
National Park Service
Cultural Landscapes Inventory

2014



Rocky Knob Maintenance Area
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 Rocky Knob Maintenance Area component landscape, one of four component landscapes within the Rocky Knob Recreation Area, is located at Milepost 167.2, north of the Blue Ridge Parkway in the state of Virginia. Construction of the Blue Ridge Parkway through the Rocky Knob area began in 1937, with construction of the Maintenance area beginning in 1940 using Civilization Conservation Corp (CCC) and Works Progress Administration (WPA) labor. The area was intended as a functional landscape, providing a base for operation and maintenance of both the road and recreation area.

Designers located the compound a short distance from the Parkway, intentionally hidden from the public's view, on an area of denuded mountain farmland surrounded by woodland. The buildings within the maintenance area were intentionally more utilitarian in appearance than other more visible structures within the recreation area.

The Maintenance Area component landscape is accessed via a ½ mile long entrance road. This two-lane asphalt thoroughfare stops at the entrance gate of the Maintenance Area before transitioning into a single lane road, which continues on and provides access to both the district office trailers and four staff residences; an unimproved road branches away from the entrance drive just before it reaches the employee residence area. This gravel and dirt road continues behind the residences before traveling offsite and out of the study area, eventually intersecting with Route 720.

The Maintenance Area features a large paved courtyard immediately after passing through the entrance gate. This area is composed of a central parking area designed to accommodate approximately 14 cars with additional parking for six cars located on the western side of the court. A separate asphalt drive extends west from the maintenance area entrance to provide vehicular access to the lower level of the Ships and Heavy Equipment Building. Nine buildings are located around the central courtyard in the maintenance area.

The Maintenance Area component landscape is significant under Criteria A, C, and D, contributing to the period of significance identified for the Rocky Knob Recreation Area parent landscape 1939-1965. That period 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 Maintenance Area, tying it to the broader 469-mile linear historic landscape. Rocky Knob Recreation Area also embodies several key components early designers considered important for motorists to experience when traveling the corridor - to connect more deeply with the region through recreation, to enjoy the scenic and intentionally conserved natural scenery, and to avail themselves of food, lodging, and other amenities.

Site Plan

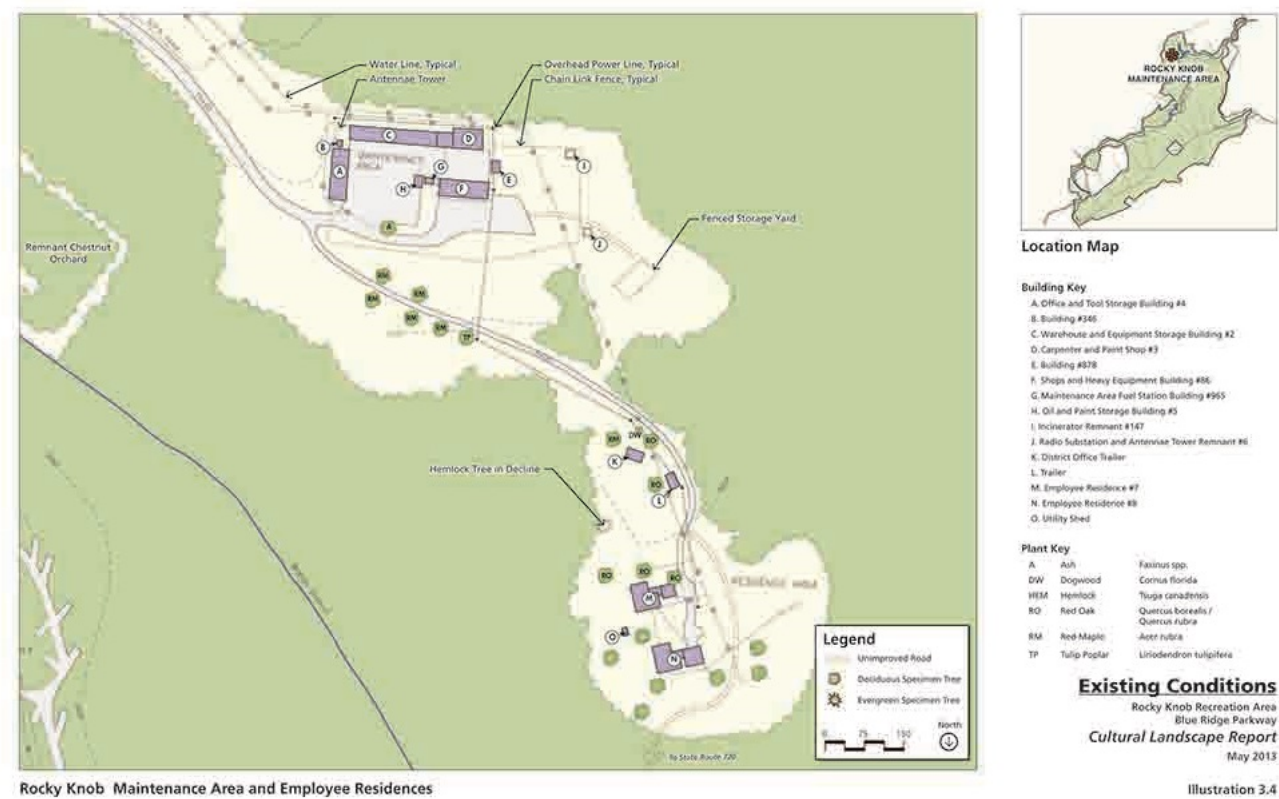


Figure 2. Maintenance Area component landscape site plan. (2014 Rocky Knob Recreation Area Cultural Landscape Report, p.129)

Property Level and CLI Numbers

Inventory Unit Name:	Rocky Knob Maintenance Area
Property Level:	Landscape
CLI Identification Number:	975906
Parent Landscape:	975906

Park Information

Park Name and Alpha Code:	Blue Ridge Parkway - Rocky Knob Maintenance Area - BLRI
Park Organization Code:	5140
Park Administrative Unit:	Blue Ridge Parkway

CLI Hierarchy Description

The Rocky Knob parent landscape—Rocky Knob Recreation Area—contains four component landscapes: Rocky Knob Campground, Rocky Knob Maintenance Area, Rocky Knob Picnic Area and Gas Station, and Parkway Section 1-S.

The Rocky Knob Recreation Area Campground was constructed north of the maintenance area in 1962 as an expanded version of the original 1937 campground, which is now the Picnic Area (see the Picnic Area and Gas Station component landscape).

The Picnic Area and Gas Station component landscape was constructed beginning in 1937 on the picnic grounds. While the Gas Station was included in early plans, construction did not begin until 1949. The Picnic Area originally had a combined use, also serving as a campground until 1962. The Gas Station now serves as a visitor information center.

The Rocky Knob Maintenance Area was constructed beginning in 1940 in a large cleared area north of the Parkway. The area was intended to serve as a functional element necessary for running and constructing the Parkway. This area acts as a core of Parkway administrative offices, supplies storage area, and employee housing.

Construction began on Parkway Section 1-S in March of 1936. This section of the Blue Ridge Parkway includes The Saddle, Rock Castle Gorge, and Twelve O'clock Knob overlooks. The Saddle was the first overlook constructed along Section 1-S, followed by Twelve O'clock Overlook. Both were constructed during the pre-War and Planning era between 1933 and 1941. The Rock Castle Gorge Overlook was built in 1958, the last overlook constructed along Section 1-S.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Inventory data, including condition, is from CLR and was approved by park in 2014. 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:	03/14/2014
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 Maintenance Area VCRIS entries include: 080-5161-0156 Blue Ridge Parkway, Building 002, Rocky Knob Maintenance Warehouse Equipment Storage Building; 080-5161-0339 Rocky Knob Maintenance Carpenter Paint Shop; 080-5161-0157 Blue Ridge Parkway, Building 004 , Rocky Knob Maintenance Office & Tool Storage Building; 080-5161-0337 Rocky Knob Maintenance Shops & Heavy Equipment Building; 080-5161-0338 Rocky Knob Maintenance Oil/Paint Storage Building; 080-5161-0336 Rocky Knob Maintenance Fuel Building; 080-5161-0160 Blue Ridge Parkway, Building 878, Rocky Knob Maintenance Chainsaw Building; 080-5161-0159 Blue Ridge Parkway, Building 346, Rocky Knob Maintenance Hose Reel House; 080-5161-0155 Blue Ridge Parkway, Building 836, Rocky Knob Maintenance District Office; 080-5161-0331 Rocky Knob Interpretive Office; 80-5161-0329 Rocky Knob Maintenance Residence 7; 080-5161-0164 Blue Ridge Parkway, Building 008, Rocky Knob Maintenance Residence 8; 080-5161-0158 Rocky Knob Maintenance Pump House

Concurrence Graphic Information:

Foreword

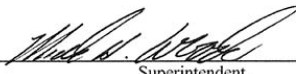
Rocky Knob Recreation Area provides parkway visitors an opportunity to experience the scenic beauty and historic charm that make the Blue Ridge Parkway the most visited park unit in the National Park Service. From the stunning views of Rock Castle Gorge lying 2,000 feet below the numerous overlooks, to the miles of hiking trails, and historic primitive cabins, the Rocky Knob area offers campers, picnickers, and all Parkway visitors a unique experience. As one of the earliest developed areas along the parkway, the Rocky Knob area possesses beautifully preserved examples of Works Progress Administration (WPA) and Civilian Conservation Corps (CCC) era architecture and landscaping. As such, careful consideration must be given to the management of this area to ensure that these resources are preserved for future generations. The guidance offered in this report will allow us to accomplish this goal.

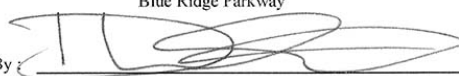
We would like to thank the staff of The Jaeger Company, in particular project leader Emmeline Morris and assistant project manager Daniel Lawson, for their thorough research, rigorous existing conditions documentation, and carefully considered recommendations. The parkway would also like to thank former Southeast Regional Office Cultural Landscapes Branch Chief and current Congaree Swamp Superintendent Tracy Stakely for his work as the primary NPS liaison on this report. SERO Acting Cultural Landscape Branch Chiefs David Hasty and Beth Byrd have managed the program wonderfully in Tracey's absence providing thorough reviews and invaluable input on the project at many stages. This study will be a useful tool for the continued management of this outstanding portion of the Blue Ridge Parkway.

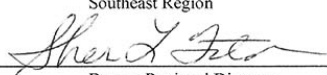
Monika Mayr

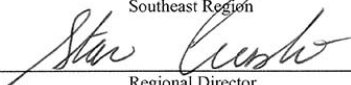
Acting Superintendent

Rocky Knob Recreation Area Blue Ridge Parkway Cultural Landscape Report

Approved By :  3-24-14
Superintendent,
Blue Ridge Parkway Date

Recommended By :  4/1/14
Chief, Cultural Resource Division
Southeast Region Date

Recommended By :  4-2-14
Deputy Regional Director,
Southeast Region Date

Approved By :  4/14/14
Regional Director,
Southeast Region Date

Geographic Information

Geographic Information & Location Map

State and County:

State:	North Carolina
County	Buncombe County

Size (Acres) 25

Land Tract Number(s)

Inventory Unit Boundary Description:

Rocky Knob Recreation Area contains over 4000 acres of mountainous land running northeast to southwest along the Patrick and Floyd county lines in southwestern Virginia. The Parkway and its associated right-of-way generally make up the northern boundary of the Rocky Knob Recreation Area, though many of the developed areas are found north of the Parkway. Route 8 generally defines the eastern boundary of the recreation area, while the slopes of Rock Castle Gorge comprise the southern and western boundaries. Land adjacent to Rocky Knob Recreation Area consists mostly of low-density residential and/or agricultural properties. This study identified five component landscapes located within the recreation area and developed by the NPS between the late 1930s and the early 1960s: Rocky Knob Campground, Rocky Knob Maintenance Area, Rocky Knob Picnic Area, Rocky Knob Gas Station, and the Rocky Knob Trail Lodge Cabins. Although the Trail Lodge Cabins are a Rocky Knob Component Landscape, a detailed study of that site was not included in the scope of the Cultural Landscape Report.

The Maintenance Area component landscape is comprised of about 25 acres located at Milepost 167.2 on the west side of the Parkway. It is also west of the Campground component landscape.

Location Map:

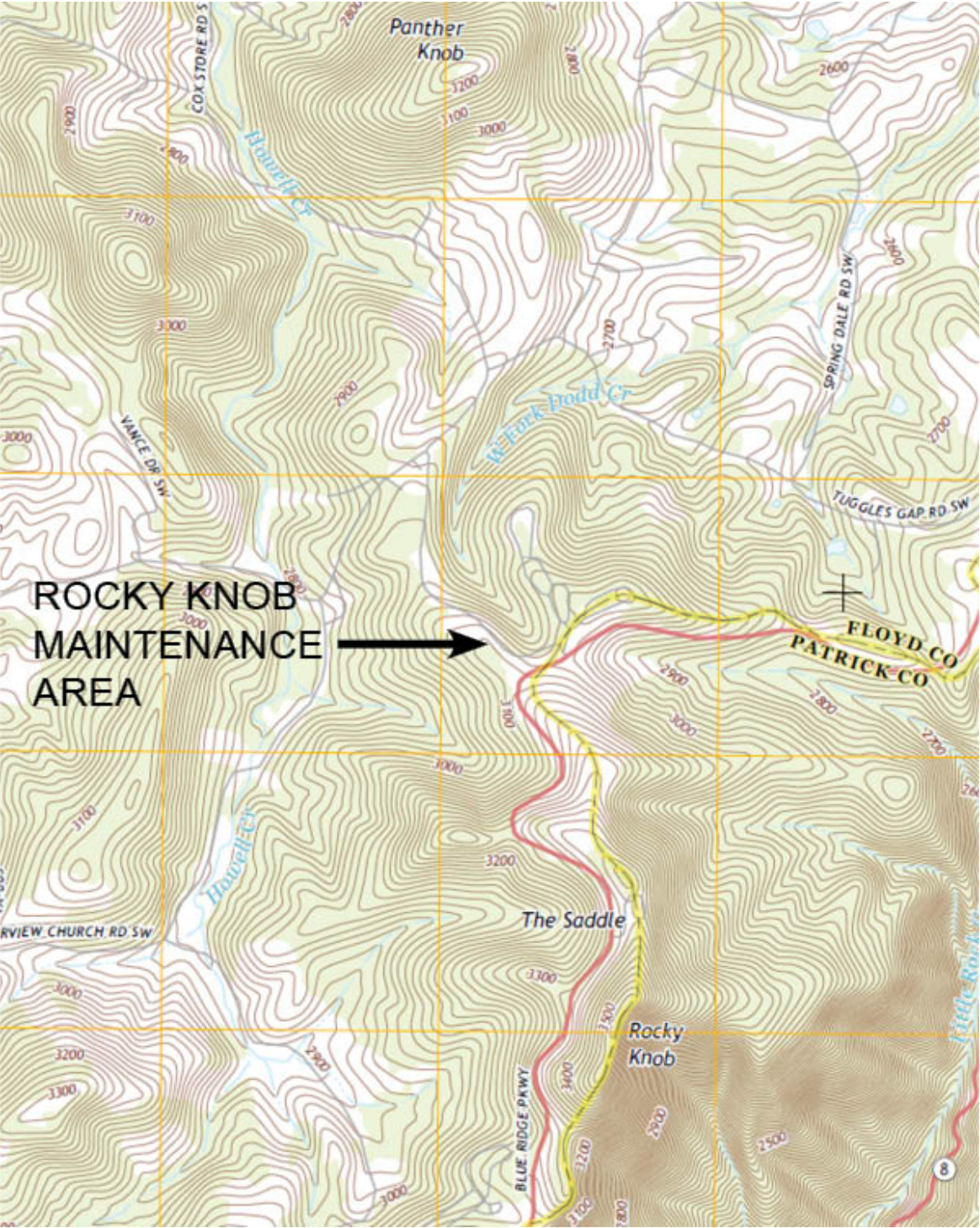


Figure 3. Location map

Regional Context:

Type of Context: Physiographic

Description:

The Blue Ridge Province forms the eastern portion the Appalachian Mountain region and contains the entirety of Rocky Knob Recreation Area. The Rocky Knob Recreation Area falls within the Southern Blue Ridge sub region. The Southern Blue Ridge consists of a gently rolling plateau up to 50 miles wide, bordered on the southeast by a pronounced escarpment abruptly descending to the Piedmont. Rocky Knob itself is an exception to the prevailing plateau character of the Blue Ridge in Southern Virginia, rising as an individual mountain from the surrounding land. It is the highest elevation in the area at 3,572 feet. Rock Castle Creek and Rock Castle Gorge divide Rocky Knob Recreation Area from the northeast to the southwest. Additional ridges and creeks, which form valleys and coves, further partition the interior of the recreation area.

Rocky Knob Recreation Area is composed of nearly all forested slopes. The managed landscapes surrounding the Maintenance Area component landscape are the exception. The majority of these areas are meadows and lawns kept open by either a mowing regime or grazing. The meadows and pastures feature meadow grasses and forbes with scattered bays of trees and shrubs, while the lawns feature turf and a variety of specimen trees and flowering shrubs native to the region. Two forest types dominate the forested portions of the recreation area, Southern Appalachian Oak Forest on the ridges and upland slopes, and Cove Forest along the lowland streams of the Rock Castle Gorge.

Type of Context: Political

Description:

Rocky Knob straddles two Virginia counties, Patrick and Floyd Counties. The recreation area is located in Virginia's 9th Congressional District.

Type of Context: Cultural

Description:

Archeological evidence indicates that pre-historic Native Americans (Paleo Indian, Archaic, and Woodland cultures) inhabited the area for thousands of years. During the historic period, Canaway, Iroquois, and Cherokee were some of the tribes known to have inhabited the area. European settlers began moving into the area in the mid-18th century. By the 1790's, English, German, French, Scottish and Irish immigrants settled in what is now Floyd County. While this area remained a predominantly agricultural region until the development of the Blue Ridge Parkway, the specific land use in the maintenance area is unknown.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 04/14/2014

Management Category Explanatory Narrative:

As part of a potential Blue Ridge Parkway National Historic Landmark nomination, Rocky Knob Maintenance Area 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: With Permission

Explanatory Narrative:

The Maintenance Area is not intended for the general public and is designed as a utilitarian space and for employee residence.

Adjacent Lands Information

Do Adjacent Lands Contribute?	No
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Adjacent Land Narrative:

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.

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. Although Firth's findings did not include Mission 66 era features, the 2012 CLR conclusions do find the Mission 66 era features contributing; hence the Mission 66 features within the Rocky Knob Recreation Area developed area are considered significant.

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

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 Maintenance Area VCRIS entries include: 080-5161-0156 Blue Ridge Parkway, Building 002, Rocky Knob Maintenance Warehouse Equipment Storage Building; 080-5161-0339 Rocky Knob Maintenance Carpenter Paint Shop; 080-5161-0157 Blue Ridge Parkway, Building 004 , Rocky Knob Maintenance Office & Tool Storage Building; 080-5161-0337 Rocky Knob Maintenance Shops & Heavy Equipment Building; 080-5161-0338 Rocky Knob Maintenance Oil/Paint Storage Building; 080-5161-0336 Rocky Knob Maintenance Fuel Building; 080-5161-0160 Blue Ridge Parkway, Building 878, Rocky Knob Maintenance Chainsaw Building; 080-5161-0159 Blue Ridge Parkway, Building 346, Rocky Knob Maintenance Hose Reel House; 080-5161-0155 Blue Ridge Parkway, Building 836, Rocky Knob Maintenance District Office; 080-5161-0331 Rocky Knob Interpretive Office; 80-5161-0329 Rocky Knob Maintenance Residence 7; 080-5161-0164 Blue Ridge Parkway, Building 008, Rocky Knob Maintenance Residence 8; 080-5161-0158 Rocky Knob Maintenance Pump House

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Contributing
National Register Classification:	Site
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: Transportation by Land and Air

Facet: Carriage Roads, Touring Roads and Parkways

Other Facet: None

Time Period: CE 1939 - 1965

Historic Context Theme: Developing the American Economy

Subtheme: Transportation by Land and Air

Facet: Planned Roads, Highways and Freeways

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: 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

Area of Significance:

Area of Significance Category:	Architecture
Area of Significance Category:	Conservation
Area of Significance Category:	Entertainment - Recreation
Area of Significance Category:	Landscape Architecture

Statement of Significance:

Rocky Knob Recreation Area is situated along Section 1-S, from Milepost 165.3 to 169.2, of the Blue Ridge Parkway. The roadway and the Recreation Area are part of the Parkway system. The Parkway in its entirety is significant under Criteria A and C, according to the Draft Historic Resource Study, commissioned to evaluate National Historic Landmark eligibility, which follows similar criteria to the National Register (Firth, 2005).

The Blue Ridge Parkway is significant under Criterion A, “because of its association with the history of American parkways—an important part of the American Parks movement and the history of transportation. It is the premier example of a national parkway designed for long distance motoring through rural scenery.” The Parkway developed in several phases that were associated with events that made a significant contribution to the broad patterns of NPS and United States history. Beginning with the pre-war phase, associated with the public works program initiated under Roosevelt’s New Deal that helped build many parks and roadways, and later followed by the post-war Mission 66 program that addressed recreational pressures on National Parks and facilitated the completion of the Parkway. Section 1-S, as well as Rocky Knob Recreation Area, were among the earliest developments of the parkway. In 1938, the Civilian Conservation Corps (CCC) established their first camp along the Parkway at Rocky Knob.

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

significance of the Blue Ridge Parkway arises from its role as the first long distance, scenic national parkway.” The period of significance includes design styles that are representative of Pre-war and Construction, Resumption of Construction, and Mission 66.

As one of fifteen developed areas along the Blue Ridge Parkway, and one of just eight in the state of Virginia, Rocky Knob Recreation Area is historically significant because its historic structures and cultural landscapes 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. The Blue Ridge Parkway period of significance is from 1935 until 1965. The Rocky Knob Recreation Area period of significance begins with the initial development of the area in 1939 and continues through 1965, when Mission 66 projects brought earlier design ideas and goals to fruition.

The Rocky Knob Recreation Area and Rocky Knob Campground component landscape are significant under Criteria A and C. The Rocky Knob Recreation Area cultural landscape is significant under Criterion A as a recreation area along the Blue Ridge Parkway and as a destination for travel and tourism. Initially proposed in the 1934 Blue Ridge Parkway master plan as one of thirteen recreation areas at intervals along the parkway, Rocky Knob is one of eight recreation areas along the Virginia section. The Rocky Knob Recreation Area developed over the course of several decades, shaped by the vision and design of its early planners. The initial four supporting components required by each recreation area master plan included: 1) conservation of natural scenery, 2) facilities for active recreation, 3) provisions of food, lodging, and motor service in an attractive manner where it is not available, and 4) utility buildings for maintenance and operations of the parks and the Parkway.

The Rocky Knob Campground component landscape represents the recreational themes of historic significance such as camping, picnicking, and outdoor grilling. The Campground also represents the themes of rustic architecture, Mission 66 landscape architecture, and scenic preservation. Although the Campground was not constructed until 1962, features such as the vehicle circulation and split-face stone curbs are consistent with the design of the original campground, which was built in 1937. Some features within the campground are distinct to the Mission 66 era, such as the utilitarian architectural style of the comfort stations. These features, among others, are still extant today, reflecting the historic period of significance.

The Rocky Knob Maintenance Area component landscape represents the historic significance as a supporting landscape within the Rocky Knob Recreation Area. The Maintenance Area was intended to provide a base for operation and maintenance of both the road and recreation areas. As such, it is associated with events significant to broad patterns of our history. It also embodies distinctive construction from the period of significance, ranging from CCC and WPA structures built in the early 1940s, to structures built during post WWII resumption of construction.

The Rocky Knob Picnic Area and Gas Station component landscape is historically significant based on criteria A as a designed landscape that supported the American Parks movement and the history of transportation beginning with the pre-war phase and continuing through the post Mission 66 program. The Picnic Area and Gas Station component landscape were essential to long distance motoring along the Parkway and embody significance criterion A.

Parkway Section 1-S, including The Saddle, Rock Castle Gorge, and Twelve O'clock Knob overlooks, is a historically significant component landscape within Rocky Knob Recreation Area. Section 1-S, including the overlooks, is significant under Criterion A as a defining characteristic that made the Blue Ridge Parkway a national parkway designed for long distance motoring through rural scenery. It is also significant under Criterion C “as an exceptionally important work of design in the fields of landscape architecture and civil engineering...focused on the needs of motorists” (Firth, 2005).

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Primary Historic Function: Government Office

Primary Current Use: Government Office

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

Current and Historic Names:

Name	Type Of Name
Rocky Knob Maintenance Area	Both Current And Historic

Chronology:

Year	Event	Annotation
CE 1934	Designed	Master plan for Blue Ridge Parkway route drafted and approved. The master plan included Rocky Knob as one of thirteen proposed recreation areas ... Landscape Architects: Thomas Chalmers Vint, Gilmore Clarke, Stanley Abbott, Edward Abbuehl, Hendrick van Gelder; Engineers: Jay Downer, William Austin
CE 1935	Built	Construction began on the Blue Ridge Parkway at section 2-A in North Carolina. In Virginia, construction began at section 1-P, north of Rocky Knob.
CE 1935	Built	Construction of the Blue Ridge Parkway began on section 1-S through Rocky Knob.
CE 1936	Designed	Blue Ridge Parkway master plan updated...Assumed same team for master plan update - Landscape Architects: Thomas Chalmers Vint, Gilmore Clarke, Stanley Abbott, Edward Abbuehl, Hendrick van Gelder; Engineers: Jay Downer, William Austin
CE 1936	Designed	General Development Plan created for Rocky Knob was the first of the plans as required by NPS policy. It indicated locations of trails, shelters, campground and picnic facility, soil improvement sites, and buildings slated for demolition...Landscape Architects: Thomas Chalmers Vint, Gilmore Clarke, Stanley Abbott, Edward Abbuehl, Hendrick van Gelder [same design team assumed]

Rocky Knob Maintenance Area
Blue Ridge Parkway

Year	Event	Annotation
CE 1938	Built	3,500 acres had been acquired for Rocky Knob Recreation Area. CCC established first camp, known as NP-14, in Rock Castle Gorge, in what is now Rocky Knob Recreation Area.
CE 1940	Built	Construction began on Maintenance Area using CCC and WPA labor.
CE 1941	Built	Construction was completed on the following buildings in the Maintenance Area: Warehouse and Equipment Storage Building #2, Carpenter and Paint Shop Building #3, Office and Tool Storage Building #4, Radio Substation and Antennae Tower Building #6, two residences adjacent to the Maintenance Area...Architect: Kenneth McCarter (residences)
CE 1941	Designed	Rocky Knob master plan (refinement of 1936 plan)...Thomas Chalmers Vint, Gilmore Clarke, Stanley Abbott, Edward Abbuehl, Hendrick van Gelder; Architect: Kenneth McCarter
CE 1942 - 1945	Designed	Parkway staff designed and submitted plans for a Shops and Heavy Equipment Storage Building #86 at the Maintenance Area
CE 1949	Built	Parkway staff built a small utility building, referred to as the Hose Reel House Building #346
CE 1949	Planned	NPS Roanoke office developed plans for a communal garage building at the employee residences. Parkway staff scrapped the plans for the building in favor of adding an individual garage to each residence (see 1952).
CE 1950	Altered	NPS staff added asbestos shingles in place of shakes to reduce maintenance costs on the ranger residences.
CE 1952	Altered	The NPS remodeled and expanded the two residences, including the addition of individual garages. Both pedestrian and vehicular circulation changed to accommodate the new garages. Much of the original rustic character of the residences was lost in the process.
CE 1952	Built	NPS completed work on a much larger Shops and Heavy Equipment Building #86 and built an addition to the Carpenter and Paint Shop Building #3.
CE 1955 - 1959	Designed	Rocky Knob master plan updated as part of Mission 66 initiative...Sam Weems, Edward Abbuehl, [Henrick van Gelder, Thomas Chalmers Vint, Gilmore Clarke] [names with brackets are assumed]
CE 1965	Designed	Rocky Knob master plan updated, including plans for the construction of additional staff lodging between the maintenance area and the existing employee residences, the conversion of the Gas Station into a Visitor Contact Station, the construction of a 48-unit lodge and restaurant on the Grassy Knoll, the obliteration of the Trail Lodge Cabins, and the recommendation to purchase in-holding property within Rock Castle Gorge.

Year	Event	Annotation
CE 1967 - 2017	Destroyed	1967-Present. Native ornamental shrubs and tree plantings declined during this period and staff did not replace them in kind.
CE 1970	Built	NPS located a camper pad in the area between the Maintenance Area and Employee Residences for use by volunteers and seasonal campground hosts complete with utilities.
CE 1990 - 2000	Built	Late 1990s-early 2000s. NPS approved relocation of two large trailers to a site halfway up the hill between the Maintenance Area and Employee Residences
CE 2000	Built	An addition was constructed between the Warehouse and Equipment Storage Building #3. The Carpenter and Paint Shop Building #3 was enclosed and an A-line roof was added to unify the façade. The NPS added an overhead door to the building and faced all of the buildings in the Maintenance Area with a thin veneer of reverse batten pine siding painted a blue color.

Physical History:

This physical history has been adapted from the 2014 Rocky Knob Recreation Area Cultural Landscape Report Site History. The citations were converted from footnotes in the CLR to parenthetical citations in this CLI. As this physical history only covers the Rocky Knob Maintenance Area, for an overarching physical history of Rocky Knob Recreation Area, refer to that parent landscape physical history.

Rocky Knob Maintenance Area Component Landscape Site History

Early plans for the Blue Ridge Parkway called for the establishment of maintenance depots in all of the major recreation areas throughout the Parkway. These areas provided a base for operation and maintenance of both the road and the recreation areas. The designers of the maintenance area at Rocky Knob located the compound a short distance from the Parkway, intentionally hidden from the public's view, on an area of denuded mountain farmland. The buildings within the maintenance area were intentionally more utilitarian in appearance than other more visible structures within the recreation area.

Work began on the maintenance area at Rocky Knob in 1940, using CCC and WPA labor. In most cases, the buildings had concrete foundations and floors, cinder block walls, and metal roofs. The outside walls of each building received a whitewash treatment, creating a consistent look throughout the compound. The following buildings were complete in the maintenance area at Rocky Knob by 1941:

- Warehouse and Equipment Storage Building #2
- Carpenter and Paint Shop Building #3
- Office and Tool Storage Building #4
- Radio Substation and Antennae Tower Building # 6

A 1941, master plan illustrates the completed buildings at the time as well as planned future developments within the maintenance area.

The NPS intended to build two residences for recreation area employees beside each maintenance area proposed along the Parkway. At Rocky Knob, the CCC constructed two residences adjacent to the maintenance area in 1941, the only two residences built along the Parkway before the war began (Firth, 1993, 126). Kenneth McCarter was the architect, and despite locating the buildings outside the public's view, he took great care to design them in a rustic style based on the vernacular buildings he had observed along the proposed route of the Parkway. McCarter even sent a memorandum with 38 photographs of old buildings attached to illustrate the regional forms upon which he based the designs for the residences (Firth, 1993, 127). Both buildings were frame structures with stone chimneys and wood shake roofs. The NPS remodeled and expanded the two residences in 1952, and much of the original rustic character was lost in the process.

Although construction work on the Blue Ridge Parkway halted during the war, planning for the Parkway and for additional amenities at Rocky Knob continued, albeit at a slower pace. Parkway staff designed and submitted plans for a Shops and Heavy Equipment Storage Building #86 at the maintenance area during the war years (1942-1945).

During the Resumption of Construction period (1946-1955), NPS crews constructed three new buildings in the Maintenance Area. In 1948, construction of a Radio Substation and Antennae Tower finished. The following year, Parkway staff built a small utility building, referred to as the Hose Reel House Building #346. Then, in 1952, the NPS completed work on the much larger Shops and Heavy Equipment Building #86. Like the rest of the buildings in the Maintenance Area, the architecture for this building was plain and functional. For cost reasons, asphalt shingles covered the roof instead of the corrugated metal used on all other buildings in the compound. The building featured glass block windows, a first within the Maintenance Area.

Another construction project involved an addition to the Carpenter and Paint Shop Building #3. The addition enclosed the space between the Carpenter and Paint Shop and the Warehouse and Equipment Storage Building. Used for additional storage, the addition had a flat roof and unfinished cinderblock walls.

In 1949, the Roanoke office developed plans for a communal garage building at the employee residences. The proposed building was another example of the post-war shift in Parkway architecture that embraced newer materials while retaining a rustic appearance based on vernacular forms. Plans called for board and batten infill in the eaves, cement block walls, and cement shingles instead of wooden shake on the saltbox roof. Parkway staff scrapped the plans for the building in favor of adding an individual garage to each residence. In 1950, the NPS added asbestos shingles in place of shakes to reduce maintenance costs on the ranger residences (Firth, 1993, 128). Two years later, a major renovation of each building was completed. Both buildings received a new detached garage connected to the house with a covered breezeway. The houses were clad in siding to unify the addition with the original structure and much of the rustic character was lost. Both pedestrian and vehicular circulation changed to accommodate the new garages. The original curved pedestrian paths shown on the Planning and Land Use Maps (PLUMs) and in a 1948 aerial were lost along with a shared parking area.

Few changes occurred in the Maintenance Area component landscape during the Mission 66 era. More significant changes have occurred in the time post Mission 66. As the buildings within the maintenance area were utilitarian structures, the NPS has made little attempt to retain their original character over the years. In 2000, the addition between the Warehouse and Equipment Storage Building #3 and the Carpenter and Paint Shop Building #3 was enclosed and an A line roof was added to unify the façade, effectively combining the two buildings into one. The NPS added an overhead door to the building and faced all of the buildings in the Maintenance Area with a thin veneer of reverse batten pine siding painted a blue color during this period.



Figure 4. Employee Residences after extensive alterations 1952 (2014 Rocky Knob Recreation Area CLR, p. 63)



Figure 5a. Upper (top) level of Building #86 after construction. (2014 Rocky Knob Recreation Area CLR, p. 74)



Figure 5b. Lower (bottom) level of Building #86 after construction. (2014 Rocky Knob Recreation Area CLR, p. 74)

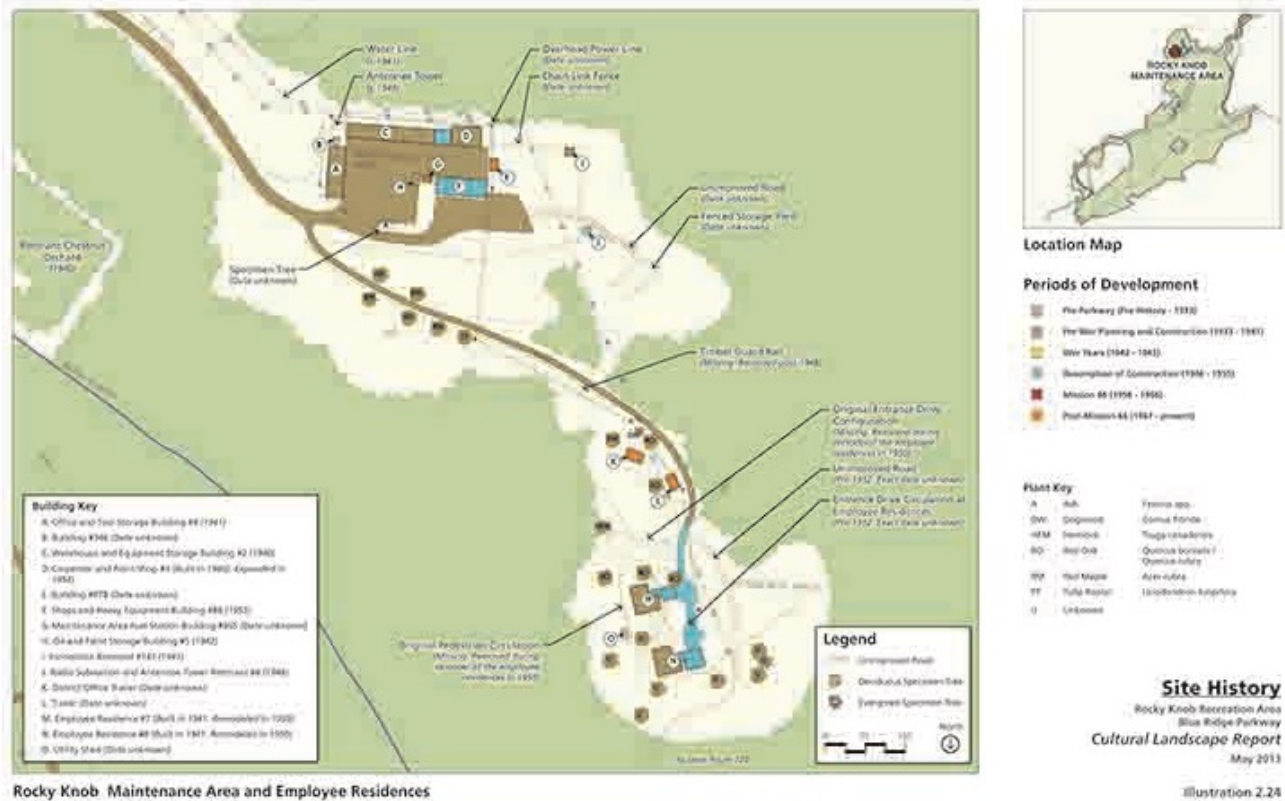


Figure 17. Maintenance Area Site History (2014 Rocky Knob Recreation Area CLR, p.95)

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Rocky Knob Maintenance Area component landscape, within the Rocky Knob Recreation Area developed area, contains landscape features related to the landscape characteristics of Land Use, Vegetation, Circulation, Buildings and Structures, Small-scale Features, and View and Vistas. This section provides an overview of these existing features, as well as a discussion of their integrity as it related to the historic significance of the parent landscape, Rocky Knob Recreation Area. The following landscape characteristics do not apply to the Rocky Knob Maintenance Area: Archeological Sites, Constructed Water Features, Cultural Traditions, Cluster Arrangements, Views and Vistas, and Topography.

Landscape Characteristic Summary

Land use within the Maintenance Area component landscape has remained consistent with the period of significance. The primary land uses remain utility, domestic, and storage.

In general, the vegetation character of the Maintenance Area is sparse within the maintenance yard and residence areas, yet surrounded by woodland. A few specimen trees and shrubs, red oak and rhododendron respectively, exist within the cleared areas.

Vehicular and pedestrian circulation remain essentially the same as it was throughout the period of significance. A 2-lane primary entrance road leads to the maintenance yard, where it continues as a narrower road to give access to the employee residences. The roads were constructed in the early 1940s, contemporaneous with building construction. The employee residence road and pedestrian access were altered in the early 1950s to

accommodate garage construction west of the buildings.

A total of 13 buildings are associated with the Maintenance Area. Seven structures were built between 1940 and 1943, six of which remain. One building was built in 1952, two were built in the late 1990s or early 2000s, and three have unknown construction dates.

Small-scale Features that exist in the Maintenance Area component landscape include fencing, drainage structures, a retaining wall, a timber guard rail, and various signs. The guard rail no longer exists in the landscape and many of the signs have been altered.

Aspects of Integrity: (R) Pick list: (select one to many)

Aspects of Integrity Summary

1. Location: The Maintenance Area component landscape and contributing features within the maintenance area have remained in the same location since construction began on the area in 1940, retaining a high degree of integrity. The two primary areas of activity, the maintenance yard and residence area, remain intact with their original intended purpose.

2. Materials: The materials for the Rocky Knob Maintenance Area, such as cinder block buildings, concrete drainage structures and retaining walls, and wooden signs, remains mostly intact. Some replacement materials have been used for key historic features, such as asphalt shingles in place of metal roofing. Other historic materials have been covered up. Others yet are in need of repair, such as the concrete retaining wall. Therefore, the Maintenance component landscape retains moderate material integrity.

3. Design: The Rocky Knob Maintenance Area retains a high degree of design integrity. The plan, form, space, and utilitarian style of the Maintenance Area are consistent with historic documentation. Most alterations to the area occurred during the period of significance.

4. Setting: The Maintenance Area component landscape setting is consistent with that of the period of significance and retains a high level of integrity. It is consistent with the historic setting – a compound within a large cleared area surrounded by woodland, set out of sight from visitors.

5. Workmanship: A moderate level of integrity is evident in the workmanship within the Maintenance Area component landscape. Many of the buildings within the maintenance yard were constructed by the CCC and WPA work forces, and while much of the workmanship is intact, it is covered up by post-Mission 66 siding and other materials. The employee residences underwent renovations that significantly altered their appearance. Architect Kenneth McCarter took great care to design the buildings in a rustic style based on the vernacular buildings he had observed along the proposed route of the parkway. They were remodeled in 1952.

6. Feeling: The Maintenance Area component landscape retains integrity of feeling. The area was intended for utilitarian use away from the public eye, and retains that feeling and function today.

7. Association: The Maintenance Area component landscape retains a high degree of association integrity. Many of the construction methods, design, and engineering represented in the buildings and structures are examples of all three eras associated with the early and ongoing development of the parkway.

Landscape Characteristic:
Land Use

Historic Conditions: The Maintenance Area component landscape was a planned utilitarian landscape. NPS intended the area to serve as a functional element necessary for running and constructing the Parkway. The addition of staff residential units and the offices of the rangers did little to change that utilitarian nature. The designers of the maintenance area located the compound a short distance from the Parkway, intentionally hidden from the public's view.

Existing Conditions: This planned utilitarian landscape continues to operate in that capacity. This area acts as a core of Parkway administrative offices, supplies storage area, and employee housing site. Visitors to the Parkway do not see this area from the roadway and rarely have a need to enter the site.

Character-defining Features:

Feature Name:	Maintenance yard
CLI Feature ID:	179605
Feature Contribution:	Contributing
FMSS Record Type:	Location
FMSS Record Number:	65698
Feature Name:	Employee residences
CLI Feature ID:	179607
Feature Contribution:	Contributing

Landscape Characteristic:
Vegetation

Historic Conditions: The Maintenance Area component landscape was designed to be built on an area of denuded mountain farmland, hidden from view of the Parkway. Located down slope from the Parkway and tucked behind a small knoll, a vegetated buffer was not necessary to screen this area from view. Historic photographs show that this area nearby was used as pasture for the grazing of sheep. Along the entry road near the Parkway is a large open pasture dotted with specimen trees. According to the PLUMs, Parkway designers intended this pasture to consist of 28 acres and contain trees of the following species: red oak (*Quercus falcata* / *Quercus borealis*), table mountain pine (*Pinus pungens*), and a small group of apple trees (*Malus* spp). Preliminary plans and historic photographs also show a single flowering dogwood (*Cornus florida*) planted at the front elevation of Employee Residence #7 as well as rhododendrons planted at the foundations of both employee residences. Red oaks (*Quercus falcata* / *Quercus borealis*) appear on the PLUMs and on preliminary construction plans for this area.

Existing Conditions: The Rocky Knob Maintenance Area today features several types of vegetation. Some of the large specimen trees shown on the PLUMs remain and are in good condition, though the apple trees no longer exist. NPS staff currently maintains it in an open condition, but sheep no longer graze here.

The maintenance compound is located in a large cleared area surrounded by woodland. Vegetation is sparse, consisting primarily of mown turf interspersed with the occasional specimen tree. True to the utilitarian programming of the area, very little ornamental plantings exist in the Maintenance Area. A few ornamental rhododendron plantings exist near the Office and Tool Storage Building. Based on historic photographs of this area, these plantings appear to be original. No landscape plans for the Maintenance Area could be located. These remnant plantings are in poor condition.

Vegetation associated with the employee residences is also minimal, consisting of mown lawn surrounded by woodland with large specimen oak trees planted at semi-regular intervals to provide shade for the residents. Several red oaks remain and are in good condition. Neither the dogwood nor the shrub plantings indicated near Employee Residence #7 on the preliminary plans and in historic photographs exist in the landscape today (Figure 3.40).

Character-defining Features:

Feature Name: Remnant rhododendron plantings
CLI Feature ID: 179609
Feature Contribution: Contributing

Feature Name: Red Oak specimen trees (near residences)
CLI Feature ID: 179611
Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 6. Ornamental plantings in the Maintenance Area 2011 (2014 Rocky Knob Recreation Area CLR, p. 128)

Landscape Characteristic:
Circulation

Historic Conditions: Vehicular circulation is primarily accomplished with the 1/2 mile long entrance road. This two-lane asphalt thoroughfare stops at the entrance gate of the Maintenance Area before transitioning into a single lane road, which continues on and provides access to both the district office trailers and staff residences. An unimproved road branches away from the entrance drive just before reaching the employee residences. This gravel and dirt road continues behind the residences before traveling offsite and out of the study area, eventually intersecting with Route 720. The date of construction of this spur road is unknown.

Vehicular circulation within the maintenance compound is informal with no striped lanes or curbs. The Maintenance Area features a large paved courtyard immediately after passing through the entrance gate. This area is composed of a central parking area designed to accommodate approximately 14 cars with additional parking for six cars located on the western side of the court. A separate asphalt drive extends west from the Maintenance Area entrance to provide vehicular access to the lower level of the Shops and Heavy Equipment Building. This paved drive continues past the building to the edge of the fenced maintenance compound before becoming a dirt road, which leads to an additional fenced storage yard located in a small clearing further down slope.

The Rocky Knob Maintenance Area contains very few formalized pedestrian paths. Two short concrete sidewalks are located at each staff residence to connect each parking area with the main entrance to each house. A concrete staircase runs along the length of the eastern elevation of the Shops and Heavy Equipment Building, and a raised concrete loading platform is located on the northern side of the Warehouse and Equipment Storage Building. In addition, a wooden ramp provides access to the southern entrance of the Office and Tool Storage Building. Otherwise, pedestrians use vehicular lanes and parking areas to enter and navigate between various maintenance buildings and structures.

The PLUMs show a complicated system of curvilinear pedestrian paths connecting the residences to one another. Pedestrian and vehicular circulation changed when the NPS remodeled the Employee Residences and added garages in the early 1950s during Resumption of Construction. The curvilinear pedestrian paths surrounding the residences were lost and the entrance drive was altered. NPS staff also added a ramp to the garage door on Office and Tool Storage Building #4 to facilitate access. In addition, vehicular circulation was added to accommodate parking around the district office trailers in the late 1990s and early 2000s.

Existing Conditions: The Maintenance Area circulation pattern has changed little since construction. Because the major changes occurred during the period of significance, the circulation is considered contributing.

Character-defining Features:

Feature Name: Two lane asphalt road (1/2 mile)
CLI Feature ID: 179613
Feature Contribution: Contributing

FMSS Record Type: Location
FMSS Record Number: 47793

Feature Name: Single lane asphalt road system
CLI Feature ID: 179615
Feature Contribution: Contributing

Feature Name: 20 car parking area
CLI Feature ID: 179617
Feature Contribution: Contributing

FMSS Record Type: Location
FMSS Record Number: 47882

Feature Name: Short formalized pedestrian pathway
CLI Feature ID: 179619
Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 7. Office and Tool Storage Building #4 with contemporary wooden ramp, 2011 (2014 Rocky Knob Recreation Area CLR, p. 202)

**Landscape Characteristic:
Buildings and Structures**

Historic Conditions: This area contains multiple utilitarian buildings and structures that date to the early 1940s during Pre-War Planning and Construction and underwent remodeling in 1952 during Resumption of Construction.

Warehouse and Equipment Storage Building #2– The Warehouse and Equipment Storage building was the first building to be constructed at the maintenance complex and one of the first buildings to be finished along the Parkway. Built by the CCC in 1940, the NPS remodeled the building in 1952. The building is composed of cinderblock walls set on a concrete foundation and protected from the elements by an asphalt-shingled roof. Historic photographs show the concrete block walls exposed. The original roof was metal.

Carpenter and Paint Shop Building #3– Located on the western side of the Warehouse and Equipment Storage Building, the Carpenter and Paint Shop is one of the five originally constructed buildings on this site. It was also built in 1940 by the CCC and remodeled by NPS in 1952. During the 1952 renovation, the NPS added walls to the north and south elevations, and expanded the building footprint to meet the Warehouse and Equipment Storage Building located approximately 30 feet away.

Office and Tool Storage Building #4– When constructed by the CCC in 1941, the Office and Tool Storage building is a simple concrete block building set on a concrete foundation with a standing seam metal roof. The front façade originally featured two pairs of four-over-four factory windows located on either side of a central core made up of a recessed entry door, elevated garage door and a single four-over-two factory window.

Oil and Paint Storage Building #5– The fifth of the original five buildings in this compound is the Oil and Paint Storage Building, built by the CCC in 1942. The building is a small 17 foot by 12 foot building located directly across the parking courtyard from the Office and Tool Storage Building, originally constructed of concrete block.

Radio Substation and Antennae Tower Building # 6– The 1943 Utility Area Development Plan shows this substation located to the northwest of the maintenance compound and a 1941 photo shows it under construction. This concrete block building featured a gabled, standing-seam metal roof. A large metal radio tower was located adjacent to the building mounted on a separate concrete slab.

Shops and Heavy Equipment Building #86– The NPS completed construction of this two-story cement block building in 1952. The building features a gable roof and is similar in character to the other buildings within the maintenance compound. The exterior building walls consisted of untreated cinder block originally. The southern façade features five garage bays and two entrance doors.

Incinerator #147– Originally, a simple brick structure used to burn waste was located at the western edge of the maintenance compound.

Employee Residence #7 and #8- Built by the CCC in 1941 to provide housing for the District Ranger, the Maintenance Foreman, and their families, the CCC constructed these two staff residences on property located to the northwest of the Maintenance Area. Compared to the rest of the buildings in the Maintenance Area, these residences are much less utilitarian in nature.

Building #346– This small utility structure is located in the southeast corner of the maintenance compound between the Warehouse and Equipment Storage Building and the Office and Tool Storage Building, adjacent to the metal radio tower. It consists of a simple concrete block structure that is covered in plywood siding. The year of its construction is unknown.

Existing Conditions: Post-Mission 66 alterations significantly changed the appearance of buildings in the Maintenance Area. Most of the alterations, however, are reversible. The area also contains several Post-Mission 66 buildings, as listed below.

Warehouse and Equipment Storage Building #2– NPS covered the cinderblock exterior building walls of the Warehouse and Equipment Storage building with sheets of plywood veneer at some point in the recent past. The asphalt roof is also a Post-Mission 66 replacement. Post-Mission 66, the NPS added a set of precast concrete steps and a section of metal handrail to the loading dock on the front elevation. Additionally, all 10 of the garage doors are Post-Mission 66 replacements. Overall, the building is in good condition; however, the windows are in poor condition with cracked glazing, panes, and damaged sills.

Carpenter and Paint Shop Building #3– In 2000, the NPS carried out additional renovations to the building. The NPS removed a flat roof section of the additional storage area and constructed an A-Line roof in its place, giving the appearance of single unified façade across the Warehouse and Equipment Storage Building and the Carpenter and Paint Shop. As with most of the other buildings in the maintenance compound, plywood siding, Post-Mission 66 garage doors and a replacement asphalt shingle roof cover this building. The south and west façades feature three large sixteen light, metal-clad windows. The center four panes of each window can be opened and function as awning windows. These windows are original. The building retains its original entrance doors as well as the original exterior fire safety kit; although the latter is no longer in its original location. The building is in good condition, with a few exceptions, most notably the windows, which contain cracked glazing.

Office and Tool Storage Building #4– The NPS completed some renovations to the building post Mission-66. Today the original windows remain, but NPS replaced the original garage door with a set of double doors Post-Mission 66. The NPS also added a wooden ramp to provide access to these double doors. The rear and side façades still retain their original windows and doors, but as with the other two previously described buildings in the Maintenance Area, Post-Mission 66 plywood siding

and an asphalt shingle roof currently cover this entire building. The building is in good condition overall, but is plagued with deteriorating windows.

Oil and Paint Storage Building #5– The NPS remodeled this building in the same manner as the previously described buildings. The Oil and Paint Storage Building retains both of its original three-over-three windows, but the original door has been replaced. The original fire safety kit is mounted on the exterior of the front façade, but the fire axe has been removed. The building is in good condition overall.

Radio Substation and Antennae Tower Building # 6– The NPS demolished the building, though remnants of the concrete footer for the antennae remain in the landscape today. The NPS moved the original metal radio antennae tower to the southeast corner of the maintenance compound between the Warehouse and Equipment Storage Building and the Office and Tool Storage Building.

Shops and Heavy Equipment Building #86– The Shops and Heavy Equipment Building continues to serve its intended function. The upper level contains the auto repair shop, oil room, locker room and storage room. The lower story contains the fire equipment room, the boiler room and storage for heavy equipment. The shop is now sided with the same T1-11 plywood veneer that the NPS used to cover the exterior walls of all the other buildings in the maintenance compound. The NPS replaced the original cement asbestos shingle roof with asphalt shingles. The garage doors are Post-Mission 66 replacements and only one of the entrance doors appears to be original. The ground level of the northern façade also contains five garage bays with replacement garage doors. Two original entry doors and a single window constructed of semi-transparent glass block are located on the eastern end of the building. The building also retains portions of the original copper gutter system. The building is in good condition.

Incinerator #147– The NPS demolished this building and little evidence of it remains in the landscape today.

Employee Residence #7 and #8– NPS remodeled and expanded both residences in 1950, and as a result, the buildings lost much of their original character. Each is faced with Post-Mission 66 vinyl siding and retains an original battered stone chimney. The NPS replaced each building's original wood shake roof with asbestos shingles in the 1950s and then later replaced the asbestos shingles with asphalt shingles. The current windows are Post-Mission 66 replacements and retain the general appearance of the original six-over-six double-hung sash windows. Each home features a garage addition attached to the house with a breezeway, added during the Resumption of Construction era. Residence #8 features a two-car garage, while Residence #7 has a single car garage. Post-Mission 66, the NPS added a wooden deck to the eastern elevation of each residence. The NPS has significantly altered the exterior appearance of each residence, but both are in good condition.

Building #346– The building is in good condition.

Building #878– This Post-Mission 66 gabled roof structure is located at the far western end of paved maintenance court between the Shops and Heavy Equipment Building and the Carpenter and Paint Shop. A single door is located on the eastern elevation along with a solitary skylight. The building matches the general aesthetic of the other maintenance buildings with plywood siding on the exterior walls and asphalt shingles on the roof.

The function of the building and its date of construction are unknown. It appears to be in good condition.

Maintenance Area Fuel Station Building #965– This Post-Mission 66 addition to the Maintenance Area protects a single gasoline pump from the elements. It is located immediately west of the Oil and Paint Storage Building and is constructed of concrete block laid on a concrete slab foundation. The Fuel Station Building is covered in plywood siding and features a gabled roof clad with asphalt shingles. Several metal safety bollards surround the building and its associated fuel tanks. The date of construction is not known. The building is in good condition.

District Office Trailers– Two Post-Mission 66 double-wide trailers were moved from elsewhere along

the Parkway to a portion of NPS property located between the Maintenance Area and the Employee Residences in the late 1990s and early 2000s. Both of these buildings are in good condition; however, neither is in keeping with the rest of the buildings and structures located within the Maintenance Area.

Character-defining Features:

Feature Name: Warehouse and Equipment Storage Bldg 2

CLI Feature ID: 179621

Feature Contribution: Contributing

FMSS Record Type: Location

FMSS Record Number: 5610

Feature Name: Carpenter and Paint Shop Building 3

CLI Feature ID: 179623

Feature Contribution: Contributing

FMSS Record Type: Location

FMSS Record Number: 5611

Feature Name: Office and Tool Storage Building 4

CLI Feature ID: 179625

Feature Contribution: Contributing

FMSS Record Type: Location

FMSS Record Number: 5612

Feature Name: Oil and Paint Storage Building 5

CLI Feature ID: 179627

Feature Contribution: Contributing

FMSS Record Type: Location

FMSS Record Number: 5613

Feature Name: Radio Substation & Antennae Tower Bldg 6

CLI Feature ID: 179629

Feature Contribution: Non contributing

Feature Name: Shops and Heavy Equipment Building 86

CLI Feature ID: 179631

Feature Contribution: Contributing

FMSS Record Type: Location

FMSS Record Number: 5615

Feature Name: Employee Residence 7 and 8

CLI Feature ID: 179633

Feature Contribution: Contributing

FMSS Record Type: Location

FMSS Record Number: 6423

Feature Name: Building 346

CLI Feature ID: 179635

Feature Contribution: Non contributing

FMSS Record Type: Location

FMSS Record Number: 5616

Feature Name: Building 878

CLI Feature ID: 179637

Feature Contribution: Non contributing

FMSS Record Type: Location

FMSS Record Number: 5624

Feature Name: Incinerator 147
CLI Feature ID: 179639
Feature Contribution: Non contributing

Feature Name: Maintenance Area Fuel Station Bldg 965
CLI Feature ID: 179641
Feature Contribution: Non contributing

FMSS Record Type: Location
FMSS Record Number: 81668

Feature Name: District Office Trailers
CLI Feature ID: 179643
Feature Contribution: Non contributing

Landscape Characteristic Graphics:



Figure 8. Carpenter and Paint Shop Building #3, c. 1952 (2014 Rocky Knob Recreation Area CLR, p. 132)



Figure 9. Carpenter and Paint Shop Building #3, 2011 (2014 Rocky Knob Recreation Area CLR, p. 12)



Figure 10. Remnants of the Radio Substation & Antennae Tower Building 2011 (2014 Rocky Knob Recreation Area CLR, p. 134)



Figure 11. Incinerator #147, c. 1953 (2014 Rocky Knob Recreation Area CLR, p. 135)

**Landscape Characteristic:
Small Scale Features**

Historic Conditions: A number of small scale features are found in the Maintenance Area, including fence, drainage structures, signage, concrete retaining wall, and timber guard rail.

Fence– Both the PLUMS and multiple master plans dating from the 1940s show a “Bear Fence” along the perimeter of the Maintenance Area. Historic photographs show chain link fence in many locations within the Maintenance Area.

Drainage Structures– Two stone drainage structures exist near the entrance to the Maintenance Area and date to the Pre-War Planning and Construction era. Their materials and craftsmanship are representative of the period, and consist of mortared stone headwalls that surround a corrugated metal pipe. One of the stone headwalls is visible in a ca. 1952 photograph.

Signage– Signage in the Maintenance Area is primarily of the regulatory type. Original signs were made of wood.

Concrete Retaining Wall– A stepped concrete retaining wall is located to the west of the Shops and Heavy Equipment Building, and was likely built contemporaneous with the building in 1952. It holds the toe of the slope and creates a flat area for outdoor storage of heavy equipment and vehicles.

Timber Guard Rail– A section of rustic timber guardrail appears on the PLUMs along the northern side of the entry road and suggests that NPS staff built it along with other portions of the Pre-War Planning construction.

Existing Conditions: Many small scale features remain in the Maintenance Area, changed primarily by use and deterioration.

Fence– A metal chain link fence exists in approximately the same location today, however the existing fence extends further to the west than was originally planned. It is likely that portions of the existing fence could date to the time of construction, but since neither the PLUMs or the master plans call out a material for the “Bear Fence” it is difficult to be definitive, therefore the date of the existing fence is undetermined. The existing fence is in good condition overall, though some sections are more oxidized than others.

Drainage Structures– The intended function of the stone headwalls to convey storm water is unchanged and they are good condition.

Signage– A standard brown and white reflective metal sign is located near the gated entrance to the Maintenance Area. This sign directs visitors to the District Office and Maintenance Area. A faded metal “Do Not Enter” sign is located along the entrance road, directly in front of one of the District Office Trailers. Additionally, most buildings located within the maintenance compound have a small sign that denotes the official Parkway building number. The NPS has replaced many of the original wood signs with Post-Mission 66 recycled plastic versions. The signs are in good condition.

Concrete Retaining Wall– The wall is in poor condition and is in need of repair, but few changes in materials, craftsmanship, and design are evident.

Timber Guard Rail– NPS staff removed this feature post-1948 and no sections of this guardrail exist in the landscape today.

Character-defining Features:

Feature Name: Metal chain link fence
CLI Feature ID: 179645
Feature Contribution: Undetermined

Feature Name: Drainage structures
CLI Feature ID: 179647
Feature Contribution: Contributing

Feature Name: District Office & Maintenance Area sign
CLI Feature ID: 179649
Feature Contribution: Non contributing

Feature Name: "Do Not Enter" sign
CLI Feature ID: 179651
Feature Contribution: Non contributing

Feature Name: Official parkway bldg no. signs-plastic
CLI Feature ID: 179653
Feature Contribution: Non contributing

Feature Name: Official parkway bldg no. signs - wooden
CLI Feature ID: 179655
Feature Contribution: Contributing

Feature Name: Concrete Retaining Wall
CLI Feature ID: 179657
Feature Contribution: Contributing

Feature Name: Timber Guard Rail
CLI Feature ID: 179659
Feature Contribution: Non contributing

Landscape Characteristic Graphics:



Figure 12. Stone drainage structure, 2011 (2014 Rocky Knob Recreation Area CLR, p. 137)



Figure 13. Regulatory sign, 2011 (2014 Rocky Knob Recreation Area CLR, p. 137)



Figure 14. Building number designation sign, 2011 (2014 Rocky Knob Recreation Area CLR, p. 137)



Figure 15. Concrete retaining wall, 2011 (2014 Rocky Knob Recreation Area CLR, p. 138)

**Landscape Characteristic:
Spatial Organization**

Historic Conditions: The Maintenance Area consists of two primary areas of activity: the maintenance yard and the residence area. A single access road on the west side of the Parkway splits to provide entrance to both the Campground component landscape on the right and the Maintenance Area on the left. The two-lane asphalt drive that leads to the Maintenance Area forks again just before reaching the maintenance yard, with a one-lane asphalt drive that provides access to the residence area further north of the maintenance yard. The maintenance yard is a large open parking area surrounded by buildings on three sides (east, south, and west). In the residence area, all structures are on the east side of the road.

Existing Conditions: The spatial organization remains mostly unchanged. One change in spatial organization includes the addition of garages to the west of the residences during the Resumption of Construction era. This altered the parking and road configuration, which formerly culminated in a shared parking area south of the houses, which were accessed by a foot trail. The road now ends at the residence garages.

Character-defining Features:

Feature Name: Maintenance yard

CLI Feature ID: 179663

Feature Contribution: Contributing

Feature Name: Residence area

CLI Feature ID: 179665

Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 16. Maintenance Area landscape prior to construction (2014 Rocky Knob Recreation Area CLR, p.62)

Condition

Assessment Interval (Years): 6

Next Assessment Due Date: 09/07/2023

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 09/07/2017

Condition Assessment Explanatory Narrative:

Stabilization Measures:

Impacts

Type of Impact:	Deferred Maintenance
Other Impact:	
External or Internal:	Internal
Impact Description:	
Type of Impact:	Erosion
Other Impact:	
External or Internal:	Both Internal and External
Impact Description:	
Type of Impact:	Exposure to Elements
Other Impact:	
External or Internal:	Both Internal and External
Impact Description:	
Type of Impact:	Operations On Site
Other Impact:	
External or Internal:	Internal
Impact Description:	
Type of Impact:	Removal/Replacement
Other Impact:	
External or Internal:	Both Internal and External
Impact Description:	
Type of Impact:	Structural Deterioration
Other Impact:	
External or Internal:	Both Internal and External
Impact Description:	

Stabilization Costs

Treatment

Treatment

Approved Treatment:	Preservation
Approved Treatment Document:	Cultural Landscape Report
Document Date:	2014-04-01

Approved Treatment Document Explanatory Narrative:

Preservation and rehabilitation are the primary treatment recommendations to guide long-term management of the cultural landscape at Rocky Knob. As funding becomes available the recommendations should be considered to facilitate the preservation and rehabilitation of the cultural landscape thus ensuring the integrity of the resources as per the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes and Director's Order No. 28: Cultural Resource Management Guidelines. The preferred treatment for Rocky Knob Recreation Area is preservation to ensure that the cultural resources remain intact and the visitor experience remains uncompromised. While preservation is the overarching treatment, exceptions have been made for the rehabilitation of specific resources to accommodate current visitor use.

Approved Treatment Completed:	No
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Approved Treatment Costs

Landscape Approved Treatment Cost Explanatory Description:

Preservation and rehabilitation are the primary treatment recommendations to guide long-term management of the cultural landscape at Rocky Knob. As funding becomes available the recommendations should be considered to facilitate the preservation and rehabilitation of the cultural landscape thus ensuring the integrity of the resources as per the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes and Director's Order No. 28: Cultural Resource Management Guidelines. The preferred treatment for Rocky Knob Recreation Area is preservation to ensure that the cultural resources remain intact and the visitor experience remains uncompromised. While preservation is the overarching treatment, exceptions have been made for the rehabilitation of specific resources to accommodate current visitor use.

Bibliography and Supplemental Information

Bibliography

Citation Title: See Rocky Knob Recreation Area parent landscape for a full list of references.

Year of Publication: