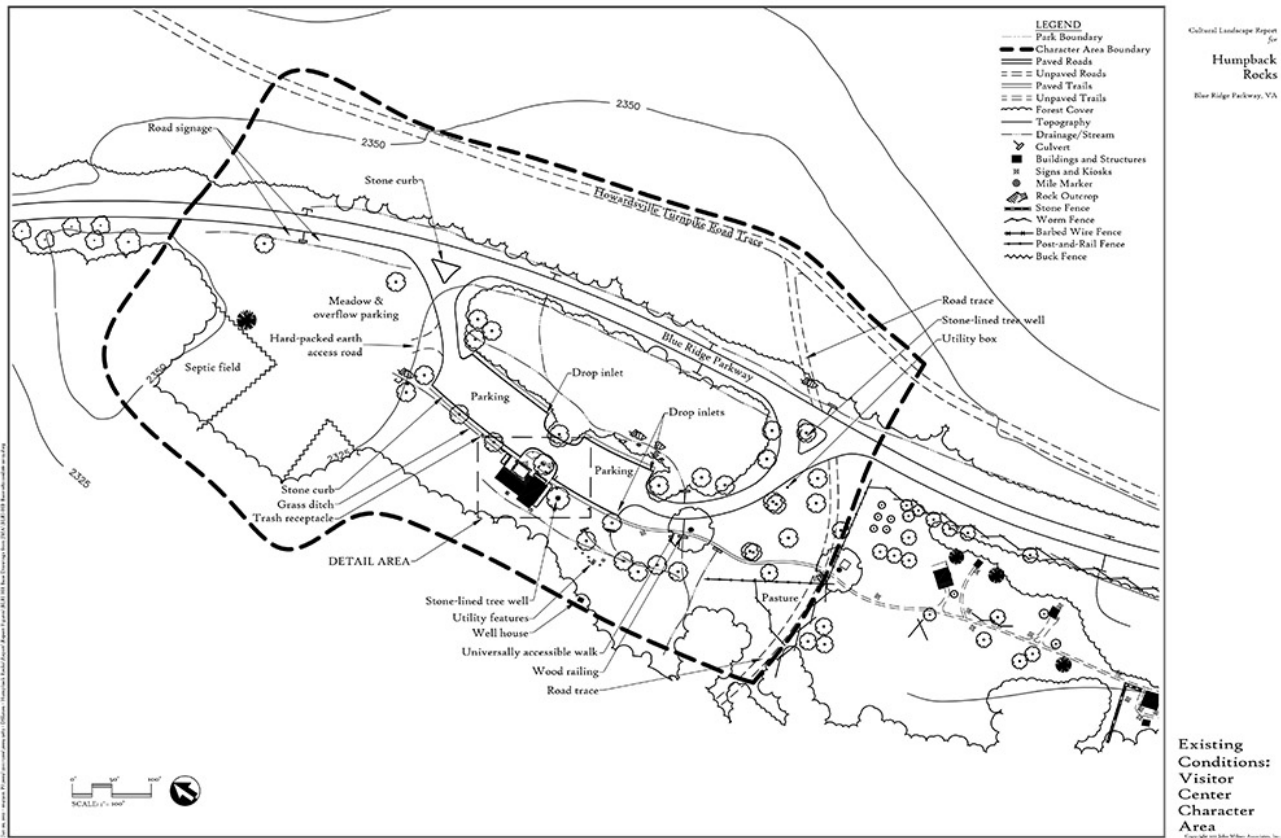


FIGURE 2. Humpback Rocks Visitor Center component landscape (2012 Humpback Rocks Cultural Landscape Report).

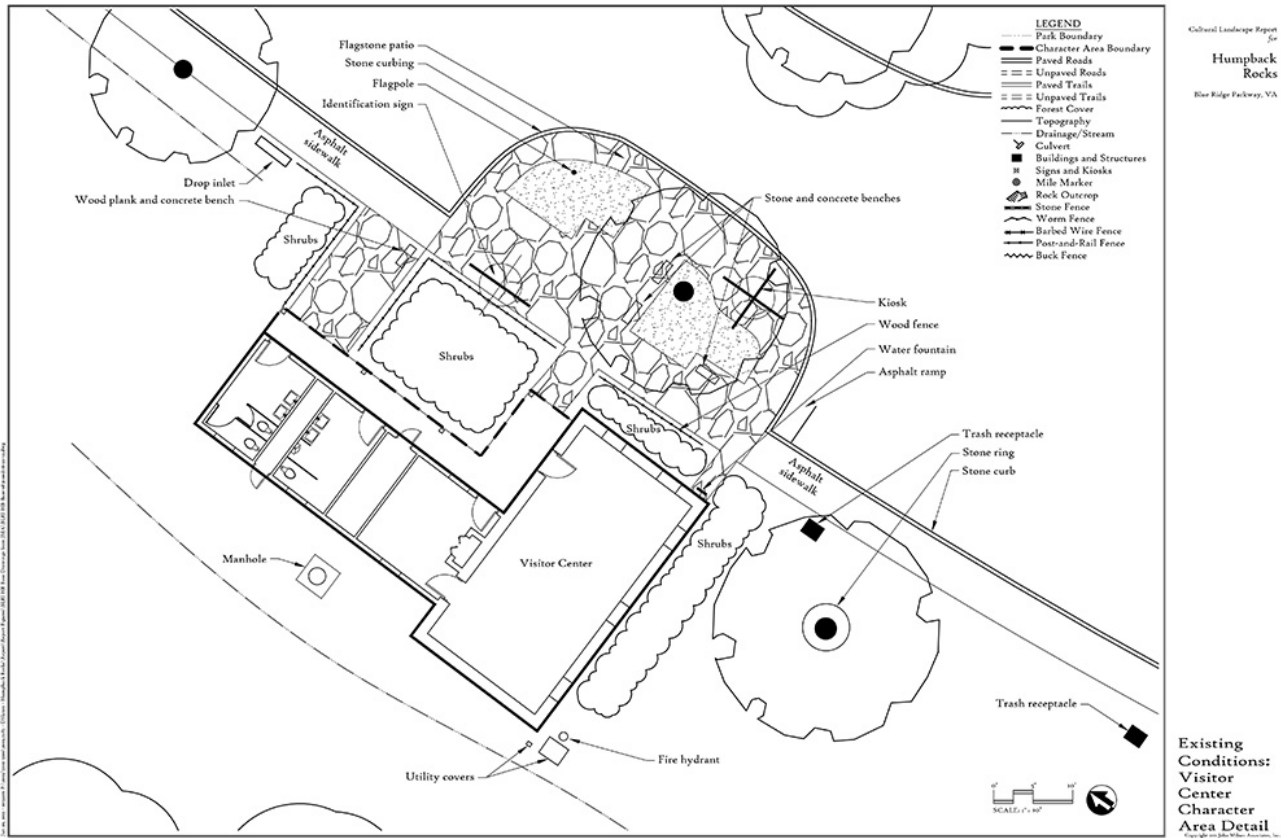


FIGURE 3. Humpback Rocks Visitor Center component landscape entrance terrace enlargement (2012 Humpback Rocks Cultural Landscape Report).

Property Level and CLI Numbers

Inventory Unit Name:	Humpback Rocks Visitor Center
Property Level:	Landscape
CLI Identification Number:	975980
Parent Landscape:	975984

Park Information

Park Name and Alpha Code:	Blue Ridge Parkway - Humpback Rocks Visitor Center - 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:	09/07/2017

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. Additional VCRIS resources include Humpback Rocks Visitor Center, and Humpback Rocks Visitor Center Storage Building.

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 J. Jett 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) 10.78

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 Humpback Rocks 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.

The visitor center located at milepost 5.8 west of the parkway is one of six found along the corridor, and the northernmost such feature. State Route 610 rises from the Shenandoah Valley to the west at Sherando to Pine Ridge, and parallels the Blue Ridge Parkway north of the visitor center until reaching Rockfish Gap. The visitor center building houses a seasonal bookstore/giftshop, restrooms, interpretive exhibits, and administrative offices. A large parking area is located adjacent to the building, which is accessed from a spur road leading from the parkway. Springs arise in an undeveloped area between the parkway road corridor and the visitor center; these are culverted beneath the road developments, and eventually flow into Toms Creek west of the visitor center.

Location Map:

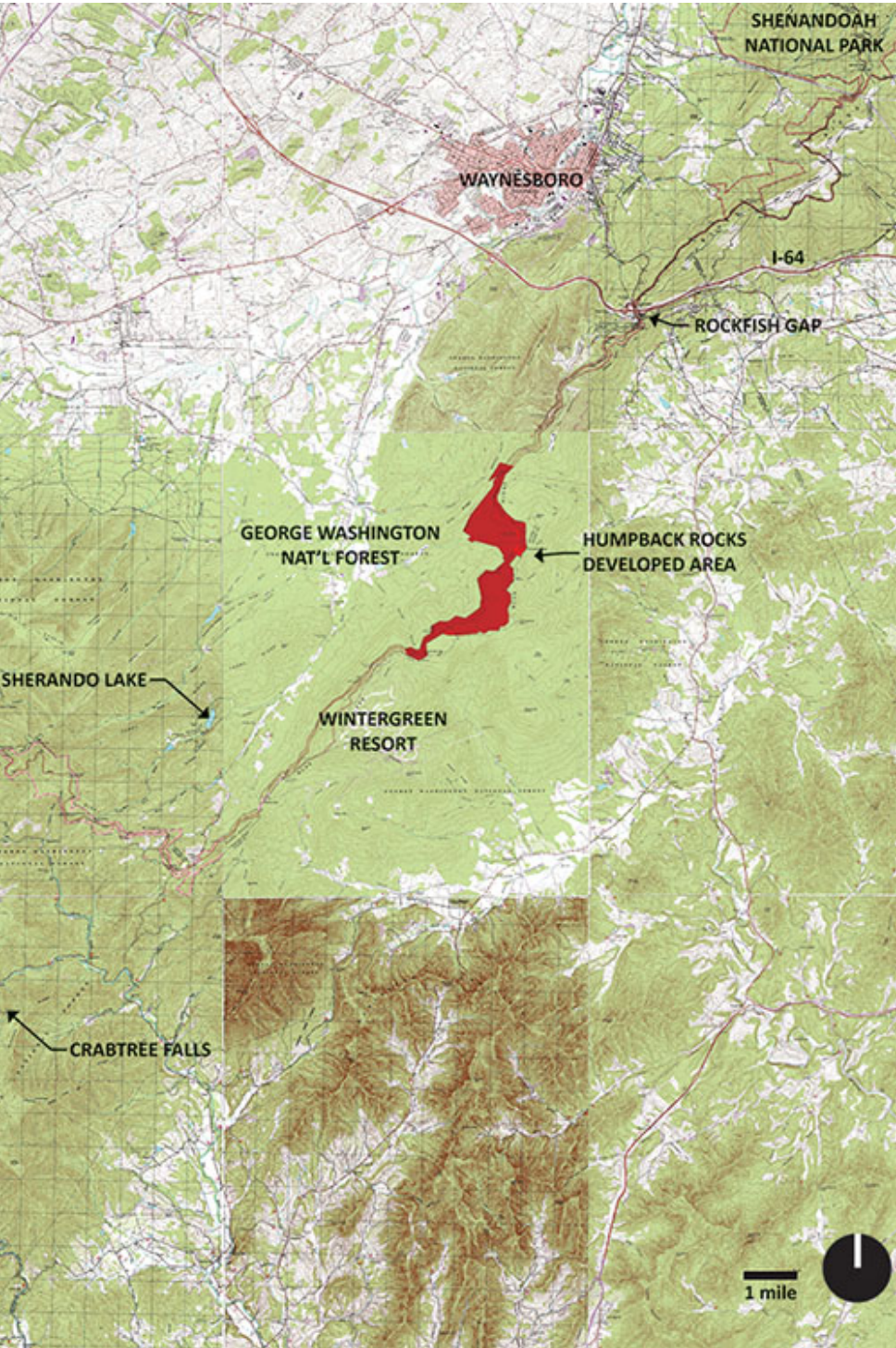


FIGURE 4. Humpback Rocks developed area vicinity (2012 Humpback Rocks Cultural Landscape Report).

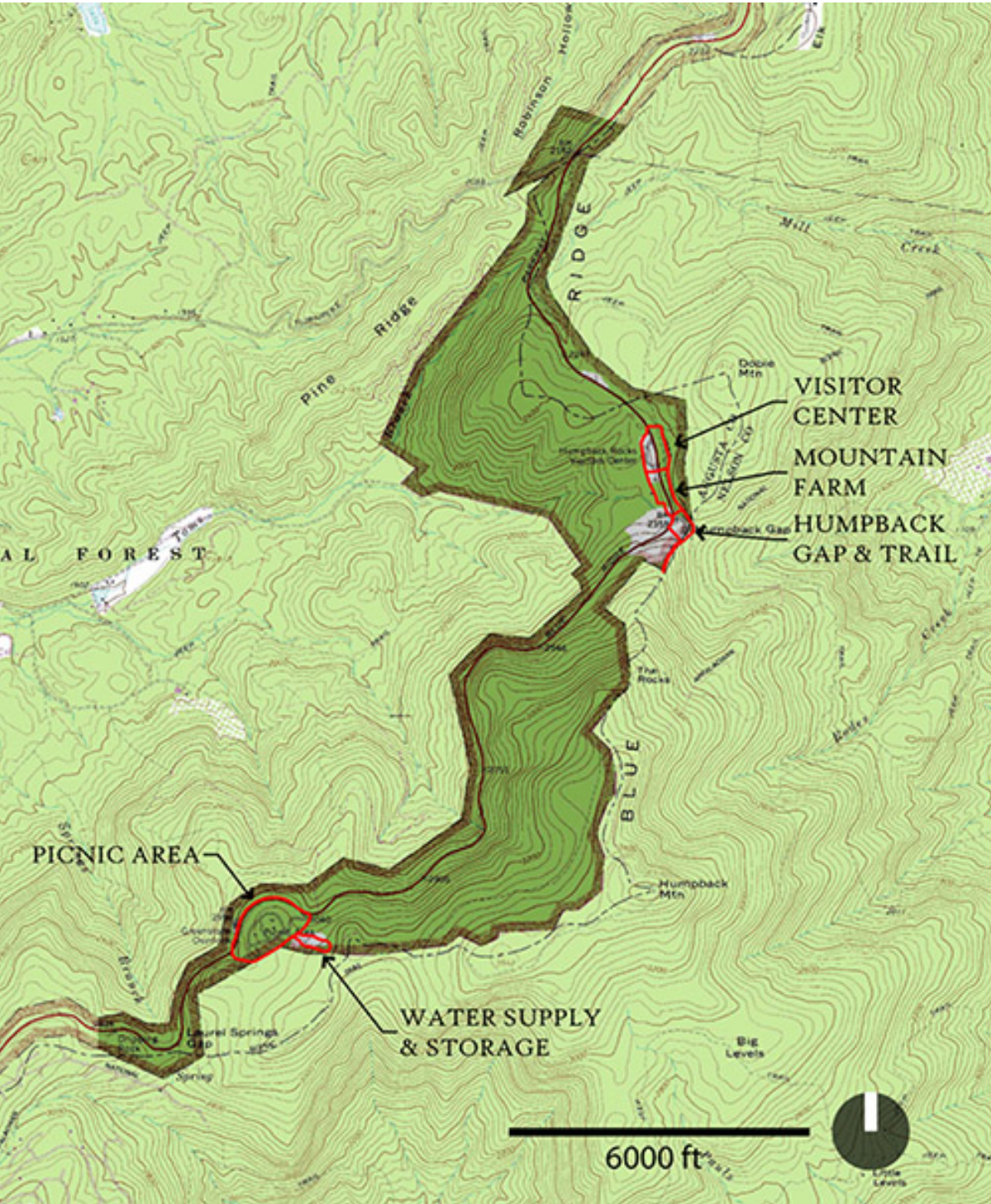


FIGURE 5. Humpback Rocks developed area, Parent Landscape (2012 Humpback Rocks Cultural Landscape Report).

Cultural Landscapes Inventory

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 in 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 Visitor Center 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:

The Visitor Center has specific hours when it is open and closed, but the site has essentially unrestricted access.

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. The nomination suggested a period of significance of circa 1933-1987, and excludes parkway resources that were built between 1956 and 1987 within the recreation areas, suggesting that these Mission 66 era features lacked consistency with the design ethic promoted over the remainder of the parkway. Whereas Firth's findings did not include Mission 66 era features, given the importance of the Mission 66 period to parkway development, the 2012 CLR conclusions do find the Mission 66 era features contributing, hence they Mission 66 features within the Humpback Rocks developed area are considered significant. The CLR suggests a modification of the period of significance proposed in the draft NHL to include these resources

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. Additional VCRIS resources include Humpback Rocks Visitor Center, and Humpback Rocks Visitor Center Storage Building.

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 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 Visitor Center component landscape, is significant under Criteria A and C. The Humpback Rocks Visitor Center 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, 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 Visitor Center component landscape serves as an example of the historic significance of the Humpback Rocks developed area, representative of recreational themes such as providing visitor services and educational opportunities. The visitor center complex was first constructed in 1955-1956. The associated site features, such as the parking bays, walkways, 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 original structure was replaced in 1982, the functions provided in the building remain, as does much of the site circulation, vegetation, and small-scale features. In summary, the Visitor Center 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 significant under Criterion 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 Visitor Center 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 slab benches, stone curbing around drive and parking areas, and native shade tree dotted meadows—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 and storm water management features and paving—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 Visitor Center	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 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 1942	Designed	Construction documents prepared for the proposed gas station, picnic area, and coffee shop. (Only picnic area would be constructed).
CE 1955	Built	The original visitor center was constructed, designed by the architectural firm Brown and Shank of Roanoke, Virginia.
CE 1956	Built	Two storage buildings were constructed southwest of the visitor center.
CE 1981	Destroyed	The original visitor center was destroyed by fire.
CE 1982	Built	An expanded visitor center was constructed, incorporating portions of the original building.
CE 1987	Built	The final portion of the Blue Ridge Parkway was completed with the opening of the Linn Cove Viaduct.
CE 2009	Built	A universally-accessible asphalt trail was established between the visitor center and the Mountain Farm.

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 Visitor Center component landscape, for an overarching physical history of the Humpback Rocks Developed Area, refer to that parent landscape physical history.

The Humpback Rocks Visitor Center 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 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 Humpback Rocks Visitor Center is one of six such structures built along the parkway. Although the visitor center did not emerge as a building type until the Mission 66 initiative, a visitor amenities complex was indicated for Humpback Rocks as part of the original 1934 plan for the road corridor. The original visitor center at Humpback Rocks was constructed between 1955 and 1956 based on a design prepared by the Roanoke architectural firm of Brown and Shank. (NPS drawing circa 1955 for visitor center, marked as-built. Title block information not legible.) A pair of buildings was built on a knoll behind the visitor center that supported water supply and storage needs the following year. The visitor center building was to house exhibits to interpret the lives of the mountain people, and included a small museum, restrooms, and a ranger station. The original building, designed in a modified rustic style, featured walls clad with coursed stone rubble and was detailed to tie in with the materials vocabulary of the parkway. However, it also featured structural components more representative of the modernist period, such as concrete block. As such, the building offered an interesting combination of modified rustic features, modernist elements, and the visitor center use that would later become a hallmark of Mission 66.

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.

The visitor center was destroyed in a 1981 fire during Easter weekend. Two men were arrested and charged with setting the blaze. The Humpback Rocks Visitor Center was rebuilt as an expanded facility constructed on the foundation of the original building and reopened the following year. The original building included a roof composed of concrete imitation wood shingles and double-hung windows filled with six-over-six sashes that were replaced in the reconstructed building with asphalt shingles and one-over-one shingle windows. The original board-and-batten sheathed interior was rebuilt. The building was not faithfully restored but was similar in style, and was built to accommodate an expanded program of uses, and included restrooms, an information room, and an office and storage area.

A proposed trail to the Toms Creek waterfall below the present-day visitor center was never built. New interpretive signage and other signs were installed around the developed area during the 1980s and 1990s. A water line was replaced in 1997 from the pumphouse in the Mountain Farm exhibit to the visitor center. Improvements were made to enhance universal accessibility in 2009, including the path between the visitor center and the Mountain Farm exhibit.



FIGURE 7. An undated photo of the original Humpback Rocks visitor center (2012 Humpback Rocks Cultural Landscape Report).

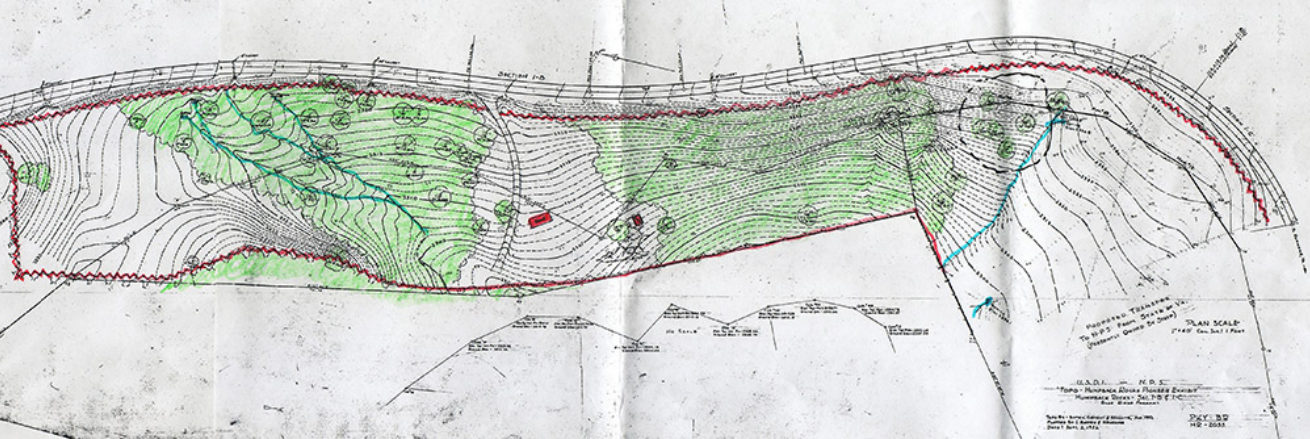


FIGURE 8. Existing conditions at the site of the future Mountain Farm exhibit, also showing future visitor center, on survey dated 1952 (2012 Humpback Rocks Cultural Landscape Report).

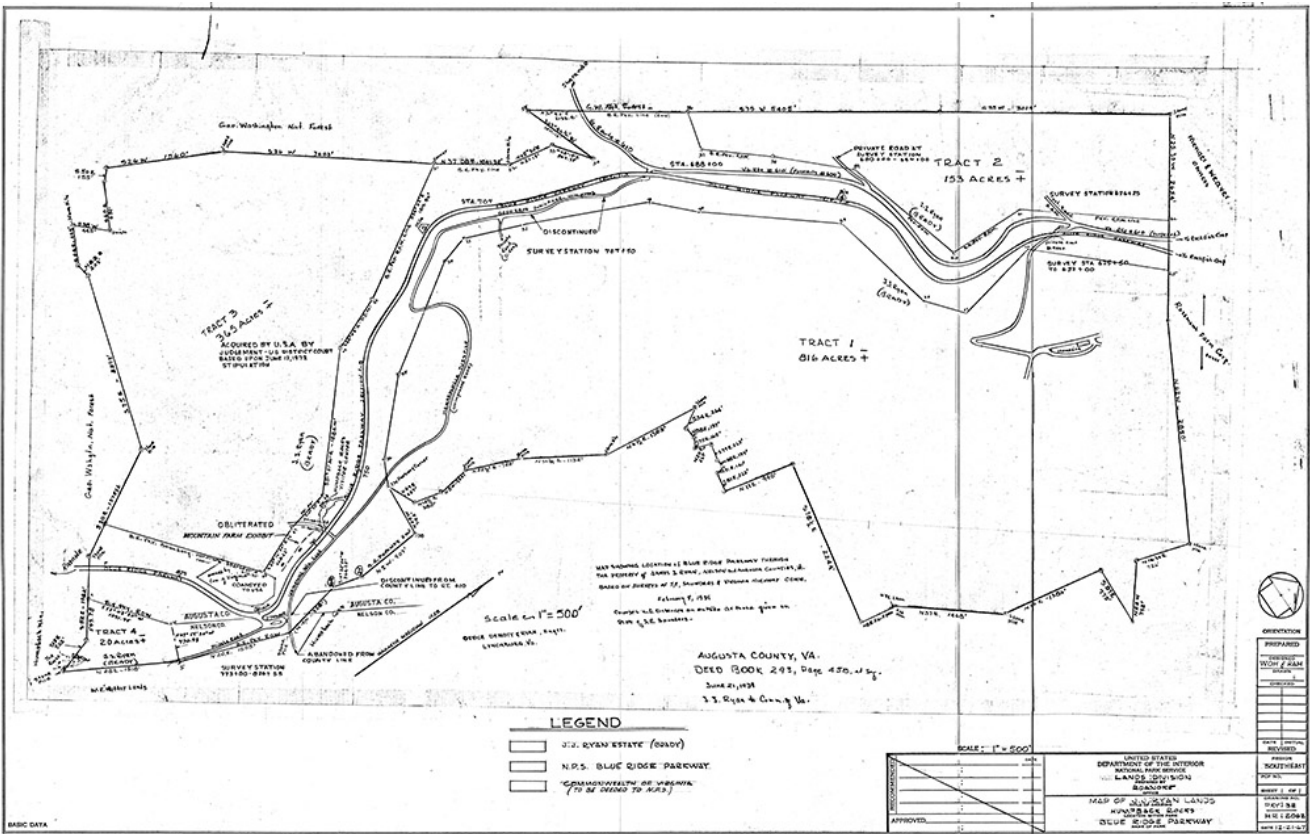


FIGURE 9. Land ownership and roads that preceded the parkway. Map dated 1967 (2012 Humpback Rocks Cultural Landscape Report).

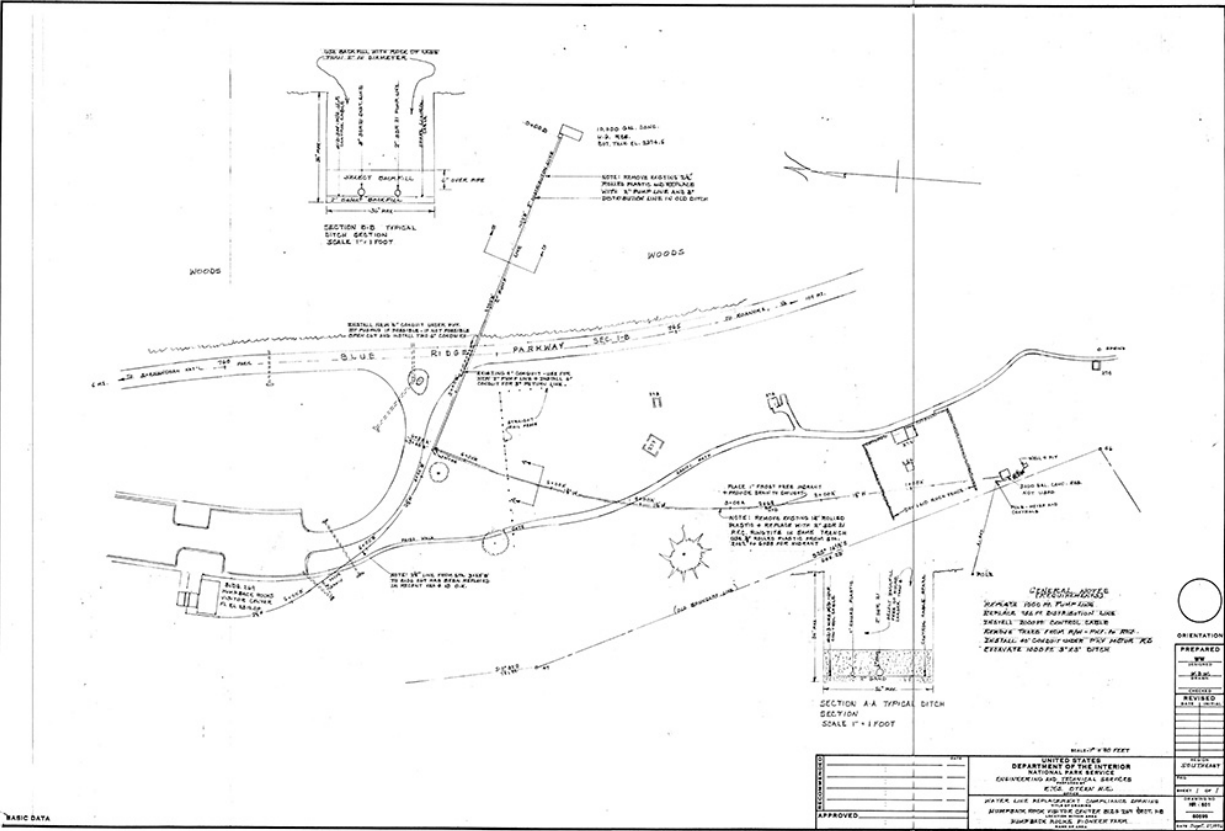


FIGURE 10. Utility map showing water supply to the visitor center from pump house in Mountain Farm exhibit, 1996 (2012 Humpback Rocks Cultural Landscape Report).

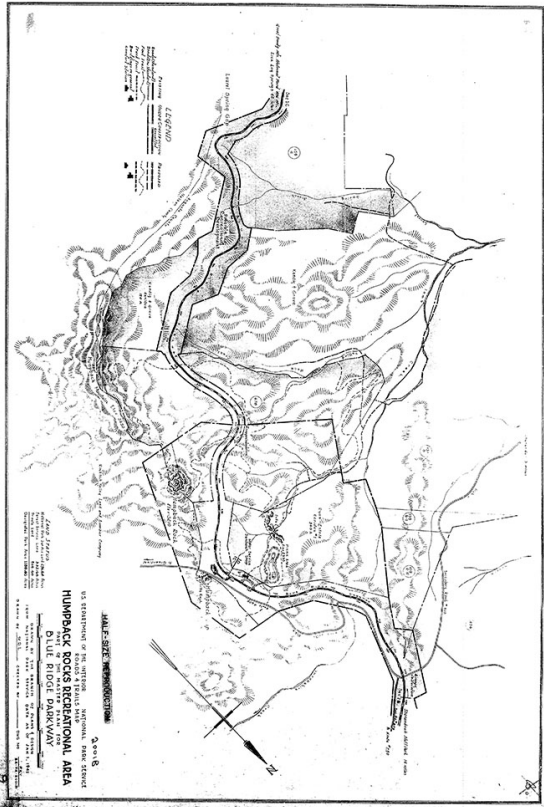


FIGURE 11. Proposed roads and trails in the Humpback Rocks area, 1941 (2012 Humpback Rocks Cultural Landscape Report).

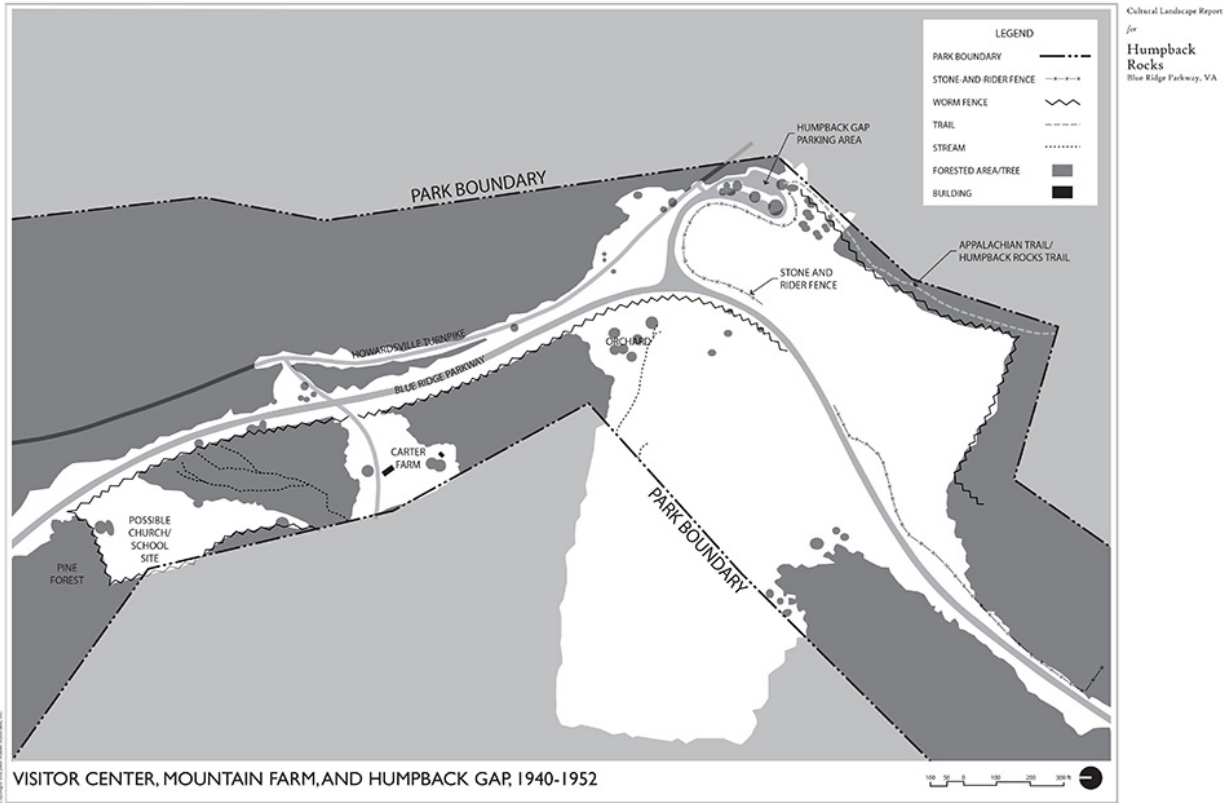


FIGURE 12.1940-1952 Period Plan (2012 Humpback Rocks Cultural Landscape Report).

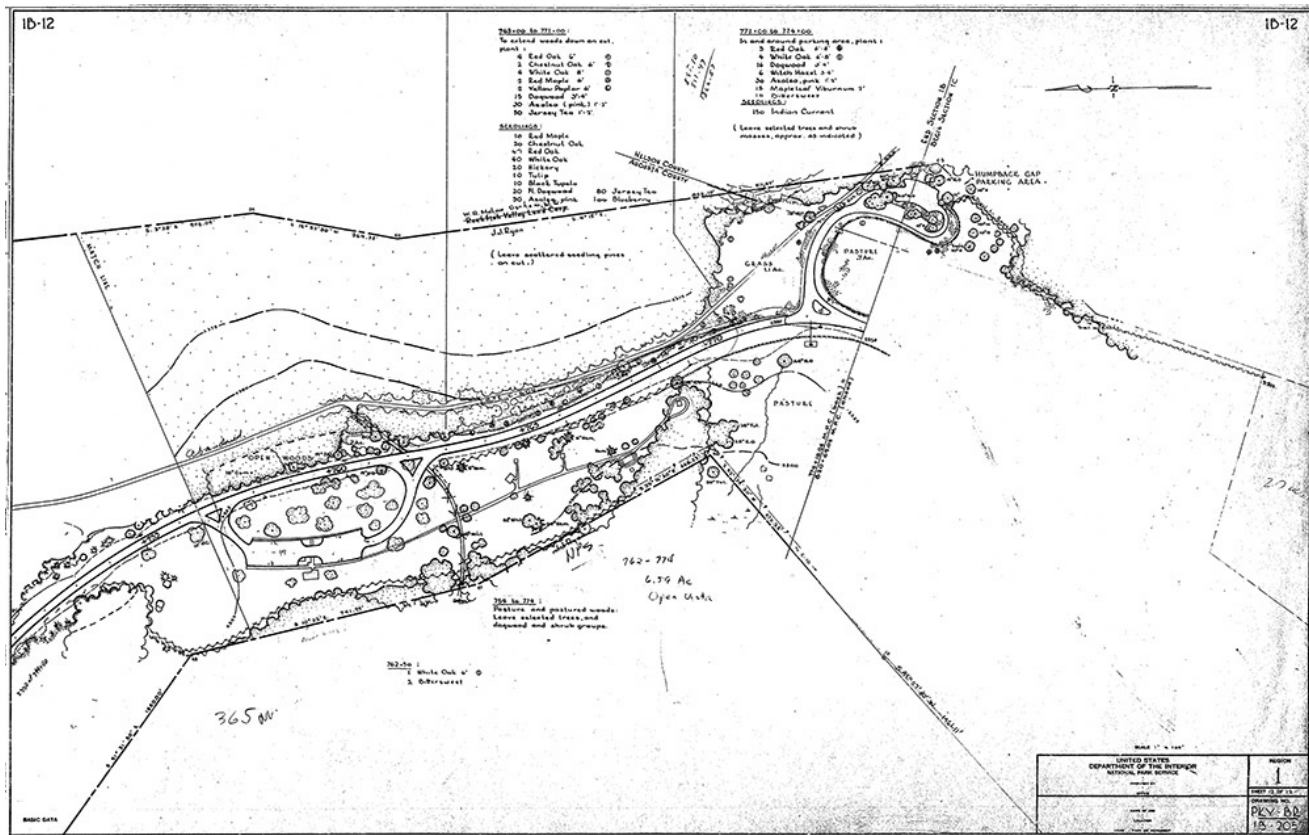


FIGURE 13. Parkway Land Use Map, Section 1-B, sheet 12, showing the visitor center, Mountain Farm exhibit, and a portion of Humpback Gap and Trail parking area (2012 Humpback Rocks Cultural Landscape Report).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Humpback Rocks Visitor Center 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, Buildings and Structures, Views and Vistas, Small-Scale Features and Archaeological Sites. 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 Summary

The Humpback Rocks Visitor Center 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 complex is edged by native successional oak-hickory Eastern deciduous hardwood forest, and contains a spring-fed ephemeral bog and a stream fed by outflow from the bog. The overall integrity of the

natural systems and features in the Visitor Center component landscape remains intact and contributes to its period of significance.

The Humpback Rocks Visitor Center component landscape is spatially arranged parallel to and along the west side of the Blue Ridge Parkway. A bog area separates the parking from the parkway, with the visitor center sited along the western edge of the parking against a backdrop of the surrounding native forest. This spatial organization is consistent with the 1947 Parkway Land Use Maps (PLUMs), and the original 1955-1956 construction of the visitor center complex. The 1982 construction of an enlarged visitor center to replace the original following a fire has maintained the intended spatial organization. The expansion of some forested areas has slightly impacted spatial organization in the component landscape, with the increased density of the bog-area woodland that furthers separates the parkway from the visitor center complex.

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 area, pedestrian terrace, and visitor center building within the Visitor Center component landscape. This remains consistent with the 1947 PLUMs and the 1955-1956 original construction in spite of the 1982 reconstruction of the building.

Land uses within the Humpback Rocks developed area are primarily consistent with those established beginning with parkway construction in 1939-1941. Within the Visitor Center component landscape, interpretive/museum/educational, transportation, utility, and visitor services uses survive from the period of significance.

Topography in evidence from the period of significance includes the careful placement of the parkway, parking area, access roads, walkways and buildings within the terrain, as well as the characteristic use of the Humpback Gap plateau as a relatively level platform for construction of the features of the developed area. The sensitive use of site engineering features, from retaining walls to storm water management structures, also remains evident from the period of significance. These topographic modifications survive with integrity and contribute to the historic landscape.

Some of the intended vegetation within the Visitor Center component landscape has survived from the period of significance and contributes to the historic landscape, including the scattered native and specimen shade trees throughout the complex and along the parkway corridor, as well as the open meadow ground plane throughout the complex. Mixed native and exotic plantings have been added at the visitor center postdating the period of significance, these plantings do not contribute.

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 Visitor Center component landscape, the vehicular circulation patterns established by the Blue Ridge Parkway in 1939-1941 and those of the original visitor center complex built from 1955-1956, as well as the pedestrian circulation established from 1955-1956, survive from the period of significance with integrity and contribute to the historic landscape. Additionally, 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.

The original visitor center building was lost to fire over Easter weekend, 1981. The current visitor center was constructed to recall many of the features of the original, including the use of local stone in the façade, however it is a 1982 replacement and postdates the period of significance. A storage building behind the visitor center, one of the two storage buildings originally constructed on the site, is the sole building in the component landscape that survives and contributes to the historic landscape.

Views of the surrounding mountain and valley landscape were a primary determining factor in both the layout of the Blue Ridge Parkway, as well as the location and arrangement of the visitor center complex. The parkway was sited to allow views of the Humpback Rock formation to south-bound travelers. The visitor center was sited to allow views from the parkway to the complex, as well as to provide a view to the Humpback Rock formation from the pedestrian terrace fronting the building. These views remain as designed and contribute to the historic landscape.

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 slab benches and

stone curbing at the visitor center—as well as the fencing styles of the Appalachian agrarian traditions—evident in the post-and-rail wood fencing along the walk to the Mountain Farm exhibit from the visitor center complex. These patterns also extended to utility features, such as the stone headwalls used in storm water management structures beneath the parkway. These small-scale features survive within the Visitor Center component landscape, and contribute to the historic landscape.

Archeology within the Visitor Center component landscape is limited to two explorations, one in 1978 and another in 1997. The 1978 work indicated that although disturbed, portions of the area could still offer additional research potential, while the 1997 archeology associated with water line replacement confirmed and dated two Archaic period sites first unearthed in the 1978 investigation.

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 Visitor Center 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 Visitor Center complex was conceptualized on these PLUMs, and built in 1955 and 1956 based on a design prepared by the Roanoke architectural firm of Brown and Shank. The present arrangement of features in the Visitor Center component landscape primarily originates in these plans and documents, with the exception of the replaced visitor center building. 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 visitor center is a realization of the interpretive/museum/educational and visitor services land uses, among others, intended by parkway designers.

1. Location: The Visitor Center 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 Visitor Center component landscape remains on parkway right when travelling south, on the extended plateau of Humpback Gap, sited with a view to Humpback Rocks from the entrance terrace, and in association with the Mountain Farm component landscape to the south.

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 Visitor Center component landscape, the continued associations with the surrounding native Eastern deciduous forest, the level terrain of Humpback Gap, the springs and stream corridors that led to the use of this area for homestead development prior to parkway construction, and the open meadow ground plane throughout the component landscape as intended by parkway designers supports integrity of setting. The intended visual relationship of the visitor center complex to the parkway generally remains, with the exception of the increased density of vegetation in the ephemeral bog area. 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 Visitor Center component landscape retains some integrity of design to the layout evident on the 1947 PLUMs, primarily in the continued presence of circulation features that survive today in much the same configuration as originally constructed. These features include access roads, the parking area, and some paths, as well as in the open ground plane beneath scattered shade trees throughout the complex. The maintained post-and-rail fencing along the path to the Mountain Farm exhibit, and the small-scale features in the form of stone-slab benches and a flagpole at the entrance to the building, support integrity of design. Several changes and additions that postdate the period of significance detract from and diminish integrity of design. These include the replacement of the original visitor center in 1982 with a building that exhibits a larger footprint, as well as changes to the path to accommodate universal accessibility from the visitor center to the Mountain Farm exhibit. The addition of new styles of signage and interpretive media has somewhat affected integrity of design.

of the component landscape.

4. Materials: The Visitor Center component landscape retains some integrity of materials, primarily due to the retention of site circulation materials as installed from 1955-1956 in the form of the stone curbing as well as the stone terrace paving at the entrance to the building, and in the stone-slab benches. Some retained and planted shade trees throughout the complex also remain from initial construction, supporting integrity of materials. As seen with design, changes and additions postdating the period of significance detract from and diminish integrity of materials, including the replacement of the original visitor center in 1982, as well as changes to the path to accommodate universal accessibility from the visitor center to the Mountain Farm exhibit. The addition of new styles of signage and interpretive media has somewhat affected integrity of materials of the component landscape.

5. Workmanship: The Visitor Center component landscape retains some integrity of workmanship. As with integrity of design and materials, the retention of the site circulation and small-scale features indicates workmanship, primarily in the way the features were incorporated with minimal grading into the terrain, as well as in the way the stone curbing, stone paving, and stone-slab benches were constructed. These features indicate the craftsmanship of parkway builders in creating the signature elements of the developed area. The replacement of the visitor center in 1982 has detracted from integrity of workmanship. The addition of new styles of signage and interpretive media has somewhat affected integrity of workmanship of 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 Visitor Center component landscape provides some support to overall integrity of feeling, as it continues to have this connection to the parkway, to the terrain of Humpback Gap, and the visual connection from the entry terrace to Humpback Rock, as well as the physical relationship to the Mountain Farm component landscape. In addition, the retention of some 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 Visitor Center 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 visitor center use of the component landscape in support of the function of the developed 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

The Visitor Center component landscape and its associated parking area features were sited on an upland plateau near Humpback Gap, constructed from 1955-1956, and designed as an open meadow with scattered shade trees, separated from the parkway by a spring-fed bog area. Natural landforms influenced the selection of this site as a recreation area by early parkway designers, as well as the placement of the visitor center. 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 Visitor Center and Mountain Farm component landscapes were placed in one of these open pastures that existed prior to parkway construction.

Existing Condition:

All of the extant natural systems and features associated with the Visitor Center component landscape, including the relationship of the complex to the plateau of Humpback Gap, the surrounding native forest, the rural, rugged, mountainous terrain and rolling to steep landforms, and springs and streams, were present during the period of significance, and survive today with a high degree of integrity.

Much of the component landscape is maintained in mown grass meadow dotted with open-grown deciduous hardwood trees, ornamental plantings, and thickets. An undeveloped area between the visitor center parking and the parkway containing a bog fed by several springs remains from the period of significance. The flow from the springs feeds ephemeral streams that do not run in the late summer or during droughty periods, and outflow is culverted beneath the parking area and daylighted south of the visitor center. The streams empty into Toms Creek that arises west of the visitor center and eventually flows into Back Creek. Eastern deciduous hardwood forest dominated by hickory and oak, typical to the region, continues to frame the component landscape to the north, east, and west. 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.

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 Visitor Center component landscape, the increased vegetative density is particularly evident in the low area separating the parkway from the complex.

Character-defining Features:

Feature: Eastern deciduous successional hardwood forest

Type of Feature Contribution: Contributing

Feature: Perennial and intermittent named and unnamed streams

Type of Feature Contribution: Contributing

Feature: Springs and bog between the visitor center parking area and the Blue Ridge Parkway

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:

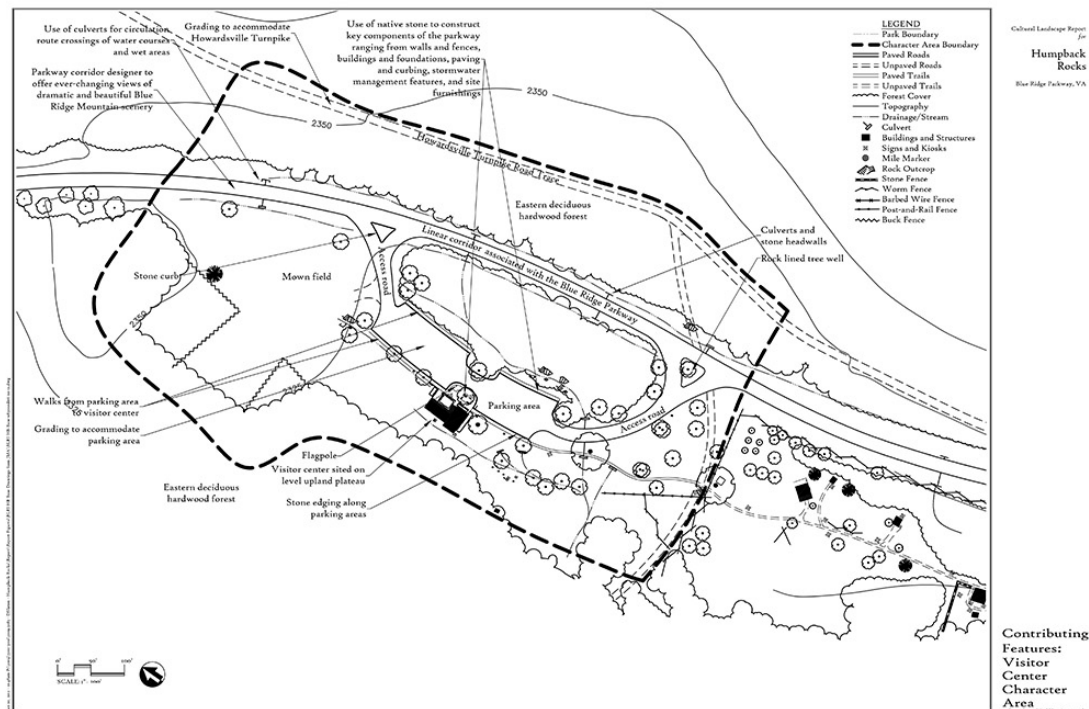


FIGURE 14. Contributing features, Visitor Center component landscape (2012 Humpback Rocks Cultural Landscape Report).

Landscape Characteristic: Spatial Organization

Historic Condition:

The Visitor Center complex was built along the west side of the linear Blue Ridge Parkway corridor (parkway right when traveling south) on a relatively level upland plateau. Parking, orientation, and other visitor services features were tightly grouped near the building. The building was placed to create an edge to the parking area and the flagstone entry terrace. An open grass field surrounded the building and edged the access road from the parkway. Woodland framed this open grass field, and formed a spatial edge to the open space around the visitor center and associated amenities.

Existing Condition:

Extant patterns of spatial organization related to the parkway, as well as within the visitor center complex, survive from the period of significance and contribute to the significance of the component landscape. The primary pattern throughout the developed area is established by the Blue Ridge Parkway, which passes through this component landscape. The parkway is a linear open space corridor that generally flows through a wooded landscape edged at intervals by open fields, mountainous landforms and dramatic expansive views. While portions of the corridor are more wooded today than was the case historically, the patterns of spatial organization associated with the parkway corridor survive from the period of significance with integrity.

The patterns of spatial organization exhibited at the Humpback Rocks Visitor Center and associated parking area survive with a high degree of integrity to their original design and construction period. The visitor center complex sits on a broad, relatively level plateau edged by small knolls to the west. The complex edges the Blue Ridge Parkway and is visible from the road corridor. Features include a short access road edged to either side by parking bays grouped around the visitor center entrance.

The building faces east towards the parkway and forms a strong spatial edge to the parking area as well as the associated walkways and a flagstone paved plaza. Circulation features lead to the building along the margins of the parking area, and continue on to the Mountain Farm exhibit from the southern end of the parking area.

Large deciduous hardwood trees are scattered within the mown grass that surrounds the building and edges the parking area. A thicket of tree cover directly opposite the building entrance limits views of the parking area from the parkway. An open grassy meadow edges the building to the north. Wood fencing is used to define the edges of the septic drainage field located north of the visitor center as well as the boundary between the visitor center and the Mountain Farm. The visitor center complex is generally inward looking; views toward the Shenandoah Valley and points west are not afforded from the site. Although the visitor center has been rebuilt since the original establishment of this area, the existing patterns exhibited are consistent with the original design of the complex in 1955–1956.

One change to the landscape that has affected an understanding of historic patterns of spatial organization since early parkway development is the extent of woodland cover, which far exceeds that present historically. Agricultural fields and pasture were more common components of the landscape in this area during the 1930s and 1940s when the parkway was first conceived and constructed. The Parkway Land Use Maps (PLUMs) for Sections 1B and 1C, prepared in 1947, illustrate land use, proposed parkway development, and planned roadside character. The PLUMs indicate that the landscape between the visitor center parking area and the Blue Ridge Parkway was maintained in open grown woodland at that time, with grass growing beneath widely-spaced trees. Today this area has grown up in a relatively dense thicket overhung by native canopy trees.

Designs prepared in the 1930s for this location included a sandwich shop and motor service shop that were never built. A proposed trail to the Toms Creek waterfall below the present-day visitor center was never built.

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.

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 access road and parking area, tightly arranged parking bays, orientation to the parkway, open plaza/terrace fronting the building to serve as a landing for visitors edged by open meadow and lawn framed by woodland cover associated with the Humpback Rocks Visitor Center

Type of Feature Contribution: Contributing

Feature: Blue Ridge Parkway corridor designed to offer an ever-changing view of the dramatic and beautiful Blue Ridge Mountain scenery and to lie lightly on the land

Type of Feature Contribution: Contributing

Feature: Use of upland plateau to site the visitor center.

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:
Cluster Arrangement

Historic Condition:

Cluster Arrangement 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 Visitor Center component landscape, cluster arrangement was defined by the relationship of the building to the parking area, and the placement of the building at the center of the two bays of nearly-equal size, separated from the parkway by an open grove of trees. Visitor information and service features, such as signs, benches, and a water fountain, were clustered at the flagstone entry terrace.

Existing Condition:

Cluster arrangement associated with the Visitor Center remains largely as constructed, and contributes to the significance of the historic landscape. The building-parking area relationship remains as designed, however an increase in the density of the tree mass east of the parking now provides total separation from the parkway.

Character-defining Features:

Feature: Cluster arrangement of parking bays and visitor center

Type of Feature Contribution: Contributing

Landscape Characteristic:
Land Use

Historic Condition:

Visitor services were an important land use of the Humpback Rocks developed area planning and design efforts from the time of the establishment of the parkway through the area in 1939–1941. In 1955–1956, visitor services were realized with the construction of the visitor center, which housed rest rooms, drinking fountains, and rangers to answer questions and provide information to visitors. The rebuilt visitor center continued to offer these services. Likewise interpretive/museum/educational land uses were an important component in the establishment of the Humpback Rocks developed area. The visitor center included a small museum when it was first built, adding this use within the component landscape. Transportation has been an important land use through the Humpback Rocks region since the mid-nineteenth century when the Howardsville Turnpike was established through Humpback Gap circa 1848–1857. The Blue Ridge Parkway offered additional transportation options to travelers through the area. Utility use was added with the addition of a septic system north of the visitor center. This feature was replaced at an unknown date, but continued the land use.

Space available for parkway administration and a bookstore was added in the rebuilt visitor center, completed in 1982, adding administrative and commercial land uses to the component landscape.

Existing Condition:

Interpretive/museum/educational, transportation, utility, and visitor services land uses survive from the period of significance and contribute to the significance of the Visitor Center component landscape. Administrative and commercial land uses postdate the period of significance.

Interpretive/museum/educational land use is provided in the form of the orientation displays and interior exhibits in the visitor center; visitor services in the form of restroom facilities within the building; utility uses in the septic drain field north of the visitor center for the restrooms; and transportation uses are associated with the Blue Ridge Parkway that provides a vehicular connection between the Shenandoah and Great Smoky Mountains National Parks. Although some of the individual features have changed over time with the reconstruction of the building, the provision of these land uses survives from the period of significance. Likewise, although the septic leach field postdates the period of significance, it replaces an earlier structure that served a similar need.

Additional utility use exists behind the visitor center, as there is evidence of several underground utility features that likely postdate the period of significance. Likewise administrative uses associated with the offices located within the visitor center, and commercial uses associated with the bookstore both date to the 1982 reconstruction, therefore they do not contribute.

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

Character-defining Features:

Feature Name: Interpretive/Museum/Educational
CLI Feature ID: 179679
Feature Contribution: Contributing

Feature Name: Utility-Leach Field at Visitor Center
CLI Feature ID: 179681
Feature Contribution: Non contributing

Feature Name: Transportation
CLI Feature ID: 179683
Feature Contribution: Contributing

Feature Name: Visitor Services
CLI Feature ID: 179685
Feature Contribution: Contributing

Feature Name: Administrative
CLI Feature ID: 179687
Feature Contribution: Non contributing

Feature Name: Commercial
CLI Feature ID: 179689
Feature Contribution: Non contributing

Landscape Characteristic:
Topography

Historic Condition:

The Visitor Center component landscape includes a portion of the Blue Ridge Parkway. Grading to establish the parkway through the Humpback Rocks area was completed in 1939–1941. Grading involved establishment of a relatively level road corridor edged by gently-sloped shoulders, smooth connections back to the natural contour of the land, and ditching in some locations. The road was designed to include mostly curvilinear alignments connected by short tangent sections. Curves were super elevated for the driving comfort of motorists. The horizontal and vertical alignments of the road were designed to be harmonious with each other, as well as with the form of the land, using minimal cut and fill sections. The corridor was designed to offer an ever-changing view of the dramatic and beautiful Blue Ridge Mountain scenery, and to lie lightly on the land. Despite these intended guidelines, extensive earth moving and some rock blasting were often required to establish the parkway corridor. Section 1C, which includes the Humpback Rocks developed area, was as “one of the roughest of the early parkway projects because of the excessive amount of rock encountered.” (Jolley 1969, 118)

Grading was required to establish the visitor center and associated parking area in 1955–1956. Additional grading was conducted to accommodate the rebuilt and enlarged visitor center in 1982, including ditching behind the building to convey storm water. Grading was also used to support construction of a universally accessible walk between the visitor center and the Mountain Farm exhibit in 2009.

Existing Condition:

Several topographic modifications are character-defining for the period of significance in the Visitor Center component landscape, and contribute to the significance of the historic landscape. These include the manner in which the parkway, drives, parking areas, walks, and buildings were carefully fit to the landform and terrain, the use of level plateaus and mountain gaps to site developed area features, the sensitive use of site engineering in the form of retaining walls, paving, graded earth, and storm water management structures to accommodate cultural activities, and the shaping of the terrain to accommodate the parking area and access to the visitor center. Topographic modifications dating to the 1982 reconstruction, including the grass-lined swales used to convey storm water around the building, postdate the period of significance.

Grading of the parking lot directs storm water to drop inlets at low points in the southern corners of the lot, while swales convey storm water around the margins of the parking area. This grading survives and contributes. In general, storm water within the component landscape flows toward the southwest.

Other topographic modifications relate to road traces that pass through the component landscape, including the Howardsville Turnpike and an unnamed private drive along its southern boundary. This grading contributes to the significance of the historic landscape.

Grading used to create a universally accessible path to the Mountain Farm exhibit from the visitor center parking area postdates the period of significance.

Character-defining Features:

Feature: Grading to accommodate construction of the visitor center and parking area

Type of Feature Contribution: Contributing (topography related to 1955-1956 construction)

Feature: Grading to accommodate the Howardsville and Rockfish Gap Turnpike

Type of Feature Contribution: Contributing

Feature: Grading to accommodate the Blue Ridge Parkway

Type of Feature Contribution: Contributing

Feature: Grading and ditching to accommodate the larger footprint of the rebuilt visitor center

Type of Feature Contribution: Non-contributing

Feature: Grading to update the trail between the visitor center parking area and the Mountain Farm exhibit for universal accessibility
Type of Feature Contribution: Non-contributing

Landscape Characteristic:
Vegetation

Historic Condition:

Specimen and native trees were planted in the vicinity of the visitor center and parking area during initial construction from 1955-1956. Native trees and shrub plantings were installed along the parkway corridor to enhance the native forest. Species indicated for the plantings used to cover the initial road cuts as indicated on the 1947 PLUMS include red oak (*Quercus rubra*), chestnut oak (*Quercus prinus*), white oak (*Quercus alba*), red maple (*Acer rubrum*), yellow poplar (*Liriodendron tulipifera*), dogwood (*Cornus florida*), pink azalea (*Rhododendron* spp.), and Jersey tea (*Ceanothus americanus*).

In the vicinity of the visitor center, species recommended for planting on the PLUMs included red oak, white oak, dogwood, witch hazel (*Hamamelis virginiana*), pink azalea, mapleleaf viburnum (*Viburnum acerifolium*), bittersweet (*Celastrus scandens*), and Indian currant (*Symphoricarpos orbiculatus*). Seedlings of red oak, chestnut oak, white oak, hickory (*Carya* sp.), tulip, black gum (*Nyssa sylvatica*), flowering dogwood, Jersey tea, 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.

Ornamental shrub and groundcover plantings, including native and non-native species, were installed at the visitor center at a later date, likely after the structure was rebuilt in 1982.

Existing Condition:

Groves of deciduous trees and mown turf generally characterize the Visitor Center component landscape. Ornamental shrubs and perennials have been planted around the building foundation. Examples of vegetation that survives from the period of significance include the pasture/meadow north of the visitor center, the native and specimen shade trees around the visitor center, and the native tree and shrub plantings along the parkway corridor that were added to enhance the native forest. Many of the species of trees and shrubs indicated on 1947 PLUMS remain present within the landscape today.

Native species such as flame azalea (*Rhododendron calendulaceum*), mountain laurel (*Kalmia latifolia*), and ferns are featured in the plantings at the visitor center, although some invasive exotic species such as privet (*Ligustrum* sp.) are also found in the planting beds around the building. These ornamental plantings most likely postdate the period of significance.

Native trees in evidence include shagbark hickory (*Carya ovata*), white and green ash (*Fraxinus americana* and *F. pennsylvanica*), Eastern red cedar (*Juniperus virginiana*), white oak, black gum, red oak, and hemlock. Native shrubs in evidence include sassafras (*Sassafras albidum*) and spicebush (*Lindera benzoin*). The boggy area between the visitor center and the Blue Ridge Parkway is more thicket-like and includes large trees as well as understory growth and saplings, and colonization by invasive species. The PLUMS indicate that this area was maintained in open grown woodland at that time.

Plantings associated with the original visitor center in 1956 have since been lost. 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 at the VC

CLI Feature ID: 179691

Feature Contribution:	Contributing
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Feature Name: Mown fields north of the visitor center

CLI Feature ID: 179693

Feature Contribution:	Contributing
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Feature Name: Ornamental plantings associated with VC

CLI Feature ID: 179695

Feature Contribution: Non contributing

Landscape Characteristic Graphics:

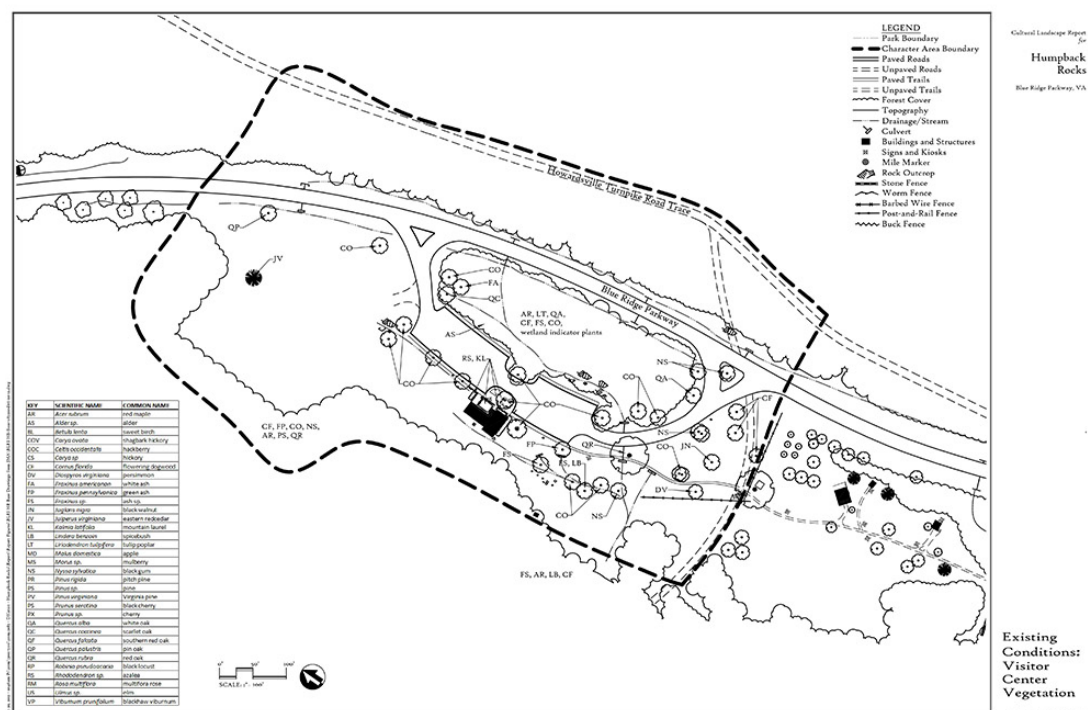


FIGURE 15. Existing Conditions: Visitor Center vegetation (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 16. Ornamental plantings are set within two-rail post-and-peg fencing around the visitor center (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 17. Groundcover and understory vegetation are part of the thicket between the Blue Ridge Parkway and the visitor center parking area (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 18. Visitor center planting, 1953 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 19. Visitor center planting, 2010. View shows changes to the front of the visitor center, including the addition of the information board, the loss of the stone drinking fountain and trees, and replacement of the VC (2012 Humpback Rocks CLR).

**Landscape Characteristic:
Circulation**

Historic Condition:

The Blue Ridge Parkway was constructed through this region circa 1939–1941, and paved circa 1947–1950. Sections 1B and 1C were opened to visitors on October 13, 1941.

The visitor center road and parking lot were built in conjunction with the original visitor center in 1955–1956, and were built in a similar manner to the earlier Humpback Gap parking area.

A flagstone terrace fronting the visitor center, edged by benches, a flagpole, beds of ornamental plantings, and a drinking fountain, was installed with the original visitor center.

An asphalt walk extending along the length of both sides of the parking area that fronts the visitor center was a part of the original 1955–1956 design of the site, and is consistent with the design of walks found throughout the parkway at parking areas.

The Howardsville Turnpike trace that dates to circa 1848–1857 existed in the area prior to development of the parkway.

Maps of early parkway development indicate that there was also another private road or drive present in the area prior to the development of the Mountain Farm exhibit and the visitor center. The road appears to have provided access to the Carter Farm.

A walk connecting the visitor center area to the Mountain Farm exhibit was built as a part of the original construction. This walk was rehabilitated in 2009 to provide a universally-accessible route between the two areas.

Existing Condition:

The Blue Ridge Parkway extends north/south through the Humpback Rocks developed area. (See also Mountain Farm Character Area in 2012 Humpback Rocks Cultural Landscape Report, or 2015 Humpback Rocks – Mountain Farm Cultural Landscape Inventory). As it traverses the Visitor Center component landscape, it is an undivided two-lane asphalt-paved road, approximately 20 feet wide, with grass shoulders, center striping, and no side striping. At the intersection of the parkway with the access road, triangular islands are edged with locally-sourced stone curbing. The use of native materials to construct components of the parkway, such as curbing, is a characteristic of the design of the parkway corridor and the developed area that contributes to its significance. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Roads). The parkway survives from the period of significance with a high degree of integrity.

The visitor center parking area is entered from either its northern or southern end via the parkway. The visitor center access road and parking area are paved with asphalt and lined with locally-sourced stone curbing. This curbing also edges the northern-most traffic triangle at the intersection of the Blue Ridge Parkway and the visitor center access road. The parking lot includes forty-two pull-in spaces, including one universally-accessible space, and is approximately 290 feet by 70 feet in size. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Curbing.) The parking and access road construction is consistent with the Humpback Gap parking area, and parkway-wide guidelines and standards, and both circulation features survive from the period of significance with a high degree of integrity.

Parking in the Visitor Center component landscape includes a turf-surfaced overflow area north of the visitor center in addition to the main paved lot. The overflow parking area is accessible via a hard-packed earth and gravel access road located along the northern edge of the access road. The margins of the access roads connecting the area to the parkway are sometimes used for unauthorized overflow parking. The overflow parking area and the roadside overflow parking do not contribute to the historic landscape.

A mortared flagstone terrace approximately 48 feet by 26 feet is located directly in front of the visitor center. This plaza is present in photographs of the original visitor center, and appears to survive with integrity from the period of significance.

An asphalt ramp provides access to the visitor center from an adjacent universally-accessible parking space. The flagstone terrace and an asphalt sidewalk line the visitor center parking area and provide pedestrian access to the visitor center building from the rest of the parking area. The sidewalk is approximately 5 feet wide and extends along the length of the assigned parking spaces. Another asphalt sidewalk is located along the side of the parking lot opposite the visitor center, also approximately 5 feet wide. These walks generally survive with integrity from the period of significance.

Another asphalt walk extends from the parking area south towards the Mountain Farm. This path is 6 feet wide and is edged by interpretive signage. It was rehabilitated in 2009 to meet universal accessibility standards. As the path crosses a culvert, it is edged by a wood handrail supported on wood posts for the protection of visitors. The headwall is proposed for relocation 5 feet to the west, and the handrail is proposed for removal. The asphalt path terminates at the gate into the Mountain Farm exhibit. This walk postdates the period of significance, therefore it is not a contributing feature.

The Howardsville Turnpike trace is located along the eastern edge of the component landscape, and parallels the Blue Ridge Parkway. The trace survives today as a hard-packed earth corridor but 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 second road trace associated with an unnamed private drive that connected to the Howardsville Turnpike edges the component landscape to its south. Evidence of the former road corridor survives today as a hard-packed earth trace that extends east-west between the visitor center and Mountain Farm exhibit. This road does not retain integrity due to the parkway-related changes that have altered the landscape associated with the road.

Character-defining Features:

Feature Name:	Blue Ridge Parkway
CLI Feature ID:	179697
Feature Contribution:	Contributing
Feature Name:	VC asphalt access road and parking bays
CLI Feature ID:	179699
Feature Contribution:	Contributing
Feature Name:	Walk from VC entrance to parking area
CLI Feature ID:	179701
Feature Contribution:	Contributing

Feature Name: Visitor center flagstone terrace
CLI Feature ID: 179703
Feature Contribution: Contributing

Feature Name: Howardsville & Rockfish Gap Tnpk trace
CLI Feature ID: 179705
Feature Contribution: Contributing

Feature Name: Trace of private drive located near VC
CLI Feature ID: 179707
Feature Contribution: Contributing

Feature Name: Stone edging of road triangles, parking
CLI Feature ID: 179709
Feature Contribution: Contributing

Feature Name: Use of native materials for construction
CLI Feature ID: 179711
Feature Contribution: Contributing

Feature Name: Asphalt walk btw. VC parking & Mt Farm
CLI Feature ID: 179713
Feature Contribution: Non contributing

Feature Name: Hard pack earth path to overflow parking
CLI Feature ID: 179715
Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 20. The flagstone terrace at the visitor center (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 21. An asphalt walk leads between the visitor center and the Mountain Farm exhibit (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 22. Grading associated with the Howardsville Turnpike trace is visible (2012 Humpback Rocks Cultural Landscape Report).

Landscape Characteristic: Buildings and Structures

Historic Condition:

Humpback Rocks Visitor Center. The original visitor center at Humpback Rocks was constructed between 1955 and 1956 based on a design prepared by the Roanoke architectural firm of Brown and Shank, but was destroyed by fire in 1981. The original building, designed in a modified rustic style, featured walls clad with coursed stone rubble and was detailed to tie in with the materials vocabulary of the parkway. However, it also featured structural components more representative of the modernist period, such as concrete block. As such, the building offered an interesting combination of modified rustic features, modernist elements, and the visitor center use that would later become a hallmark of Mission 66.

The building was rebuilt as an expanded facility in 1982. The structure that replaced the original visitor center similarly featured coursed stone rubble on the main block, while the service wing was clad with board-and-batten siding. The original building included a roof composed of concrete imitation wood shingles and double-hung windows filled with six-over-six sashes that were replaced in the reconstructed building with asphalt shingles and one-over-one shingle windows. The original board-and-batten sheathed interior was rebuilt.

A septic drain field located to the north of the visitor center was built to accommodate the waste water from the restrooms.

Storage building behind the visitor center. The storage building was constructed in 1956 on a small knoll southwest of the visitor center within a wooded area. The structure is indicated in historic photographs of the area and was built to support the storage needs associated with the original visitor center. The existing structure was originally paired with a second structure that is no longer present.

Existing Condition:

The Humpback Rocks Visitor Center is one of six such structures built along the parkway. Although

the visitor center did not emerge as a building type until the Mission 66 initiative, a visitor amenities complex was indicated for Humpback Rocks as part of the original 1934 plan for the road corridor. A storage structure behind the visitor center is the only surviving building or structure from the period of significance in 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, including the Carter farm and school, are no longer in evidence in the component landscape. Also missing are the original visitor center and the second structure behind the visitor center built from 1955-1956.

Visitor Center. The building houses a small museum and interpretive space, restrooms, offices, a bookstore, and a lobby with a contact desk. The building is composed of two sections. The main block is a gable-front 19-3/4 foot by 23 foot rectangular structure composed of concrete block. The exterior walls are clad with coursed stone rubble with deeply raked mortar joints. A stone chimney extends west of the roof ridge behind the entrance door.

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

While not a replica of the original building, the current visitor center is generally compatible with the historic character of the original structure. However, it detracts slightly from the historic character of the developed area landscape, due to its larger footprint on the site. Because the building was not faithfully restored but built to accommodate an expanded program of uses and postdates the period of significance, it does not contribute to the historic significance of the historic landscape.

Storage building behind the visitor center. The structure, approximately 6-1/2 feet by 5-1/3 feet in size, is constructed of concrete block. The concrete slab shed roof is approximately 3 1/2 inches thick and is set at a height of 7-1/2 feet above the floor slab. A single door, 2-1/2 feet in width, is set within the building's principal facade. When the expanded visitor center was completed in 1982, the building was no longer needed for use by the park. It is currently used by the Appalachian Trail Club to store tools used in trail maintenance. A concrete slab adjacent to the extant building survives to indicate the site of a missing structure of similar construction.

The storage structure, although no longer in use by the park, was constructed during the period of significance and survives with integrity, although its integrity is diminished by the loss of the second building, and its modified use.

Character-defining Features:

Feature Name: Storage structure southwest of the VC

CLI Feature ID: 179717

Feature Contribution: Contributing

Feature Name: Humpback Rocks Visitor Center

CLI Feature ID: 179719

Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 23. Visitor Center, 1971 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 24. Visitor Center, 2010 (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 25. March 1958 view of possible former pump house is at left; structure at center no longer exists (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 26. The new visitor center, as seen from the adjacent parking lot (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 27. The pump house behind the visitor center. (2012 Humpback Rocks Cultural Landscape Report).

**Landscape Characteristic:
Views and Vistas**

Historic Condition:

Views were one of the most important considerations in the design of the Blue Ridge Parkway. The primary objective of the parkway designers was to convey an ever-changing view of the natural scenery that included rural, pastoral, and agricultural features.

The distinctive profile of Humpback Rocks has served as a landmark for residents and travelers for centuries. The Humpback Rocks formation was featured in the design of the Blue Ridge Parkway, which is oriented so that direct views are afforded of the landform for motorists traveling south. The visitor center terrace was also purposefully sited to afford views of the Humpback Rocks formation. The views are enhanced by the open character of the large meadow along the lower slopes of the mountain.

The siting of the visitor center was also determined with views in mind. The building was located in relatively close proximity to the parkway in order that motorists might catch a glimpse of the structure as they approached from the north or the south. The access roads leading into the complex provided open visual corridors for viewing the building. The PLUMS, prepared in 1947, indicate that the landscape between the visitor center parking area and the Blue Ridge Parkway was maintained in open grown woodland at that time, with grass growing beneath widely-spaced trees.

Existing Condition:

Several of the visual relationships established between the parkway road corridor and its setting are character defining. Chief among these are ever-changing scenes presented by the curvilinear roadway and a carefully orchestrated series of views that range from intimate linear spaces framed by native woodlands, to middle distance views of open fields with mountains or valleys beyond, and expansive long-distance views of dramatic mountain scenes. Within the Humpback Rocks developed area, views are consistent with this approach and range from focused views of the Humpback Rocks formation, to meadows and fields along the road, and the grandeur of the mountains and Shenandoah Valley beyond.

The relatively level topography and the open, mown character of the visitor center area allow for views along and towards the Blue Ridge Parkway from various points within the component landscape. Additionally, the visitor center can be seen from the parkway itself, thus offering visitors a view of their destination. Humpback Mountain and the Humpback Rocks formation are visible from the parkway near both the northern and southern visitor center access roads, although tree canopy obscures the view in places, including from the terrace in front of the Humpback Rocks Visitor Center. Due to the extent of woodland cover, the focus of this component landscape is primarily internal, and the views to and from the parkway are now screened by a thicket of vegetation east of the parking area that was originally open woodland, however the orchestration of views survives from the period of significance and contributes to the significance of the component landscape.

Character-defining Features:

Feature: View of the visitor center area from the Parkway

Type of Feature Contribution: Contributing

Feature: Views of Humpback Rocks from the flagstone terrace in front of the visitor center

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



FIGURE 28. The Humpback Rocks Visitor Center was designed to afford a view of the rocks (2012 Humpback Rocks Cultural Landscape Report).

**Landscape Characteristic:
Small Scale Features**

Historic Condition:

Several types of small-scale features were placed within the Visitor Center component landscape during the period of significance, including site furnishings, fences and gates, signs, and utilities. Some of these features seem to have been removed or altered, and several others added, during reconstruction in 1982 following the fire.

Site furnishings. Site furnishings installed during initial construction in 1955 include the flagpole and stone slab benches with concrete supports in front of the visitor center. A wood and concrete bench was installed at an unknown date, likely during reconstruction in 1982.

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

Drinking fountains with stone bases are consistent with the original design intent for parkway visitor services. One of these was originally placed in front of the visitor center, and removed at an unknown date. Another drinking fountain was installed in front of the visitor center, also at an unknown date, but both of these likely during reconstruction in 1982.

A map box was installed in front of the building in the 1950s.

Stone tree wells were installed with the initial construction in 1955.

Fences and gates. Post and rail fencing was installed along the walk between the visitor center and

Mountain Farm exhibit during initial construction. Post-and-rail fencing associated with the planting beds outside the visitor center and the recently installed buck fencing used to limit overflow parking in the vicinity of the septic drain field both postdate the period of significance.

Signs and exhibits. Identity, regulatory, and directional signs were installed during initial construction, beginning in 1939 for the parkway, and 1955 for the exhibit. 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 and orientation signs were installed at unknown times, postdating the period of significance.

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

Utilities. Stormwater drainage features associated with the parkway, access roads, and parking area were installed during initial construction of the parkway and visitor center, from 1939-1955, and included culverts beneath paved areas, stone headwalls and drain surrounds, and drop inlets. Other utilities installed with the initial construction of the visitor center are unknown. Following initial construction, other utility features, which include manhole covers, fire hydrants, utility meters, and concrete pads were installed, likely in association with the enlarged visitor center built in 1982.

Existing Conditions:

Several small-scale features located within Visitor Center component landscape survive from the period of significance and contribute to the significance of the component landscape, including site furnishings, fences, and utilities.

Site Furnishings. Four benches are located along the margins of the flagstone terrace in front of the visitor center. Three of these benches are fashioned from a slab of stone set on two rectangular concrete bases. The benches are approximately 3 feet 2 inches wide and 18 inches tall. The benches are backless, set in concrete, and are in good condition. A fourth bench is located near the entrance to the restrooms and is constructed of wood planking set atop concrete supports. It is 5 feet wide and 18 inches tall. The three stone slab benches contribute to the significance of the component landscape. The wood and concrete bench postdates the period of significance and do not contribute to the historic landscape.

An aluminum flagpole that flies an American flag is set within a circle of stones and a pie-shaped turf planting bed within the flagstone terrace in front of the visitor center building. At some point the original ball at the top of the flagpole was stolen or lost and replaced with a toilet float. The flagpole is otherwise maintained in good condition, and contributes to the significance of the component landscape.

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

The original drinking fountain on a stone base placed in front of the visitor center is no longer present today. The current drinking fountain constructed of a metal basin supported by a rectangular wood post set in a small asphalt pad in front of the visitor center postdates the period of significance.

Stone tree wells are indicated on the PLUMs and were thus established during the period of significance.

The map box visible in 1950s in historic photographs is no longer present on the site.

Fences and Gates. Within the meadow north of the visitor center, buck fencing serves to prevent

visitors from parking on a septic drain field associated with the visitor center restrooms. A two rail post-and-rail fence is used to frame the visitor center planting beds. Post-and-rail fencing edges the asphalt walk that leads to the Mountain Farm exhibit. The post-and-rail fence continues around a small pasture near the northern end of the Mountain Farm exhibit area. Post-and-rail fencing also edges the boundary between this component landscape and the Mountain Farm component landscape to the south (see Humpback Rocks Mountain Farm Cultural Landscape Inventory) (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Fences.) The post-and-rail fencing associated with the planting beds and the buck fencing postdate the period of significance, and does not contribute to the significance of the developed area. The post-and-rail fencing along the walk to Mountain Farm remains from the period of significance and contributes, 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.

Stone edging. Stone edging surrounds a tree to the south of the visitor center area and a stone tree well encompasses a tree in the southern traffic triangle and a tree to the south of the visitor center. This survives from the period of significance and contributes 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.

A wood identity sign indicating the Humpback Rocks Visitor Center and Farm Museum faces the walkway in front of the building. The large billboard-style sign is supported by two 8 inch by 6 inch wood posts. The posts are painted grey, but the wood boards of the face are stained a natural wood color. The text is routed into the boards and painted white. While the sign shows some evidence of weathering, it is generally in good condition. It appears to have been replaced since the period of significance, as photographs available from the 1950s indicate that the original sign in front of the visitor center contained more extensive text.

Signage along the parkway indicating upcoming features associated with Humpback Rocks has also changed, thus does not contribute.

A three-sided information kiosk made of steel and fiberglass is also located in front of the visitor center and provides visitors with orientation and interpretive information. One side of the kiosk is a display case for bulletins and newsletters. The kiosk is 7 feet 6 inches high with three panels that are each 4 feet 6 inches tall and 3 feet 3 inches wide, and is in good condition. The National Park Service plans to replace this kiosk in the future. This feature postdates the period of significance and do not contribute to the historic landscape.

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

A metal sign with a brown vinyl overlay and white lettering set on a rough-hewn wood post is located at the gate to the Mountain Farm. The sign announces the start of the self-guided trail that passes through the exhibit. This sign is in good condition, and postdates the period of significance.

Other signs are associated with the road and parking area and include directional and regulatory signs, and wayfinding signs indicating the location of the visitor center and restrooms. These signs

are constructed of metal mounted on metal posts. These signs are typically in good condition. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Signs.) Regulatory and directional signs have likely been replaced since the period of significance to conform to federal highway standards. Similarly, the wayfinding signs have also likely been replaced.

Utilities. A number of utility features including sewer manholes, concrete pads, utility meters, storm water management features, and a fire hydrant are located within this component landscape. The majority of these features are located within the vicinity of the visitor center building. Storm water management features include the use of curbs, drop inlets, and swales to gather and direct storm water within the vicinity of the visitor center, and are particularly associated with the parking area.

Drainage within the parking lot is directed to drop inlets at low points in the southern corners of the lot. Culverts pick up overland flow of storm water at the uphill margins of the road, parking area, and paths, and convey it beneath the pavement to daylight downslope. The culverts are typically marked and concealed by stone headwalls, and some drop inlets are framed with stones. PVC piping has been used to convey storm water beneath the asphalt walk to the Mountain Farm. (See Appendix B of 2012 Humpback Rocks Cultural Landscape Report: Design Information: Culverts.) Storm water drainage features, including culverts beneath paved areas and the parkway, and stone headwalls, stone drain surrounds, and drop inlets associated with the parkway, access roads and parking area, all contribute to the significance of the component landscape. The PVC culvert, installed in 2009, postdates the period of significance and is not consistent with the character of the historic landscape.

Other. Small-scale features associated with properties that pre-date parkway construction are no longer evident.

Character-defining Features:

Feature Name: Flagpole at the visitor center
CLI Feature ID: 179721
Feature Contribution: Contributing

Feature Name: Stone benches in front of the VC
CLI Feature ID: 179723
Feature Contribution: Contributing

Feature Name: Post & rail fencing on walk to Mt Farm
CLI Feature ID: 179725
Feature Contribution: Contributing

Feature Name: Rock lined tree wells
CLI Feature ID: 179727
Feature Contribution: Contributing

Feature Name: Stone headwalls
CLI Feature ID: 179729
Feature Contribution: Contributing

Feature Name: Stone drain surrounds
CLI Feature ID: 179731
Feature Contribution: Contributing

Feature Name: Drop inlets
CLI Feature ID: 179733
Feature Contribution: Contributing

Feature Name: Culverts
CLI Feature ID: 179735
Feature Contribution: Contributing

Feature Name: Use of native materials in construction
CLI Feature ID: 179737
Feature Contribution: Contributing

Feature Name: Wood & concrete bench in front of the VC
CLI Feature ID: 179739
Feature Contribution: Non contributing

Feature Name: Drinking fountains
CLI Feature ID: 179741
Feature Contribution: Non contributing

Feature Name: Bear proof trash receptacles
CLI Feature ID: 179743
Feature Contribution: Non contributing

Feature Name: Fencing to limit access to septic by VC
CLI Feature ID: 179747
Feature Contribution: Non contributing

Feature Name: Post & rail (2-rail) fencing outside VC
CLI Feature ID: 179749
Feature Contribution: Non contributing

Feature Name: Kiosks
CLI Feature ID: 179751
Feature Contribution: Non contributing

Feature Name: Identity signs
CLI Feature ID: 179753
Feature Contribution: Non contributing

Feature Name: Directional signs
CLI Feature ID: 179755
Feature Contribution: Non contributing

Feature Name: Wayfinding signs
CLI Feature ID: 179759
Feature Contribution: Non contributing

Feature Name: Fiberglass interpretive waysides
CLI Feature ID: 179761
Feature Contribution: Non contributing

Feature Name: Small metal interpretive signs
CLI Feature ID: 179763
Feature Contribution: Non contributing

Feature Name: Septic drain field
CLI Feature ID: 179765
Feature Contribution: Non contributing

Feature Name: Fire hydrant near Visitor Center
CLI Feature ID: 179767
Feature Contribution: Non contributing

Feature Name: Manhole cover
CLI Feature ID: 179769
Feature Contribution: Non contributing

Feature Name: Utility meters
CLI Feature ID: 179771
Feature Contribution: Non contributing

Feature Name: Concrete pads
CLI Feature ID: 179773
Feature Contribution: Non contributing

Feature Name: PVC pipe that conveys stormwater from VC
CLI Feature ID: 179775
Feature Contribution: Non contributing

Feature Name: Stormwater ditching around VC
CLI Feature ID: 179777
Feature Contribution: Non contributing

Landscape Characteristic Graphics:



FIGURE 29. A stone headwall and culvert near the visitor center (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 30. A culvert and stacked stone headwall below the parking area (2012 Humpback Rocks Cultural Landscape Report)



FIGURE 31. Benches and signage outside the visitor center (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 32. A bear-proof metal trash receptacle near the visitor center (2012 Humpback Rocks Cultural Landscape Report).

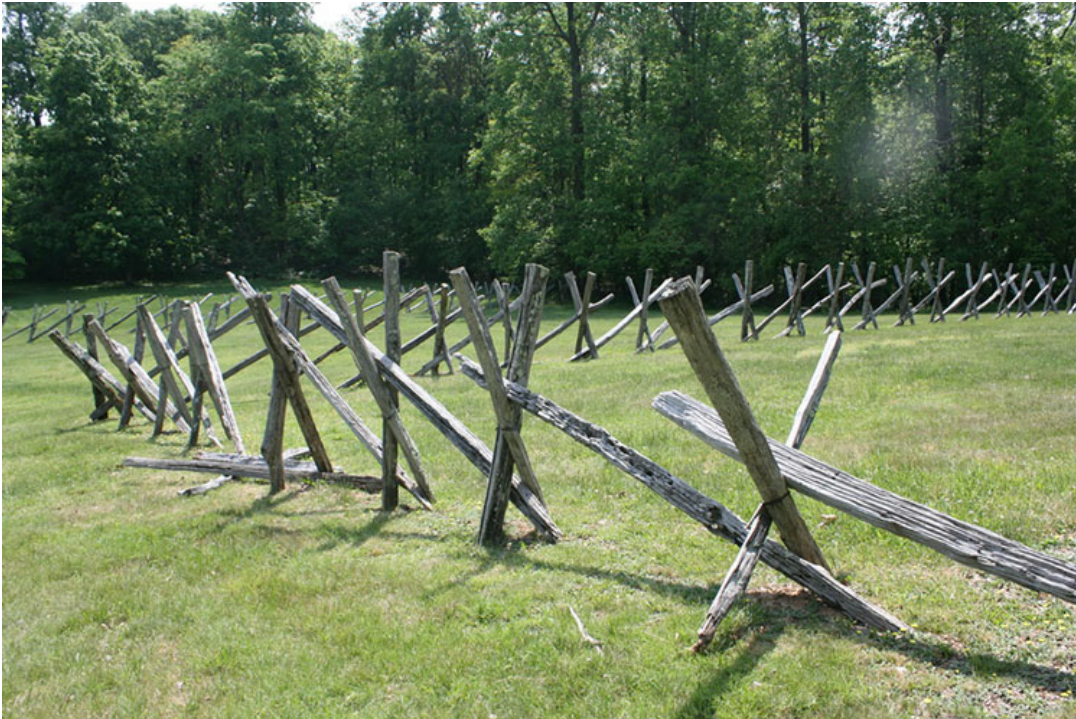


FIGURE 33. The buck fence around the septic drain field north of the visitor center (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 34. Post-and-rail fencing edges the walk to the Mountain Farm exhibit (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 35. Stone rings a tree by the visitor center (2012 Humpback Rocks Cultural Landscape Report).



FIGURE 36. The wood identity sign in front of the visitor center (2012 Humpback Rocks Cultural Landscape Report).

Landscape Characteristic: Archeological Sites

Historic Condition:

Two archeological investigations have been conducted in the area of the Humpback Rocks Visitor Center, one in 1978, and another in 1997.

Existing Condition:

Douglas McLearen of Washington and Lee University conducted a walk-over survey, minor subsurface testing, and shovel tests during the 1978 investigation. Two sites were identified – one in the Visitor Center component landscape and one in the Mountain Farm component landscape –and investigated further. The report prepared regarding the investigation concluded that the open field north of the visitor center had been disturbed, but not to the extent that it could not offer additional research potential.

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

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.

The asphalt sidewalk lining the visitor center parking area is in fair condition due to cracking and patches that may create trip hazards. Additionally, tree trunks and roots have caused the sidewalk to heave in a number of locations. These problems are proposed to be addressed by the National Park Service as part of existing repaving projects, which include removal of two hickory trees and replacement farther away from the paved surface. (Proposed plans also include reorganization and improvement of the plaza and parking, and installation of new interpretive signage in the grassed area.) Another asphalt sidewalk is located along the side of the parking lot opposite the visitor center. It is in fair condition due to cracking and moss growth in some areas, which could result in trip hazards. The junctions between the stone curb and the sidewalk, and between the sidewalk and adjacent turf, are characterized by jagged uneven edges.

The asphalt in the access road and parking bays is cracked.

Some of the base material is eroding from beneath the asphalt walk between the parking area and Mountain Farm. As the path crosses a culvert, it is edged by a wood handrail on wood posts for the protection of visitors. The headwall is proposed for relocation 5 feet to the west, and the handrail is proposed for removal. Erosion is evident associated with the grading for this walk.

At some point the ball at the top of the flagpole at the visitor center building was replaced with a toilet float . The flagpole is otherwise maintained in good condition.

Two small metal interpretive signs are located along the walk that leads to the Mountain Farm exhibit. In general, these signs are in poor condition due to damaged text panels, illegible text, and erosion around the concrete bases. This type of signage is also found in the Mountain Farm exhibit area.

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

The trace of the private drive located near the visitor center is exhibiting problems with erosion.

Some of the ornamental plants exhibit dieback.

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

Many of the small metal interpretive signs are damaged, the text is not always legible, and the concrete foundations are exposed.

Stabilization Measures:

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Both Internal and External

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: Both Internal and External

Impact Description:

Type of Impact: Release To Succession

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:

Type of Impact: Visitation

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: