
National Park Service
Cultural Landscapes Inventory
2009



Dickey Ridge
Shenandoah National Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI), a comprehensive inventory of all cultural landscapes in the national park system, is one of the most ambitious initiatives of the National Park Service (NPS) Park Cultural Landscapes Program. The CLI is an evaluated inventory of all landscapes having historical significance that are listed on or eligible for listing on the National Register of Historic Places, or are otherwise managed as cultural resources through a public planning process and in which the NPS has or plans to acquire any legal interest. The CLI identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into a national database. In addition, for landscapes that are not currently listed on the National Register and/or do not have adequate documentation, concurrence is required from the State Historic Preservation Officer or the Keeper of the National Register.

The CLI, like the List of Classified Structures, assists the NPS in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2006), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two GPRA goals are associated with the CLI: bringing certified cultural landscapes into good condition (Goal 1a7) and increasing the number of CLI records that have complete, accurate, and reliable information (Goal 1b2B).

Scope of the CLI

The information contained within the CLI is gathered from existing secondary sources found in park libraries and archives and at NPS regional offices and centers, as well as through on-site reconnaissance of the existing landscape. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the site's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit. Unlike cultural landscape reports, the CLI does not provide management recommendations or

treatment guidelines for the cultural landscape.

Inventory Unit Description:

Dickey Ridge is one of four original multi-use developments constructed along the 105-mile Skyline Drive, a National Historic Landmark (NHL) that winds along the crest of the Blue Ridge Mountains through the length of Shenandoah National Park (NP) in Virginia. Shenandoah NP was one of two national parks in the southern Appalachians authorized by Congress in 1926 and established in the 1930s. The fifteen-acre Dickey Ridge site is situated at Mileposts 4.6 and 4.7 on the west side Skyline Drive along the crest of a ridge also named Dickey Ridge. The site is covered with semi-wooded areas as well as open meadows that frame panoramic views to the west and east. The property is comprised of three areas arranged in a linear layout including picnic grounds, the former lodge (now a visitor center), and a former guest cabin site. A series of interior loop roads intersect and provide access to these areas. The picnic grounds are sited around a knoll in a wooded area with rock outcroppings and feature landscape elements constructed by the Civilian Conservation Corps (CCC) during the 1930s, including a comfort station, drinking fountains, footpaths, parking areas, log guardrails, and boulders used as bollards. More recent site furnishings have been introduced in the picnic grounds replacing original CCC work, including picnic tables and grills. The Visitor Center (Lodge) is centrally located in the development with an adjacent parking lot and a comfort station constructed in 1984. The park concessionaire originally constructed the Visitor Center (Lodge) in 1938 and operated it as Dickey Ridge Lodge. The building's design followed the rustic style developed by the National Park Service (NPS) to build structures that blend into the landscape using native materials and vernacular construction methods. The former guest cabin camp is north of the Visitor Center (Lodge), and although the cabins are no longer located on the site, the circular drive and parking areas that originally provided access are still extant.

HISTORICAL OVERVIEW

Prior to the establishment of Shenandoah NP, the area was inhabited by Native Americans and later settled by European immigrants beginning in the early 1700s and reaching its peak in the nineteenth century. Homesteads were established where families raised a variety of crops and fruit trees and kept pastures for cattle grazing. The Dickey Ridge site was originally occupied by the Fox family who farmed the area beginning in 1856 and continued into the early twentieth century.

During the early part of the twentieth century, several environmental disasters occurred, diminishing the economic livelihood of many area residents. The chestnut blight brought catastrophic change to the forest ecosystem, decimating chestnut trees that once made up twenty percent of the forest. Chestnuts were a food source for animals and could also be sold for cash. The bark was used for tanning, and the wood was used in the construction of telephone poles, railroad ties, wheel rims, and tools. In addition, the region experienced a severe drought in 1930 causing crops and the apple harvest to fail.

Limited recreational use of the mountains had begun as early as 1830 with the construction of Black Springs Hotel and the development of Stony Man Camp (later Skyland) in 1894. In 1924, the idea of establishing a national park in the region came about when the U.S. Secretary of the Interior formed the Southern Appalachian National Park Committee (SANPC), which recognized the potential of locating a scenic drive atop the Blue Ridge Mountains in northern Virginia with dramatic views of the Shenandoah

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Valley to the west and the Piedmont Plain to the east. In 1926, Congress authorized Shenandoah NP to provide a large, western-type park accessible from the urban centers of the East Coast. However, the act did not provide federal funding to acquire land for the park. Until the park was officially established in 1935, lands were acquired through private donations and funding from the Commonwealth of Virginia.

The need to provide economic relief and jobs to the region, already suffering from the drought of 1930 as well as the Great Depression, moved forward the plan to make the Shenandoah area more accessible by building the motor road. The construction of this road, Skyline Drive, began in 1931 through the coordinated efforts of the NPS and the Department of Agriculture's Bureau of Public Roads (BPR). As part of his New Deal legislation, President Franklin Delano Roosevelt established the CCC to help create jobs through natural resource conservation efforts on federal, state, and municipal properties. At Shenandoah, the CCC was involved in erosion control, planting trees and shrubs, and the construction of site amenities including trails, shelters, overlooks, parking lots, picnic tables, fireplaces, drinking fountains, and other site furnishings.

Dickey Ridge was planned as one of four multi-use developments constructed by the park concessionaire to provide services to motorists along Skyline Drive. The Virginia Sky-Line Company secured the concessionaire contract in 1937, and the next year Dickey Ridge Lodge was completed. Following design and planning principles promoted by the NPS, the Dickey Ridge development was sited to work with the natural topography while also taking advantage of the panoramic views and vistas. Site amenities were organized in a fairly linear north-south layout with Dickey Ridge Lodge as the central visitor amenity providing views to the west and east. Two entrance/exits provided access to the lodge and facilities that included a gas station, dining services, overnight accommodations, and picnic areas. Buildings were constructed out of local materials including stone and wood. The CCC constructed landscape elements that enhanced the rustic and naturalistic setting by using stone for drinking fountains, boulders for bollards, and logs for guardrails. The CCC also completed construction of a rustic style comfort station within the picnic grounds. CCC workers planted trees along the drive to screen the cabin area and in clusters at the picnic areas to create shady areas and define spaces.

After the U.S. entered World War II, further development of the park ceased until after the war. Visitation to the park plummeted as fuel shortages curbed opportunities for leisurely drives and people were encouraged to conserve resources for the war effort, forcing the closure of concession facilities. After the war, the concession facilities re-opened, but business remained slow. In 1951, the declining use of the guest cabins at Dickey Ridge resulted in the relocation of two cabins to Lewis Mountain, another development along Skyline Drive. The following year, five more cabins were removed, and by 1952 only three cabins remained. Business continued to be slow at Dickey Ridge and in 1956 the concessionaire stopped operating Dickey Ridge Lodge.

In 1958, the NPS took over ownership of the lodge and converted the building into a visitor center. Physical changes included the removal of the dormers from the east roof. In the 1960s, the three remaining cabins were demolished and the parking area around the Visitor Center (Lodge) was expanded. In 1984, a new comfort station was built near the Visitor Center (Lodge) to replace the

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restrooms removed from the Visitor Center (Lodge). At some point in time, the original picnic tables and fireplaces at the picnic grounds were replaced with new furnishings and metal grills. Recent renovations at the Visitor Center (Lodge) involved restoring the flagstone terraces and original entrance doors in addition to updating the interior to meet building and accessibility codes.

SIGNIFICANCE SUMMARY

Dickey Ridge is within the boundaries of Skyline Drive Historic District, which was designated a NHL on October 6, 2008. Skyline Drive, with its adjoining overlooks, waysides, picnic areas, campgrounds, and developed areas, is nationally significant under NHL Criterion 1 and 4. The period of significance for the Skyline Drive Historic District is 1931-1952. Construction of Skyline Drive began in 1931 and occurred in three distinct phases, and extended to 1952, which recognizes the small amount of work done to complete the guardwalls after World War II and some minor changes that were in keeping with the 1930s plans. While construction of the Dickey Ridge developed area did not begin until 1937 as part of a park master plan, it shares the same period of significance as the historic district.

For the purposes of this Cultural Landscape Inventory (CLI), the historic significance of Dickey Ridge is evaluated according to the National Register criteria A and C, which align with NHL Criterion 1 and 4, respectively. Dickey Ridge is nationally significant under National Register Criterion A in the areas of entertainment/recreation and politics/government for its association with Shenandoah NP as one of the first eastern national parks and is associated with the early twentieth century movement to accommodate the growing popularity of the automobile while also conserving natural and scenic areas. Skyline Drive was created as a recreational park road that provided motorists with a shifting panorama of the Blue Ridge Mountains, the Shenandoah Valley, and the Piedmont. Located off of Skyline Drive in the North District of the park, Dickey Ridge offered motorists the opportunity to stop over and enjoy the views, buy fuel, have a meal, and/or stay the night. Dickey Ridge is also associated with federal government efforts to mitigate widespread unemployment during the Great Depression through work programs, most notably the CCC that constructed many of the site amenities along Skyline Drive and throughout Shenandoah NP.

Dickey Ridge is also nationally significant under Criterion C in the areas of architecture and landscape architecture for its association with the rustic style developed by the NPS in the 1930s and 1940s. This style emphasized preserving existing landscapes and restoring landscapes altered by man to their original condition, using native vegetation. It also emphasized the incorporation of scenic views in the layout of buildings and circulation features and sited them to be as inconspicuous as possible. The NPS also encouraged the use of local materials and vernacular building traditions in the construction of buildings, structures, and site furnishings. The overall layout of the Dickey Ridge developed area worked with the existing topography as much as possible and highlighted the views of the Shenandoah Valley and the Piedmont. Parking areas were integrated with the vehicular circulation which curved and looped through the site to blend with the topography. Pedestrian pathways weaved through the site linking parking areas to the picnic grounds and the lodge. Trees were planted for screening at the guest cabin camp, and in clusters at the picnic grounds to provide shade and spatial definition. In addition, specimen trees and foundation plantings were installed around the Visitor Center (Lodge). To maintain

views, meadows with grasses and wildflowers were established west of the Visitor Center (Lodge) and an open lawn to the east. Buildings, structures, and other site furnishings were constructed of wood and stone from the region.

ANALYSIS/EVALUATION SUMMARY AND CONDITION

Landscape characteristics and features from the period of significance remain today at Dickey Ridge and are important to its historic character and unique identity. The most important natural feature at the site is the elongated and fairly flat terrain with knolls, punctuated with rock outcroppings. These topographic features determined the location and layout of the overall developed area, which was laid out as three distinct areas in a north-south axis parallel to Skyline Drive. The historic circulation system is mostly intact and exemplifies the NPS use of curvilinear and one-way loop roads and wye intersections that followed the existing topography to minimize impact on the land and maintain a naturalistic setting. At the Dickey Ridge picnic grounds, the original pedestrian pathways remain which lead visitors from the parking lots to the picnic facilities, and a central path runs the length of the grounds, terminating at the Visitor Center (Lodge). In addition, the flagstone terraces at the Visitor Center (Lodge) area have been rebuilt, restoring the historic outdoor spaces where people enjoyed taking in the views and socializing. The observation terrace on the lawn west of the Visitor Center (Lodge) has also been rebuilt. The 1938 Visitor Center (Lodge) and the 1938 comfort station are important examples of the rustic style that defined the architecture and landscape architecture of Shenandoah NP in the 1930s and 1940s. The buildings were designed to blend into surroundings using vernacular construction traditions with local materials such as wood and stone, and were built by the CCC. Plantings at Dickey Ridge were also installed by the CCC to provide screening along Skyline Drive by the guest cabin area, and in the picnic grounds to offer shade and define spaces. These trees have matured, creating a wooded backdrop for the picnic grounds. Additional ornamental trees were planted near the Visitor Center (Lodge) and have also matured. To emphasize the views at Dickey Ridge, an open lawn and meadow continue to be maintained to the west and east of the Visitor Center (Lodge). Many small scale features constructed by the CCC survive at Dickey Ridge and are also associated with the NPS rustic architectural style, including five stone drinking fountains, granite curbs, log guardrails, and boulders as bollards.

Since 1952, one of the most significant changes to the Dickey Ridge site was the conversion of the lodge into a visitor center which entailed closing the dining services and other concessions. In addition, the guest cabins were removed and the cabin area has since been used for maintenance and storage. Some of the small scale features constructed by the CCC, including the picnic tables, fireplaces, and entrance signs, have been replaced with more contemporary features. A CCC-built incinerator at the picnic grounds was also removed. New site elements have been added over the years, including a flagpole, bicycle racks, fire hydrants, recycling bins, dumpsters, and new wooden planters. The impacts of these additions on the landscape have been minimal and do not detract from the overall historic setting.

The condition of the Dickey Ridge landscape at the time of this report's completion is evaluated as "good." The vehicular circulation system has been well maintained through repaving and some

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adjustments to traffic flow for safety. The original pedestrian paths in the picnic grounds have also been maintained. The pedestrian paths around the former guest cabin camp have not been maintained, but this area is used for maintenance and not frequented by visitors. The surviving historic small scale features, including the drinking fountains and boulder bollards, are in good condition. At the Visitor Center (Lodge), the terraces have been restored using similar materials. The views looking to the west and east have been reestablished by keeping the vegetation as open lawn or meadow. In addition, the trees that were originally planted at the picnic area and around the Visitor Center (Lodge) have grown in and are well maintained.

Dickey Ridge Shenandoah National Park

Cultural Landscapes Inventory
Shenandoah National Park
Virginia

Dickey Ridge
Visitor Center and Former
Cabin Area

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/olcplp

SOURCES

1. Field notes, 2007-2008
2. Field notes, 2007-2008
3. Fox Hollow Trail Map, SHEL, No. 2001
4. Topography, Dickey Ridge Visitor Center, c.1977
5. Site Map, Dickey Ridge Visitor Center, 1953
6. Site Map, Dickey Ridge Visitor Center, 1953
7. Aerial, Line Local, 2008

DRAWN BY
David Washburn, Illustrator, OCLP, 2008

LEGEND

	Deciduous Tree		Confederate Tree
	Meadow/Understory		Lawn/Turf
	Asphalt surface		Dirt Surface
	Concrete Surface		Flagstone surface
	Paving Bed		Crownark
	Stacked stone		Log guardrails
	Aerial Storage		Power lines
	Cable of former		Major views
	Recycling bin		Interpretive Wayside
	Bench		A 1970s
	Flagpole		Bicycle rack
	Visitor Center		NH Boundary
	Project Boundary		

NOTES

1. All features shown in approximate scale and location.
2. Four foot existing conditions as of 2008.

Drawing #2 of 2



Site Plan. Map 2 of 2 for Dickey Ridge (OCLP, 2008).

Property Level and CLI Numbers

Inventory Unit Name:	Dickey Ridge
Property Level:	Component Landscape
CLI Identification Number:	300122
Parent Landscape:	300115

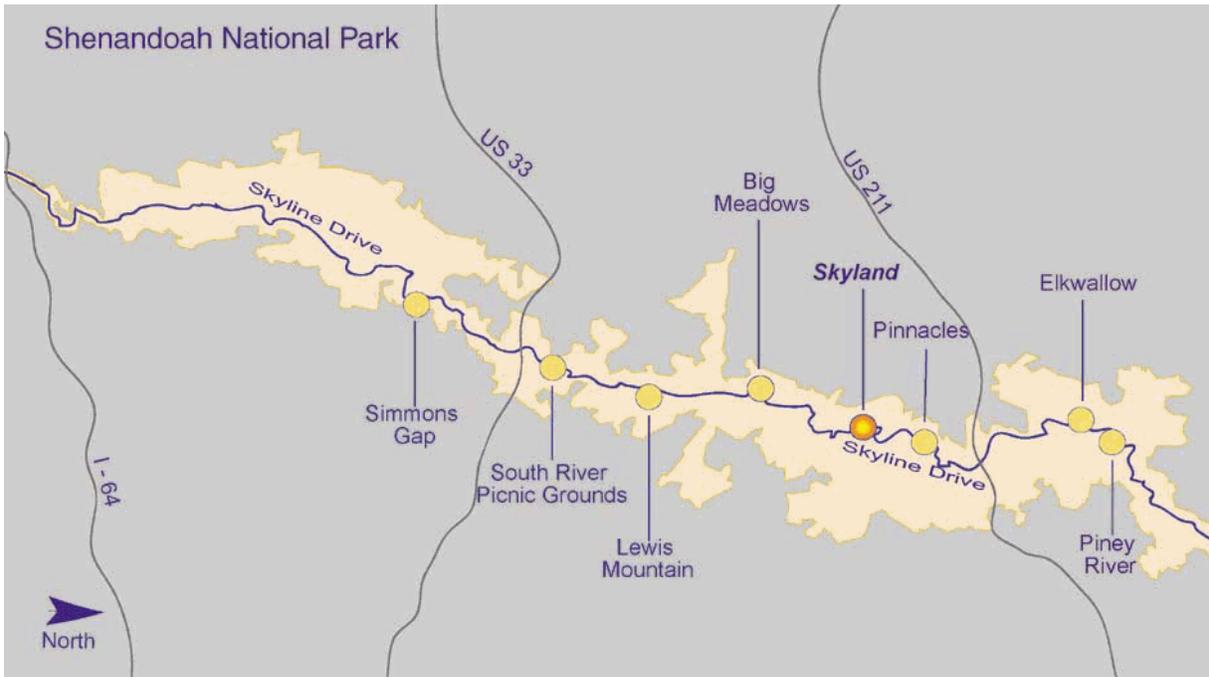
Park Information

Park Name and Alpha Code:	Shenandoah National Park -SHEN
Park Organization Code:	4840
Park Administrative Unit:	Shenandoah National Park

CLI Hierarchy Description

Dickey Ridge is one of nine component landscapes of the Skyline Drive landscape. They include Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles, Skyland, South River Picnic Grounds, and Simmons Gap. Shenandoah National Park includes four other landscapes and three component landscapes:

- Rapidan Camp landscape
- Headquarters landscape
- Mt. Vernon Iron Furnace landscape
- Appalachian Trail landscape with component landscapes: Appalachian Trail North District, Appalachian Trail Central District, and Appalachian Trail South District



Hierarchy Description. Illustration of the Skyline Drive component landscapes (PHSO 2002).

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

Field work for Dickey Ridge was completed in the summer of 2008 as part of the Landscape Preservation Field School at Shenandoah National Park. The six-week field school was organized by the Department of Landscape Architecture, College of Environmental Science and Forestry, State University of New York (SUNY) in Syracuse, New York, in partnership with the National Park Service, Olmsted Center for Landscape Preservation (OCLP), in Boston, Massachusetts. The field school was lead by Graduate Assistant David Washburn (SUNY) and included four other students: John Quattrocchi (SUNY), Laura Roberts (SUNY), Mark Simonin (SUNY), and Adrienne (Addy) Smith-Reiman (Cornell). Faculty from SUNY and staff from OCLP served as project leaders on a weekly basis and included the following: John Auawaerter (SUNY), George Curry (SUNY), H. Eliot Foulds (OCLP), John W. Hammond (OCLP), Jeff Killion (OCLP), and Robert Page (OCLP). The field school also included lectures and presentations by NPS professionals and park staff. Additional work on the report was completed by Alison Crosbie (OCLP) and Jeff Killion in the spring of 2009. The park's Cultural Resource Manager is Ann Kain. She can be reached at 540-999-3500, x3435.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	07/20/2009
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	08/27/2009

National Register Concurrence Narrative:

The Virginia Department of Historic Resources concurred with the categorizations of the landscape resources and features at Dickey Ridge, Shenandoah National Park, as contributing and noncontributing, on August 27, 2009. The SHPO had no additional comments on the report.

Concurrence Graphic Information:

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Dickey Ridge
Shenandoah National Park

Shenandoah National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for Dickey Ridge including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Dickey Ridge is hereby approved and accepted.


Superintendent, Shenandoah National Park

7/20/09
Date

Concurrence from the park regarding the findings of this report were received on July 20, 2009.

Geographic Information & Location Map

Inventory Unit Boundary Description:

Dickey Ridge is located along Mileposts 4.6 and 4.7 on Skyline Drive. For the purposes of this Cultural Landscape Inventory (CLI), the boundaries for most of the Dickey Ridge inventory unit are consistent with the boundary set forth in the National Historic Landmark (NHL) documentation from October 2008. This boundary can be described as extending westward from Skyline Drive, to 125 feet beyond the west pavement edges of the loop road of the former cabin area, Dickey Ridge Road, the Visitor Center (Lodge) parking lot, and loop drive through the picnic grounds. However, two additional areas are included in the CLI boundary that extend outward from the current NHL boundary. One area extends 250 feet eastward from the drive's centerline. This area includes a small clearing associated

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with the historic view looking east from the Visitor Center (Lodge). Another area extends 200 feet westward from the west pavement edges of the observation terrace. This area includes the historic observation terrace and the clearing associated with the historic view looking west from the Visitor Center (Lodge).

Existing National Register documentation describes the boundary of the Skyline Drive Historic District as 125 feet on either side of the drive's centerline, creating a 250-foot right-of-way. At developed areas such as Dickey Ridge, the boundary widens. However, there is slight disagreement in some of the documentation regarding the outward limits of the boundary. In both the April 1997 and the October 2008 documentation, the boundary for Dickey Ridge is described as extending 125 feet beyond the edge of paved parking areas at waysides and 125 feet beyond circulation roads at picnic areas. However, in the September 1997 documentation for the district's boundary increase, the boundary for Dickey Ridge is defined as 125 feet on either side of the centerline of all National Park Service -constructed or -used circulation roads and parking areas that were in place in 1950. This includes Dickey Ridge Road, Visitor Center (Lodge) parking area, cabin area access drive, and picnic area access road. The hand-drawn sketch plan included as part of the September 1997 documentation is not consistent with this written definition.

State and County:

State: VA

County: Warren County

Size (Acres): 15.00

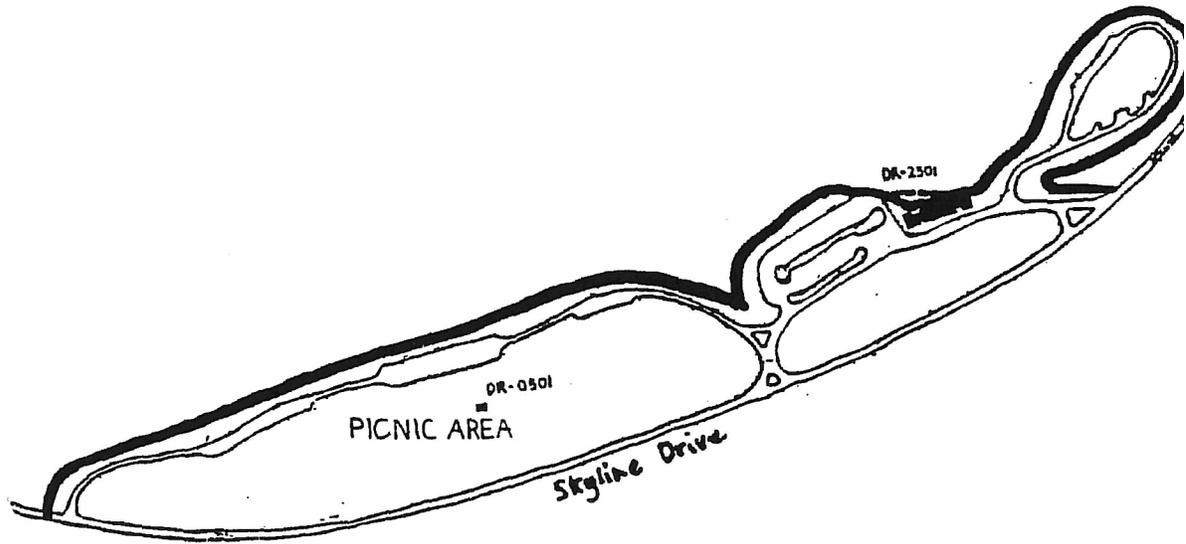
Boundary UTMS:

Source:	USGS Map 1:24,000
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	17
UTM Easting:	742,490
UTM Northing:	4,306,040
Source:	USGS Map 1:24,000
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	17
UTM Easting:	741,590
UTM Northing:	4,305,910
Source:	USGS Map 1:24,000
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	17
UTM Easting:	742,700
UTM Northing:	4,304,330
Source:	USGS Map 1:24,000
Type of Point:	Area
Datum:	NAD 83
UTM Zone:	17
UTM Easting:	742,650
UTM Northing:	4,305,650

Location Map:



Location Map Information. Shenandoah National Park is located in northwest Virginia (Map courtesy of Great Outdoors Recreation pages).



Location Map Information. Sketch plan showing boundary increase around Dickey Ridge for Skyline Drive Historic District (National Register 9/1997, 105).

Regional Context:

Type of Context: Cultural

Description:

Dickey Ridge is part of Shenandoah National Park (NP), where recreation is the primary cultural use. In the surrounding region, tourism is a significant industry. Agriculture, particularly poultry production, is the main industry to the west, with convenient north-south access via Interstate 81 and Route 340. Suburban development in the Washington D.C. -Baltimore metropolitan area dominates the east, with east-west access via Interstate 66 and Routes 7, 50, and 211.

Type of Context: Physiographic

Description:

Dickey Ridge is located in the Blue Ridge Mountains along the crest running southeast to northwest with elevations ranging from 1,900 to 1,940 feet. The site offers panoramic views to the Shenandoah Valley to the west and the Piedmont to the east. (See Regional Landscape Context graphic)

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Regional Landscape Context. Dickey Ridge is located in the North District of Shenandoah National Park in Virginia (Shenandoah NP website, <http://www.nps.gov/shen/planyourvisit/upload/north.jpg>).

Type of Context: Political

Description:

Dickey Ridge is located in Warren County, in the Commonwealth of Virginia. It is located within Shenandoah NP, authorized on May 22, 1926, and fully established on December 16, 1935.

Tract Numbers: 100, 101-A, 102

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/20/2009

Management Category Explanatory Narrative:

Dickey Ridge falls within the management category “Must Be Preserved and Maintained” because it is nationally significant as defined by National Historic Landmark (NHL) criteria. The site is within the boundaries of the Skyline Drive Historic District, which was designated as a National Historic Landmark on October 6, 2008. The district meets NHL criteria 1 and 4.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Unrestricted

Type of Access: Other Restrictions

Explanatory Narrative:

Skyline Drive, the only public road through the park, is periodically closed during inclement weather and at night during deer hunting season. Visitors can still enter the park on foot to hike even when the road is closed. The Dickey Ridge Visitor Center (Lodge) and the picnic grounds are closed from around Thanksgiving to around April 1, depending on the weather.

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Dickey Ridge is located within Shenandoah National Park (NP) and is surrounded by a vast, forested area of the Blue Ridge Mountains. Along the mountainous spine of the park runs Skyline Drive, providing the only public vehicular access to the site. Dickey Ridge is located in the North District of Shenandoah NP along a crest with elevations from 1,900 to 1,940 feet.

Views from Dickey Ridge encompass sweeping views of the Shenandoah Valley and the Appalachians to the west and the Piedmont and Tidewater to the east. Largely farmland, these immense adjacent areas also have several small towns such as Ida and Luray, which are expanding. Increasing development of industry, housing and roadways in the valley negatively impacts what visitors see. The secondary effects of development – increased air pollution from industry and additional vehicles – also impact the ability to enjoy the views that draw visitors to this mountain site. Light pollution from the valley is already noticeable in the mountains at night. Other development issues in the area include the potential installation of cell towers, which would jeopardize the historic viewshed.

National Register Information

Existing NRIS Information:

Name in National Register: Skyline Drive Historic District
NRIS Number: 97000375
Primary Certification Date: 10/06/2008

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: AD 1931 - 1952
Historic Context Theme: Expressing Cultural Values
Subtheme: Landscape Architecture
Facet: The 1930's: Era Of Public Works

Time Period: AD 1931 - 1952
Historic Context Theme: Creating Social Institutions and Movements
Subtheme: Recreation
Facet: General Recreation

Time Period: AD 1931 - 1952
Historic Context Theme: Transforming the Environment
Subtheme: Conservation of Natural Resources
Facet: The Great Depression And Conservation

Time Period: AD 1931 - 1952
Historic Context Theme: Developing the American Economy
Subtheme: Transportation by Land and Air
Facet: Carriage Roads, Touring Roads and Parkways

Area of Significance:

Area of Significance Category:	Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Entertainment - Recreation
Area of Significance Subcategory:	None
Area of Significance Category:	Landscape Architecture
Area of Significance Subcategory:	None
Area of Significance Category:	Politics - Government
Area of Significance Subcategory:	None

Statement of Significance:

Shenandoah NP was one of the first and largest national parks established in the eastern United States, and raised national and regional awareness of the importance of the government's role in preserving large portions of the environment for public recreation and enjoyment. From the park's early history, a key feature has been Skyline Drive, designed and constructed primarily from 1930 to 1942, which traces the mountaintop ridges and offers panoramic views of the Piedmont Plain to the east and the Shenandoah Valley to the west. As stated in the NHL documentation, Skyline Drive, with its adjoining overlooks, waysides, picnic areas, campgrounds, and developed areas, is nationally significant under NHL Criterion 1 and 4:

“Because of the pivotal role that the Skyline Drive Historic District played in the history of the national park system and the evolution of park road design, federal policies in conservation and recreation, and the employment of relief measures of the New Deal, Skyline Drive is nationally significant under the NHL theme Transforming the Environment. For its exemplary expression of the principles and practices of National Park Service road design, landscape naturalization, and rustic architectural design and as a showcase of the landscape conservation work of the Civilian Conservation Corps, the park road and its associated features are also nationally important under the theme Expressing Cultural Values (planning, landscape architecture, and architecture).”

The NHL documentation identifies the period of significance for Skyline Drive Historic District as 1931-1952. Construction of the road began in 1931 and occurred in three distinct phases, and extended to 1952, which recognizes the small amount of work done to complete the guardwalls after World War

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II and some minor changes that were in keeping with the 1930s plans. While construction of the Dickey Ridge developed area did not begin until 1937, the site is within the boundaries of the Skyline Drive Historic District, and therefore shares the same areas and period of significance.

For the purposes of this CLI, the significance of the landscape is evaluated according to National Register Criterion A, which corresponds to NHL Criterion 1, and National Register Criterion C, which corresponds to NHL Criterion 4. As such, Dickey Ridge is nationally significant under Criterion A in the areas of entertainment/recreation and politics/government, and nationally significant under Criterion C in the areas of architecture and landscape architecture.

NATIONAL REGISTER CRITERION A

Dickey Ridge is nationally significant under Criterion A for its association with Shenandoah NP. The park is significant in part as one of the first eastern national parks, and is associated with the twentieth century movement to develop national parks for public enjoyment and to conserve natural features and scenic areas as public parks. The park was one of two national parks in the Southern Appalachians authorized by Congress in 1926 and established in the 1930s through the acquisition and donation of land by the states in which they were located. Shenandoah NP is also associated with efforts of the federal government to provide economic relief in the form of employment for both skilled and unskilled labor during the Great Depression. These efforts included a special allocation in 1931 for drought relief funds for road construction in national parks, and the extensive economic relief programs of the New Deal era (1933 to 1942) which included the Civilian Conservation Corps (CCC), Public Works Administration (PWA), and Works Progress Administration (WPA), and Federal Emergency Relief Administration (FERA). The programs not only promoted economic stability but also reflected the social-humanitarian purposes of the New Deal by advancing the conservation of natural areas and expanding the recreational resources of the nation, while creating employment for thousands of skilled and unskilled workers. Dickey Ridge typifies the work of CCC laborers who were employed to install trees and other plantings and construct site amenities including a log comfort station, pathways, fireplaces, picnic tables, drinking fountains, and a rock garden. The park also represents the increasing popularity of recreational motoring in the United States in the 1920s and 1930s and the evolving design of national park facilities to attract and accommodate increasing numbers of visitors who were visiting the parks by automobile. Dickey Ridge was one of several wayside stations incorporated at regular intervals along Skyline Drive offering visitors the opportunity to buy gasoline and food, use rest rooms, or just stop to rest and enjoy the scenery. Dickey Ridge retains sufficient integrity to convey the site's significance to the entertainment/recreation and politics/government themes.

NATIONAL REGISTER CRITERION C

Dickey Ridge is nationally significant under Criterion C for its association with the rustic design style developed by the National Park Service (NPS) in the 1930s and 1940s, coalescing from a variety of trends and points of view regarding conservation, recreation, landscape architecture, and planning. These trends were based on nineteenth-century English gardening ideas further developed by Andrew Jackson Downing and Frederick Law Olmsted and others, and continued to be developed by E. P.

Meinecke of the United States Forest Service. This style emphasized preserving existing landscapes and restoring landscapes altered by man to their original condition, using native vegetation. It also promoted the incorporation of scenic views in the layout of buildings and circulation features and sited them to be as inconspicuous as possible and blend into their surroundings. The NPS also encouraged the use of local materials in the construction of buildings, structures, and site furnishings. As a component to Skyline Drive, Dickey Ridge is representative of scenic road construction advanced by the NPS in the United States in the 1920s and 1930s. The drive with its overlooks, gently curving alignment, and carefully blended cut and fill areas, is representative as a work of naturalistic landscape architecture and as a scenic park road. Dickey Ridge is one of the wayside stations incorporated at regular intervals along Skyline Drive and typifies the naturalistic aesthetic established throughout Shenandoah NP at this time.

Dickey Ridge retains sufficient integrity to convey the site's significance to the architectural and landscape architectural themes. Resources that illustrate the initial park-related development at Dickey Ridge include the 1938 lodge (now a visitor center), the 1938 comfort station, circulation features, and site furnishings. The landscape at Dickey Ridge illustrates the NPS design philosophy through the layout of buildings and structures as well as circulation, which were integrated with the site's natural topography and took advantage of views of the Shenandoah Valley and the Piedmont. Vehicular access roads curved and looped through the site to blend into the landscape. Pedestrian pathways meandered through the landscape providing connections to parking areas and amenities. Buildings and structures were constructed with local stone and wood using vernacular building details. In addition, trees were planted informally to provide screening along the drive, spatial definition in the picnic grounds, and as accents around the Visitor Center (Lodge). Original remaining site features, such as the stacked stone water fountains, boulder bollards, and granite curbs, also reflect the naturalistic design expression advocated by the NPS.

State Register Information

Identification Number: 69-0234
Date Listed: 07/02/1997
Name: Skyline Drive Historic District

Explanatory Narrative:

Dickey Ridge falls within the Skyline Drive Historic District.

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function:	Concession
Primary Current Use:	Campground/Picnic Area
Other Use/Function	Other Type of Use or Function
Campground/Picnic Area	Historic
Comfort Station (Latrine)	Both Current And Historic
Leisure-Passive (Park)	Both Current And Historic
Lodge (Inn, Cabin)	Historic
NPS Class III Special Purpose Road	Both Current And Historic
Parking Area	Both Current And Historic
View	Both Current And Historic

Current and Historic Names:

Name	Type of Name
Dickey Ridge	Both Current And Historic

Ethnographic Study Conducted: No Survey Conducted

Ethnographic Significance Description:

As with most areas of Shenandoah National Park (NP), it is quite possible that Native American tribes used this site at one time. The Manocan and Manahoac tribes used the general park area, but no other information was found on their use of the area currently known as Dickey Ridge.

Chronology:

Year	Event	Annotation
900 - 1600 BC	Established	First human habitation in Blue Ridge Mountains takes place about 11,000 years ago as seasonal encampments.
AD 1000	Established	Native American use of the mountains is mainly for game hunting (Resource Management Plan 1998: 23). The Manocan and Manahoac tribes inhabited the area (Pinnacles CLI 2007:13).
AD 1669	Explored	Dr. John Lederer, from Germany, is the first European to record exploration in this area of Blue Ridge Mountains, describing a forest full of game and a large open area believed to be Big Meadows (Pinnacles CLI 2007:13).

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AD 1700 - 1799	Settled	Immigrants from Tidewater area come to Piedmont region and from Pennsylvania to Shenandoah Valley, leading to the disappearance or departure of Native Americans from the area (Pinnacles CLI 2007:13).
AD 1716	Explored	Alexander Spotswood, Lieutenant Governor of the Colony of Virginia, leads a party across the Blue Ridge to try to extend the boundaries of Virginia and promote trading to the west (Historic Resources Study 1997:7).
AD 1750 - 1830	Settled	Settlers move from lower elevations into mountain hollows, where they pursue farming, grazing, timbering, and hunting game (Pinnacles CLI 2007:13).
AD 1830 - 1839	Established	Recreational use of the mountains begin with the opening of Black Rock Springs Hotel south of Skyline Drive (Historic Resources Study 1997:41).
AD 1856	Purchased/Sold	Fox family acquires a 450-acre parcel on Dickey Ridge (Lambert 2001:172-175 cited by Historic Resources Study).
AD 1894	Built	George Freeman Pollock establishes Stony Man Camp, later named Skyland (Lambert 1979:i).
AD 1924	Established	The Secretary of the Interior assembles Southern Appalachian National Park Committee (SANPC) to study the issues regarding establishing a national park (SHEN website, Historical Overview).
AD 1925	Established	February 21, Congress passes legislation allocating \$20,000 for survey and evaluation of Shenandoah and other parks (SHEN website, Historical Overview).
AD 1926	Established	Congress first authorizes Shenandoah National Park (NP) on May 22, but without funds for land purchases.
AD 1931	Built	July 18 marks the official groundbreaking of Skyline Drive at Thornton Gap, heading south to Swift Run Gap (NHL Documentation 2008:8).
AD 1933	Established	In December, Franklin Roosevelt establishes the Civilian Conservation Corps (CCC), and six CCC camps are set up in Shenandoah (SHEN website, Historical Overview).

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AD 1934 - 1935	Built	On June 16, Waugh Brothers of Fayetteville, WV, are awarded the contract to construct section 2-A, 9.76 miles of road from Front Royal to Compton Gap (Dickey Ridge is off this section of roadway). Construction is completed in summer of 1935 (NHL Documentation 2008:18, citing Spellman, "Building Roads:" 484).
AD 1935 - 1942	Planned	The first Shenandoah National Park Master Plan is produced, with revisions occurring each year, except for 1941. Final plans call for four multi-use developments, including Big Meadows, Skyland, Loft Mountain, and Dickey Ridge (Engle 2006:118-119).
AD 1935	Established	On December 26, Secretary of the Interior, Harold L. Ickes, accepts title to Shenandoah National Park (National Register 4/1997:Section 7, 4).
AD 1936	Built	The North District section of Skyline Drive is completed from Front Royal to Thornton Gap and open to the public (National Register 4/1997:Section 8, 107).
	Established	July 3, Franklin Roosevelt dedicates Shenandoah National Park.
AD 1937	Established	National Park Service (NPS) awards a contract to Virginia Sky-Line Co., Inc., to become the park concessionaire and be responsible for planning and designing most of the facilities within the park (SHEN website, Historical Overview).
AD 1938	Built	In May, Dickey Ridge Lodge is open to the public (National Historic Landmark (NHL) Documentation 2008:34). Works Progress Administration (WPA) laborers install electrical and water utilities (NHL Documentation 2008:78).
	Built	CCC builds comfort station along with picnic grounds at Dickey Ridge.
AD 1939	Built	Virginia Sky-Line Company builds twelve guest cabins at Dickey Ridge (Heatwole 1988:42).
AD 1940	Built	The CCC constructs stacked rock drinking fountains (LCS 1997, revised 2006).

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AD 1940 - 1943	Built	In the early 1940s, the CCC constructs informal rock garden at the Dickey Ridge picnic grounds (McClelland, "Building the National Parks" 1998:361).
AD 1942	Abandoned	The CCC program is disbanded after the U.S. enters World War II (WWII), and the CCC camps are closed. Park concessions also close (Lambert 1979:ii).
AD 1951	Built	Mileposts are installed along Skyline Drive (National Register 4/1997: Section 8, 91).
AD 1952	Built	Guardrails are completed in South District, marking official completion of Skyline Drive (NHL Documentation 2008:6).
	Moved	By 1952, nine cabins have been moved from Dickey Ridge to Elkwallow, Lewis Mountain, and Skyland, with three remaining for emergency use only (Lambert 1979:310-311).
AD 1956	Abandoned	The concessionaire ceases operation of Dickey Ridge Lodge and remaining guest cabins (Lambert 1979:311).
AD 1958	Rehabilitated	Now under NPS ownership, the lodge at Dickey Ridge is converted into a visitor center (National Register 9/1997:Section 7, 26).
AD 1960 - 1969	Expanded	In the 1960s, the parking area is expanded at Dickey Ridge (NHL Documentation 2008:33).
	Removed	In the 1960s, the three remaining cabins are removed and replaced with ranger residences (National Register 4/1997:55).
AD 1970 - 1984	Removed	Sometime in the 1970s or early 1980s, the east flagstone terrace of the Visitor Center (Lodge) is removed and replaced with a lawn (Engle, Section 106 Case Report 1996).
AD 1984	Built	The NPS builds a new comfort station southwest of the Visitor Center (Lodge) (National Register 9/1997:Section 7, 27).
AD 1995 - 2000	Restored	Improvements to the Visitor Center (Lodge) are undertaken (LCS 1997, revised 2005).

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AD 2003 - 2004	Rehabilitated	Visitor Center (Lodge) comfort station built in 1984 is rehabilitated for universal access (LCS 1997, revised 2005).
AD 2007 - 2008	Rehabilitated	Renovations at the Visitor Center (Lodge) include replacment of the historic chestnut siding with oak replica clapboard siding. The west terrace is also restored.

Physical History:

9000 BC TO 17TH CENTURY: NATIVE AMERICAN USE

This area of the Blue Ridge Mountains was known and used by Paleo-Indians for many centuries, with the first human habitation taking place about 11,000 years ago, sometime after the last Ice Age. The Paleo-Indians were hunters and gatherers who used the mountains for seasonal camps. With the development of farming in the valleys by 1000 AD, Native American use of the mountains focused on game hunting (Resource Management Plan 1998:23). The Manocan tribe settled in most of the Piedmont region and portions of the Blue Ridge Mountains while Manahoac tribe inhabited the area east of the Blue Ridge Mountains and along the Rappahannock River (<http://indians.vipnet.org/tribes/monacan.cfm>).

1669 TO 1923: EUROPEAN SETTLEMENT

Dr. John Lederer, a German immigrant, was the first European to record exploration of this area of the Blue Ridge Mountains in 1669, describing the woods as wild and full of game. In 1716, Alexander Spotswood, Lieutenant Governor of the Colony of Virginia, led an expedition across the Blue Ridge Mountains to encourage settlement and extend the boundaries of the colony. The crossing place was probably Swift Run Gap or the Big Meadows area (Lambert 1989:32-33). The land Spotswood claimed was soon bought up by investors, but disputes over ownership led to court cases that went unresolved well into the early nineteenth century (Historic Resources Study 1997:7-8).

Most of the first European settlers were English immigrants, followed by a large number of Germans and Scotch-Irish by the mid-eighteenth century (Historic Resources Study 1997:9). Settlers moved from the Tidewater area to the Piedmont region, and from Pennsylvania to the Shenandoah Valley. Even before European settlement started here, local Native Americans were dying of introduced diseases, and by 1800 they had disappeared completely or moved away (Lambert 1989:21-22; Resource Management Plan 1998:23). As the better farming land was taken, new settlers moved into the mountain hollows where they developed a life reliant on hunting, farming, grazing, and timbering that led to extensive clearing of the land (Resource Management Plan 1998:23 cited in Skyland CLI). Industrial use also developed in some areas, such as the Mt. Vernon Iron Furnace and the Stony Man Mountain Tract, where copper was mined and charcoal produced for smelting occurred from 1845 to 1850 (Engle 1994:1).

In 1830, the first recreational use of the area occurred in what is now the South District of the park. A resort called Black Rock Springs Hotel touted seven mineral springs with curative powers. The resort became a popular regional tourist destination and maintained operation until 1909 when a fire destroyed most of the buildings (Historic Resources Study 1997:41-42).

In 1856, the Fox family acquired a 450-acre parcel on Dickey Ridge. Thomas Fox built a home on the site and farmed the area with the help of slaves. After emancipation in 1863, the Fox family continued to farm without slave labor (Historic Resources Study 1997:26). Large plantation-like farms such as Fox's typically cultivated tobacco for a few years, followed by corn crops and then were eventually left fallow. In addition, many smaller scale farms existed

in the area including Snead Farm, just south of the project area. These smaller farms were mainly subsistence farms including small gardens with corn, rye, and other vegetables, and small orchards. Other land uses included cattle grazing, especially from 1830 to 1845, and lumbering that provided material for rebuilding after the Civil War, such as for railroad expansion. Tanneries were another important industry, utilizing chestnut bark for the source of tannin in the process (Historic Resources Study 1997:13-15). The chestnut blight that began in the United States around 1904 put an end to local reliance on the chestnut tree which at one time made up twenty percent of the Appalachian forest (<http://www.virginiaplaces.org/natural/chestnut.html>).

During the Civil War in 1864, the eastern slope of Dickey Ridge saw action in a battle near the town of Overall, known then as Milford. From the ridge top, a citizen forced to flee the area watched Confederate cavalry form its battle line and saw Union horsemen on a hill a mile away. The witness saw “men riding, charging and firing their carbines and pistols” (Reeder, “Shenandoah Secrets” 1991:38-39). In general, Civil War movements within the future park’s boundary were incidental to movements outside of the area (Historic Resources Study 1997:28).

In 1894, George Freeman Pollock created a popular resort initially called Stony Man Camp and later renamed Skyland. It was a destination and summer residence for middle and upper middle classes mostly from Baltimore, Washington, Richmond, and Philadelphia. Pollock was known as a showman who held theatrical events, such as bonfires, Indian “pow-wows,” and medieval jousts for guest entertainment (Lambert 1979:i and Uhler <http://www.shenandoah.national-park.com/info.htm>). Pollock strongly supported the establishment of a park and would play a key role in this effort (Historic Resources Study 1997:44).

1924-1952: PARK DEVELOPMENT

Shenandoah National Park:

In 1924, Hubert Work, the United States Secretary of the Interior, assembled a five-member Southern Appalachian National Park Committee (SANPC) to study the issues regarding establishing a national park in the region, authorized by Congress. The Committee distributed a questionnaire to gain public input into suggested sites for a new national park (SHEN website, Historical Overview). George Pollock filled out the questionnaire with the aid of several colleagues, promoting the establishment of a park near Skyland. Pollock personally met with the members of the SANPC, and his enthusiasm and persuasive manner convinced the committee of the merits of his proposal (Historic Resources Study 1997:46).

In February 1925, Congress passed legislation allocating \$20,000 for survey and evaluation of proposed parks, including Shenandoah. It also stipulated that the Commonwealth of Virginia purchase the land and present it to the federal government for such purpose (SHEN website, Historical Overview). It would take ten more years for the park lands to be acquired. Obstacles involved lawsuits resulting from land condemnation for the park, resettlement requirements for former residents, and funding (Historic Resources Study 1997:45). In April 1926, Virginia Governor Harry F. Boyd established the Commission on Conservation and

Development, headed by William Carson, to take over management of funds collected for the park's creation. On May 22, Congress authorized Shenandoah National Park (NP), but without funds for land purchases. Land owner resistance caused conflicts and court challenges, delaying the clearance of deeds (NHL Documentation 2008:6 and SHEN website, Historical Overview). In 1929, Carson successfully promoted the merits of the Blue Ridge Mountains to President Herbert Hoover who went on to build a fishing camp and retreat on a 164-acre site along the Rapidan River on the eastern slope of the Blue Ridge. After he lost his bid for re-election, Hoover donated the camp to the federal government and would later become part of Shenandoah NP.

Skyline Drive and the New Deal:

In 1930, a severe drought hit the Piedmont region of Virginia, drastically reducing the livelihood of many farmers and apple pickers (SHEN website, Skyline Drive History). Coinciding with the drought disaster were the effects of the Great Depression caused by the stock market crash in October 1929. As economic conditions continued to look bleak, it became more imperative to bring jobs to the area. William Carson promoted a plan to both create jobs and make the Shenandoah area more accessible by building a road. As described in the Report of the Southern Appalachian National Park Committee from June 30, 1931: "the greatest single feature, however, is a possible skyline drive along the mountaintop, following a continuous ridge and looking down westerly on the Shenandoah Valley...and commanding a view [to the east] of the Piedmont Plain...Few scenic drives in the world could surpass it (Engle, 1999:15). That same year, President Hoover authorized drought relief funds to finance the work of building Skyline Drive, provided that much of the labor be done by locals using traditional hand tools and farm implements (HAER 1996:1).

Construction of the major roads in national parks at this time was carried out cooperatively by an interbureau agreement between the National Park Service (NPS) and the Department of Agriculture Bureau of Public Roads (BPR), combining the expertise of BPR's civil engineers with NPS standards for protection of natural scenery in parks. NPS staff selected the route of Skyline Drive and located the scenic overlooks and recreational waysides. BPR personnel oversaw the surveying, awarding of contracts, and actual construction. Road builders were required to fit the roadway into the surveyed route, and the grade was not to exceed 8 percent or the curves to have radii less than 200 feet (NHL Documentation 2008:15).

The official groundbreaking of Skyline Drive at Thornton Gap heading south toward Swift Run Gap took place on July 18, 1931, and work continued through the summer and stopped in winter. Construction of the road occurred in three phases starting with Central District, then North District followed by South District (NHL Documentation 2008:8). Project One was the Central District, from Thornton Gap to Swift Run Gap. Project Two, or the second section phase of the construction, comprised the North District, from Front Royal to Thornton Gap. Project Three comprised the South District, from Swift Run Gap to Jarman Gap (NHL Documentation 2008:6, 16).

The North District was constructed as projects 2-A-B-C. Section 2-A-1 ran from Front Royal to Compton Gap (and is the section where the Dickey Ridge site is located). Section 2-B-1 ran

from Compton Gap to Hogback Mountain; and Section 2-C-1 from Hogback Mountain to Thornton Gap (NHL Documentation 2008:16, 18-19). On June 16, 1934, Waugh Brothers of Fayetteville, WV, was awarded the contract to construct the 9.76 mile section 2-A. Construction began during the summer of 1934 and was completed in late July or early August 1935 (NHL Documentation 2008:18, citing Spellman, "Building Roads:" 484). The North District terrain was less rugged and rocky than the other districts, affording more time for survey and the careful incorporation of NPS design conventions. The road width in this area was increased from thirty to forty feet, allowing twenty feet of pavement and a five-foot shoulder between the road and guardwall (NHL Documentation 2008 citing Benson "The Skyline Drive:" 6).

In 1933, Franklin D. Roosevelt was inaugurated as President of the United States. In March, one of his first presidential acts was to freeze all federal funding. Not until he visited the area in April did he release funding, and construction of Skyline Drive resumed (National Register 4/1997:Section 7, 7). The following December, as part of his New Deal legislation, Roosevelt established the Civilian Conservation Corps (CCC), created to help relieve high unemployment and carry out a broad program of natural resource conservation on federal, state, and municipal lands. Six CCC camps were set up in Shenandoah where workers undertook a wide range of projects including erosion control, planting trees and shrubs, the construction of trails, shelters, and picnic areas with drinking fountains, tables, and fireplaces (SHEN website, Historical Overview).

Development of Dickey Ridge:

The first Master Plan for Shenandoah NP was produced in 1935 through the collaboration of the superintendent, landscape architects, chief engineer, and sanitary engineer. Revisions occurred each year until 1942, with the exception of 1941. Early plans slated Dickey Ridge, as well as Pinnacles and South River, to become one of the smaller day-use developments along Skyline Drive. Reed Engle, a former cultural resource specialist at Shenandoah NP, wrote in his book, "the first plans were sterling examples of optimistic over-development" (Engle 2006:119). Initial plans had called for significant construction every eight miles, with fourteen major developments and eight picnic areas. The Secretary of the Interior, Harold Ickes, expressed his concern that these plans would compromise the inherent natural character of the area and consequently encouraged a more modest approach to development (Engle 2006:119). In the end, four sites became multi-use developments, including Big Meadows, Skyland, Loft Mountain, and Dickey Ridge (Engle 2006:118-119). The following October, the North District section of Skyline Drive was completed from Front Royal to Thornton Gap and opened to the public (NHL Documentation 2008:19).

In 1937, the NPS awarded a contract to Virginia Sky-Line Company Inc. to become the park concessionaire, which included the responsibility of planning and designing most of the associated facilities within the park. In May 1938, Virginia Sky-Line Company completed construction of Dickey Ridge Lodge to accommodate tourists visiting the North District area of the park (Figures 1, 2). The lodge was sited on former pastureland with some rock outcroppings near Fox Hollow, and the Snead farmstead on the west side of Skyline Drive. The site featured some wooded areas as well. Preliminary design plans from 1937 also show

an existing hedgerow to be removed that ran east-west through the proposed lodge site (Figure 3). The lodge was designed by Marcellus Wright, an architect from Richmond, Virginia, who also designed lodges at Big Meadows and Lewis Mountain, and a conference center at Skyland. Wright based his design on the rustic design principles developed by the NPS Landscape Division with the purpose to “blend unobtrusively into the natural setting” (NHL Documentation 2008:34). In an interview, Wright noted, “fitting into the landscape was the main goal...and then using the native materials to the greatest extent possible” (NHL Documentation 2008:34). The timber and stone building provided a dining room for up to sixty people and a coffee shop. A main road provided access to the lodge from two points along Skyline Drive. The road widened in front of the Lodge for drop-off. The road also provided access to the parking area south of the Lodge and a small gas station.

By 1939, a semi-circular viewing terrace, paved with flagstone and bounded by a wood post-and-rail fence, was located on the west side of the lodge and was occasionally used for dancing. The wood fence originally incorporated tapered light posts spaced every ten feet, but were later removed (Figures 4, 5). A curvilinear path led visitors further west from the lodge to another semi-circular flagstone terrace overlook down the hill. Another terrace, or patio, was located at the main lodge entrance on the east side. Preliminary plans from 1937 also proposed a ranger station to be located near the northernmost entrance, and a later plan showed one in the middle of the lodge parking area. The structure was never built at either location.

In addition to the lodge, a large and somewhat separate picnic area was designed to the south of the lodge and parking lot, which included tables, fireplaces, and water fountains (Figure 6). The area was accessed by a wye intersection with a central drop-off loop roughly following the alignment of a pre-existing road. This formed a broad arc accommodating two-way traffic before intersecting further south with Skyline Drive at a simple tee intersection. A double-loaded, sixty-car parking lot was flanked by smaller parking areas. Within the elliptical-shaped area formed by both roadways, a network of three-foot wide pedestrian pathway loops connected picnic tables and fountains to parking places found along the picnic grounds road built by the CCC.

The design of the picnic grounds at Dickey Ridge followed concepts developed by E. P. Meinecke by incorporating pull-in parking areas, a one-way traffic system, and fixed sites for fire grates (Historic Resources Study 1997:93). In 1932, Meinecke, a plant pathologist, developed a theory for the design of campgrounds and picnic areas for the U.S. Forest Service which heavily influenced the work done by the NPS. Probable influences on Meinecke’s ideas include the work of Andrew Jackson Downing who advocated a naturalistic aesthetic, the rustic camp style architecture found in the Adirondacks beginning in the 1880s, as well as the Arts and Crafts Movement (Historic Resources Study 1997:60). His general ideas for picnic areas included a one-way loop road system with off-road parking and fixed fireplace areas.

The concept of combining a number of functions in a single building, and grouping buildings or functions, together to make the least impact on the landscape, typified the NPS’ ideals for park design (Historic Resources Study 1997:94). At Dickey Ridge, structures and buildings were organized in a fairly linear north-south layout. A central entrance to both the picnic grounds and

the lodge parking lots formed a wye intersection to the west of Skyline Drive. Two entry/exits provided access to the lodge and facilities. The southernmost access road split into two directions, one to the picnic grounds to the left and the parking lot and lodge to the right. Visitors entering the northern drive could access a proposed guest cabin area to the right or continue along the drive to the lodge. Further past the lodge were two gas pumps and parking beyond. Views were also a major landscape feature of the site and incorporated into the design of the facilities. The development's location on the ridge took full advantage of the views to the Shenandoah Valley and Appalachians to the west and the Piedmont to the east (Figure 7). A viewshed from the terraces at Dickey Ridge measured approximately 70 degrees at the western terrace and around 49 degrees at the east terrace.

In keeping with the idea of maintaining a naturalistic setting, the NPS and CCC utilized native materials in constructing site features to blend in with the surrounding landscape, including granite, flagstone, and wood. Granite curbs edged the road in front of the lodge and around the parking lots. The western side of the picnic grounds access road and parking lot, as well as the drive in front of the lodge, were fenced with log guardrails with supports occurring eight to nine feet apart (Figures 8, 9). Flagstone was used for the terraces and main entrance at the lodge. In addition, the CCC constructed a comfort station at the picnic grounds featuring a rectangular log structure with a gabled roof. The exterior walls were squared logs, joined using V-notches, and the roof was of concrete shingles. The entrances to the building were located on the two long sides of the building. Privacy walls, also constructed of squared logs, screened the entrances to the building (NHL Documentation 2008:34).

The CCC was also responsible for planting thousands of trees, shrubs, and vines throughout the park, including Dickey Ridge. A preliminary plan from 1937 for Dickey Ridge proposed clusters of trees scattered in front of the lodge and denser planting of trees for screening by the guest cabin camp. A more densely clustering of trees, including evergreen and deciduous, was depicted for the picnic grounds. Views from the lodge were to be maintained east and west of the building with only a few deciduous trees planted near buildings to frame views (Figure 10). The area directly behind the lodge (the west side) was maintained as a meadow. The park's resident landscape architect emphasized maintaining the existing landscape character and advised the use of native plants throughout the park. A photograph taken in mid-summer 1941 shows some of the original landscape plantings including roughly four-inch caliper red oaks along the northernmost edge of the parking lot and around the west terrace (Figure 11). Flowering shrubs were also planted along the building foundation. In addition, meadow grasses and wildflowers can be seen along the drive. Tables with umbrellas and chairs are located on the fenced west terrace, and beyond in the meadow. The portico along the west façade had been extended across the length of the lodge building.

In 1939, twelve guest cabins were built at Dickey Ridge, also designed by Wright. They were constructed of native chestnut siding and roofed with concrete shingles, and accommodated two to four guests (Figure 12). The one-story (plus attic) cabins were located north of the lodge and arranged informally around a loop road with parking for thirty-two cars. Entrances to the cabins were reached by way of small, elevated entrance porches with square wood posts and split-rail railings (NHL Documentation 2008:37). The area was designed to be more

private with less direct access to the main road.

In 1940, the CCC completed five drinking fountains comprised of large stones and wide mortar joints in the picnic grounds. The fountains were laid, coursed, and stacked with mortared foundations in a battered design that tapered to a flat surface with a bowl and spigot set in the top. A single step protruded, rising six to eight inches for more accessibility. Five of these stone water fountains were arranged along the central north-south pathway of the picnic grounds. Around this time, the CCC also constructed an informal rock garden at the picnic grounds by embedding stones and scattered in a random arrangement. According to Linda McClelland, author of "Building the National Parks," such features were intended to screen and make the comfort stations less conspicuous (McClelland 1998:361).

In 1936, the NPS developed policies regarding segregation in the parks, which was a controversial subject, especially in the south. These policies stated, "the program of development of facilities...for the accommodation and convenience of the visiting public contemplates... separate facilities for white and colored people to the extent only as is necessary to conform with the generally accepted customs long established in Virginia... to render the most satisfactory service to white and colored visitors it is generally recognized that separate rest rooms, cabin colonies, and picnic ground facilities should be provided" (Engle 1998:34). Although Lewis Mountain was being developed as a separate facility along Skyline Drive for African-American visitors to the park, concerns of NPS national leadership led to the decision in 1939 that one large picnic area at Lewis Mountain should be integrated and all signs indicating race segregation of the picnic area and restrooms removed.

Closure of the CCC Camps and Post-War Visitation:

After the attack on Pearl Harbor on December 7, 1941, the United States entered World War II (WWII), ending most development in the park until after the war. As the country directed all manpower toward the war effort, the CCC camps were closed by the end of March 1942 (Engle 1999:30). With the decline of visitation to the park due to the war, concessions were also closed that year. The park's workforce at this time shrank to 1/20th of its size (Lambert 2001:263). By 1943, park visitation was the lowest in history at 42,000 for the year, and was the most drastic drop of any national park (Lambert 1979:289). This decline in visitation was probably due to the fuel shortages caused by the war. With all resources directed to the war effort, families were not sightseeing by automobile (Lambert 1979:289).

In August 1942, the Civilian Public Service (CPS) established a camp for conscientious objectors in Shenandoah NP, at former CCC camp NP-10. The CPS provided work for men unwilling to serve in the military based on religious upbringing or belief. At Shenandoah, the CPS took over fire and erosion control projects previously done by the CCC, continued the revegetation efforts, installed utilities, and built trails, roads, and park structures. They were also assigned to raze pre-park structures. CPS workers did not receive wages and were financially supported by their churches or families.

Concession facilities at the park reopened in 1946, but business was slow to return. The CPS camp also closed in June (Historic Resources Study 1997:100). At the same time, pressure

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was mounting from Washington to end segregation of NPS facilities at Shenandoah. Secretary of the Interior Ickes mandated full desegregation in the parks. After several park-wide attempts to limit or end segregation, both blacks and whites were using Lewis Mountain by October 1947. In 1950, a park planner from Washington visited the park and spoke with personnel as well as tourists. The planner reported back with the conclusion that the park was fully integrated (Lambert 1979:271-284, 305).

In 1951, Guy D. Edwards succeeded Edward D. Freeland as the third Superintendent at Shenandoah. He renewed a long-term contract with Virginia Sky-Line Company to help expand Skyland and Big Meadows' overnight capacity. During the same year, mileposts were installed along Skyline Drive and guardwalls were completed at the South District, marking the official completion of the drive (National Register 4/1997:Section 8, 91; NHL Documentation 2008:6).

Also in 1951, a decline in the use of the guest cabins prompted the NPS to move two guest cabins from Dickey Ridge to Lewis Mountain. The following year, five additional cabins were moved to Skyland and two more were relocated to Elkallow (National Register 2008:37). As early as 1947, Superintendent Freeland had blamed "weakness on the part of managers" and the location so near Front Royal that an "undesirable element...frequents Dickey Ridge." In 1952, with Superintendent Edwards' approval, only three guest cabins remained at Dickey Ridge "for emergency use only" (Lambert 1979:310-311). Although business was slow at Dickey Ridge, the picnic grounds appeared to be a popular spot. A photograph from 1951 showed a large crowd of people picnicking at the picnic grounds at Dickey Ridge with a number of historic small-scale features, including a stacked stone grill, a wooden picnic table, and a metal grated trash can (Figure 13).



Figure 1. View of Dickey Ridge Lodge under construction approaching from the south, around 1937 (Shenandoah NP Archives, SHEN Classification 0-128, Negative No. P-710d).

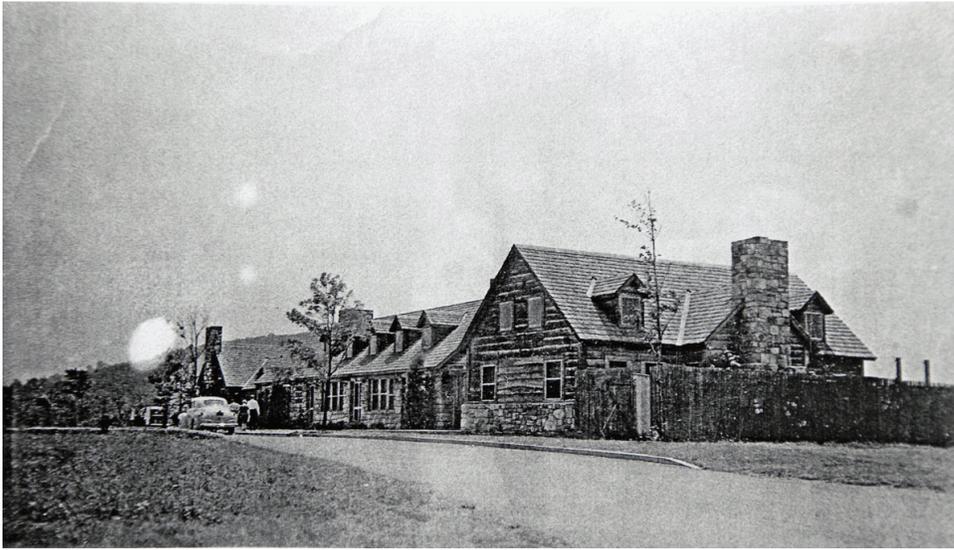


Figure 2. View of Dickey Ridge Lodge approaching from the north, circa 1940s (Shenandoah NP Archives, SHEN Classification 0-163, Negative P-810b).

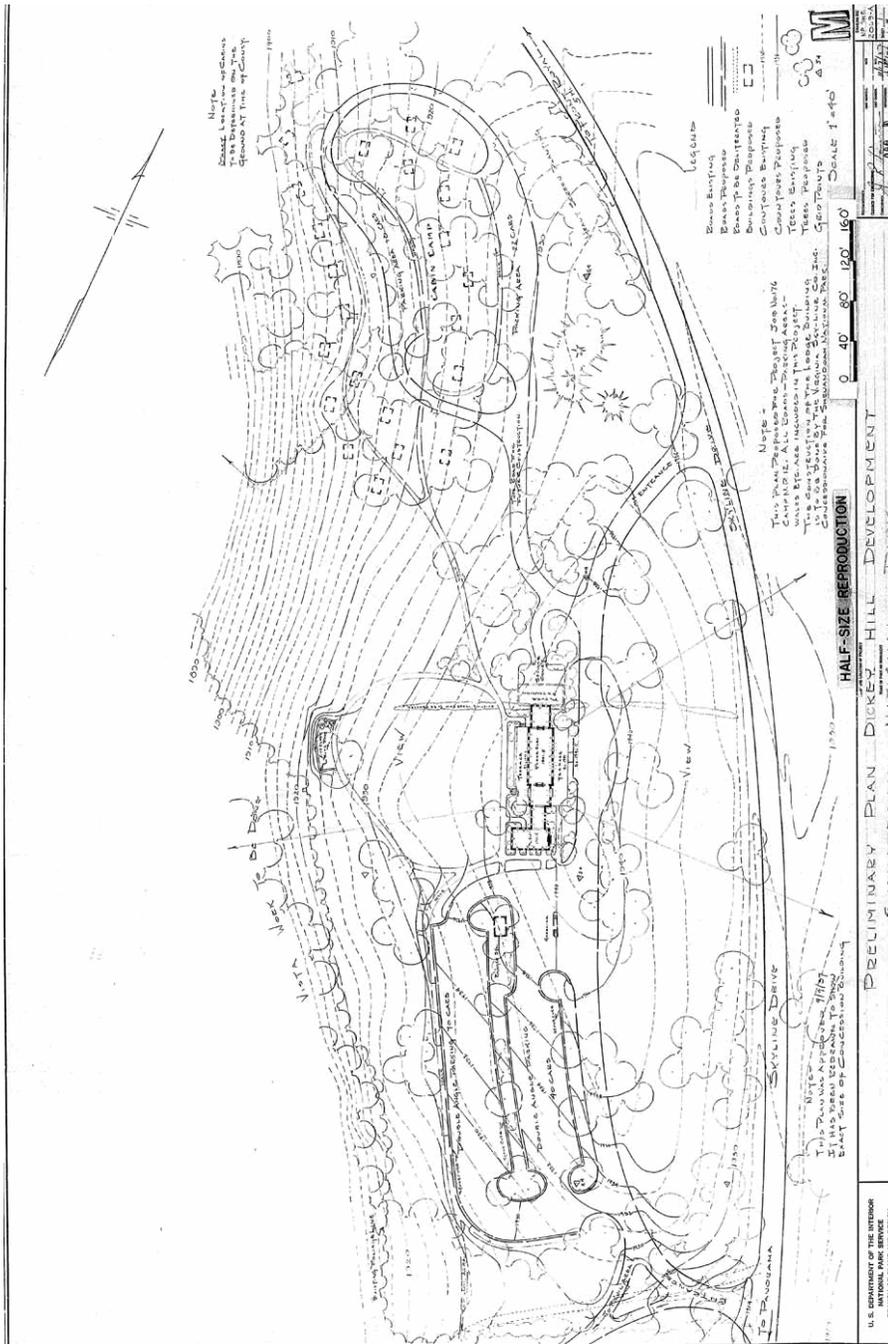


Figure 3. Preliminary site plan of Dickey Ridge Lodge, cabins and parking, 1937. The plan showed an old road by the proposed parking area and a hedgerow running through the proposed lodge footprint (SHEN 134-2069, Denver Service Center).



Figure 4. View of west terrace at Dickey Ridge Lodge, c. 1938 with original light fixtures built into fence posts. Note the wooden planters placed between the French doors (Shenandoah NP Archives, no number).



Figure 5. View of west terrace at Dickey Ridge Lodge, c. early 1940s. The original light fixtures built into the fence were removed by this time (Shenandoah NP Archives, SHEN 500091).

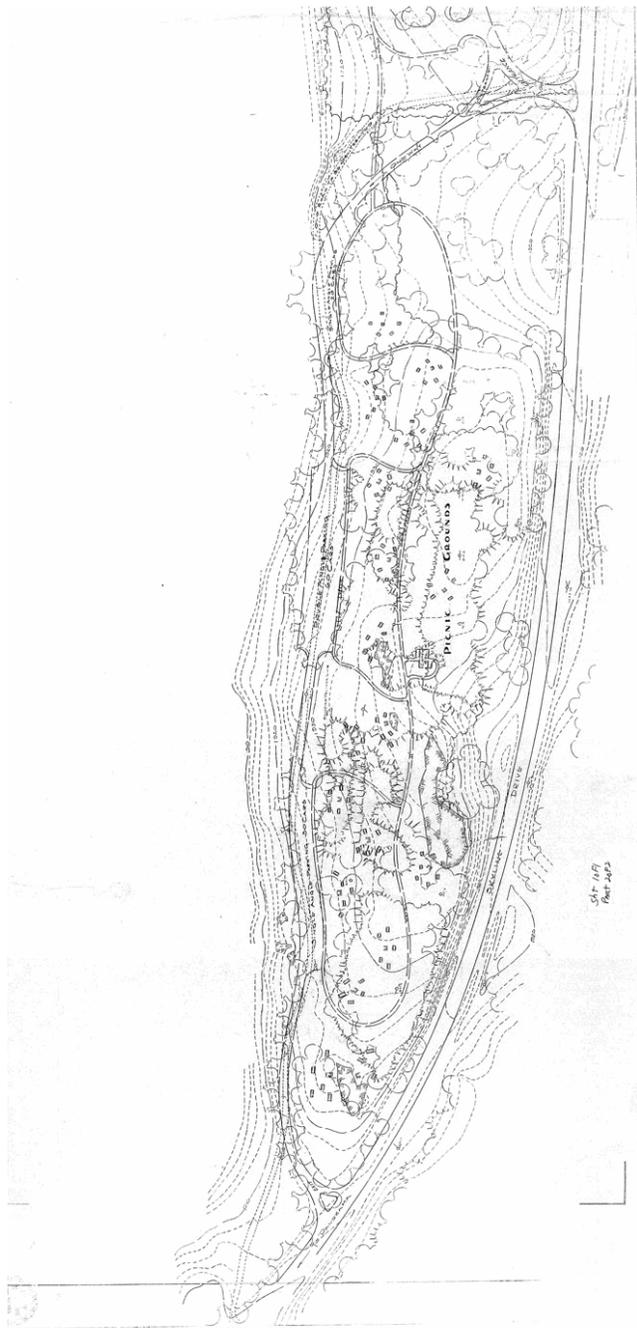


Figure 6. Preliminary site plan of picnic grounds at Dickey Ridge south of the Dickey Ridge Lodge, 1937 (SHEN 134-2069, Denver Service Center).



Figure 7. View looking west behind Dickey Ridge Lodge of the Shenandoah Valley, c. 1940s (Shenandoah NP Archives, no number).

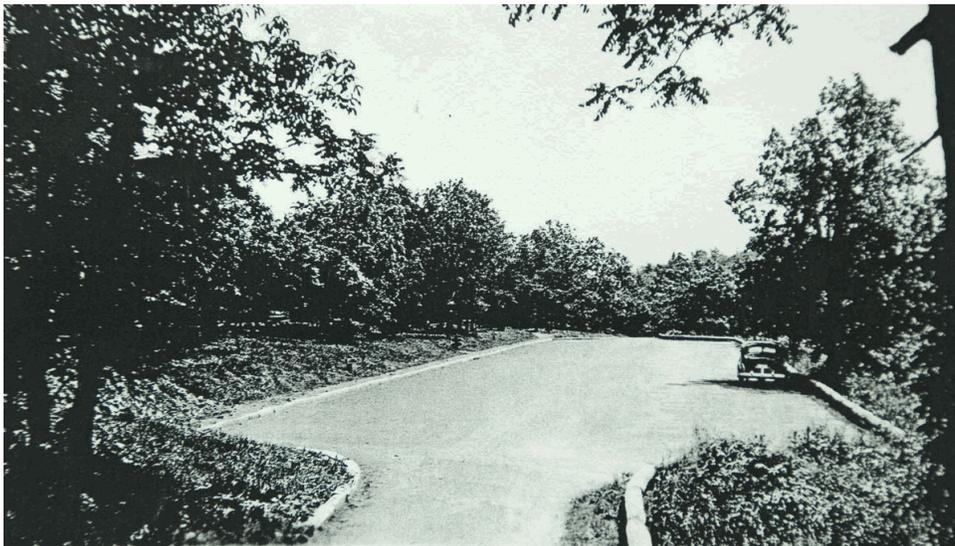


Figure 8. View of parking lot at the picnic grounds, 1940, with granite edging along the left, or eastern, side and log guardrail on the western side where the terrain slopes downward (Shenandoah NP Archives, SHEN Classification 0-148, Negative P-787b).

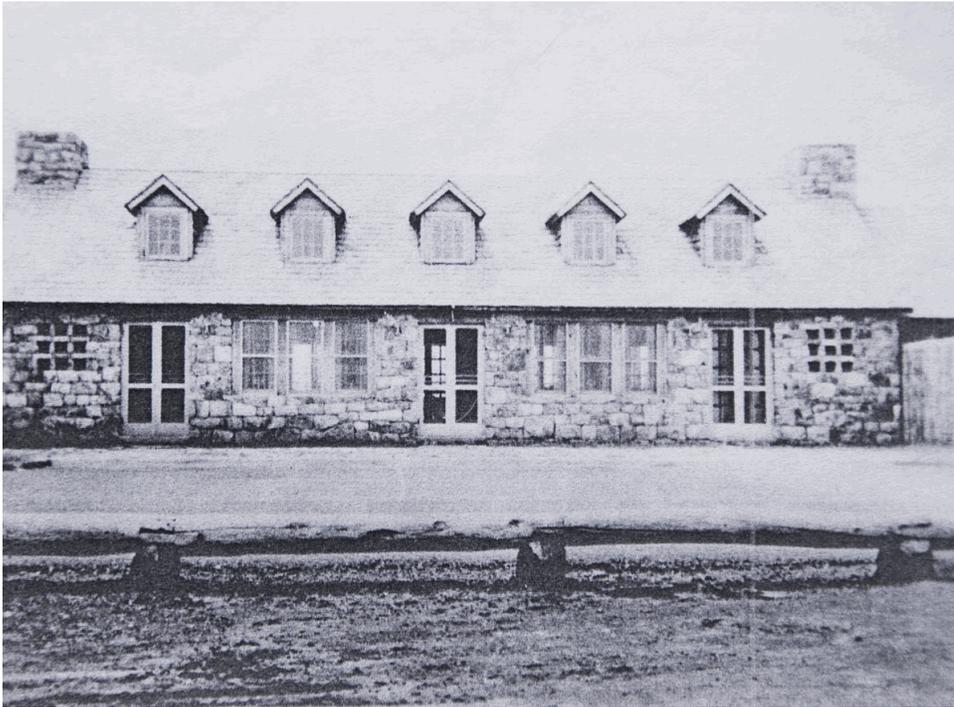


Figure 9. View of east side of Dickey Ridge Lodge with log guardrail in foreground, no date (Shenandoah NP Archives, no number).

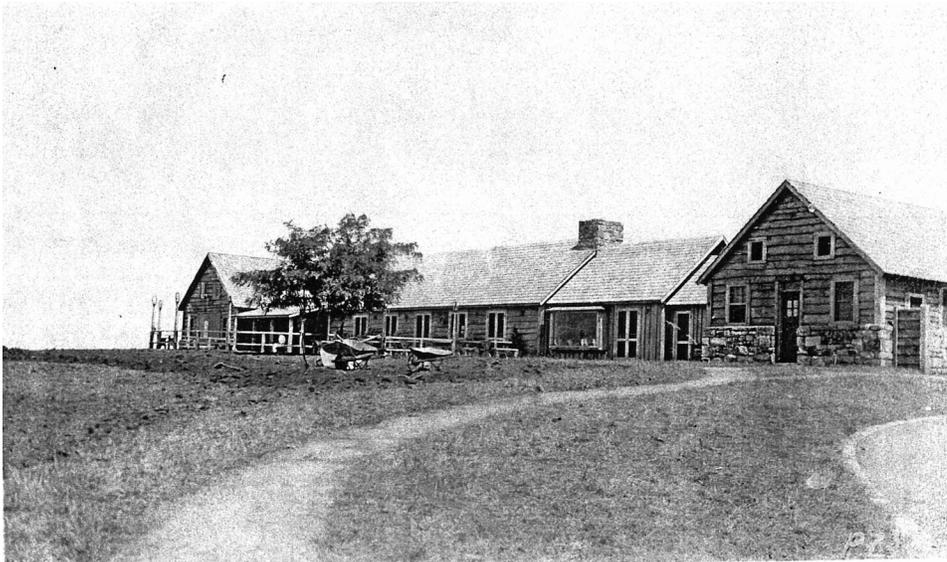


Figure 10. View of tree planting on west side of Dickey Ridge Lodge in 1938. The path in the foreground led to an observation area further west (Shenandoah NP Archives, SHEN Classification N-7-4, Negative 911-3).



Figure 11. View of west side of Dickey Ridge Lodge from parking lot in 1941 (Shenandoah NP Archives, SHEN 08495). Note the height of the meadow grasses.



Figure 12. View of a typical guest cabin at Dickey Ridge in 1951 prior to being relocated (Shenandoah NP Archives, SHEN Classification 0-1, Negative No. 913-64-1).



Figure 13. Picnic grounds, 1951, with landscape features built by the CCC, including picnic tables and fire grates. Note the wooded character of the site (Shenandoah NP Archives, SHEN Classification M-4, Negative No. 825-19).

1953 – PRESENT: LATER DEVELOPMENT / NATIONAL PARK SERVICE ERA

In the mid-1950s, the NPS was planning “Mission 66,” an ambitious ten-year development program designed to upgrade the national parks to modern standards to accommodate rising visitation after World War II. The goal was to develop and adequately staff the NPS by 1966, the fiftieth anniversary of the agency (Lambert 1979:314). The NPS gained Congressional funding for the work in 1956. New facilities were designed in a contemporary modern style, in contrast to the rustic aesthetic that had been employed at Shenandoah and other national parks.

While this work had a major impact on the park as a whole, its effect on Dickey Ridge appears to have been limited to the lodge. By 1953, business at Dickey Ridge Lodge was still slow, and in 1956 the concessionaire halted operations at the Lodge and the remaining guest cabins, “as park visitors did not patronize this unit sufficiently” (Lambert 1979:311). Two years later, ownership of the Dickey Ridge Lodge transitioned to the NPS, who then converted the lodge into a visitor center, one of two in the park. The dormers from the east roof were removed at this time (National Register 4/1997:Section 7, 56). Visitor centers were a major component of the Mission 66 initiative, envisioned as the “hub of the park interpretive program... staffed by trained personnel . . . [to] help visitors understand the meaning of the park and its features, and

how best to protect, use, and appreciate them." The NPS hoped that the expanded orientation and education program would also reduce vandalism and overuse in the parks (French www.mission66.com/documents/intro.html). It was also most likely at this time that the gas station was removed from Dickey Ridge.

In the 1960s, the three remaining guest cabins at Dickey Ridge were removed and replaced by ranger residences (National Register 4/1997:Section 7, 55). In 1962, the park purchased the 200-acre Snead farm south of the site to protect the water supply of Dickey Ridge (Heatwole 1988:85). A new contemporary comfort station was designed in 1969 for Dickey Ridge but was never implemented. In 1970, the original flagstone terrace east of the Visitor Center (Lodge) was replaced with a lawn (Engle 1996).

In 1984, the park built a new comfort station with a modern wood frame structure, located adjacent to the main parking area at the Visitor Center (Lodge) (National Register 9/1997:Section 7, 27). The new comfort station replaced the restrooms removed from the Visitor Center (Lodge). In the early 1990s, improvements to restore, as well as update, the Visitor Center (Lodge) were undertaken (LSC 1997, revised 2005). The building was re-roofed with concrete shingles, and the park restored the original entrance doors and west terrace. Other projects included a new heating system, sprinklers, and accessibility improvements (LCS 2005).

In the 2000s, the comfort station built in 1984 was renovated for accessibility (National Register 4/1997:Section 7, 55). In 2003-2004, the picnic grounds comfort station was rehabilitated to accommodate universal access, including minimal interior changes and widening of exterior walkways (LCS 1997, revised 2005). In 2007, the Visitor Center (Lodge) underwent a number of changes including replacing the historic chestnut siding with oak replica clapboard siding. In 2008, the east flagstone terrace was rebuilt at the Visitor Center (Lodge).

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Significant landscape characteristics identified for the Dickey Ridge site include natural systems and topography, spatial organization, vegetation, circulation, buildings and structures, views and vistas, and small-scale features. Many of these characteristics have associated with them features that contribute to the site's overall historic significance and identity, as well as features that do not contribute or are undetermined.

The physical integrity of Dickey Ridge is evaluated by comparing landscape characteristics and features present during the period of significance (1931-1952) with current conditions. Many of the site's historic characteristics and features are unchanged. The historic rustic design is evident through the circulation layout, materials, and vernacular building techniques reflecting the philosophy of a romanticized natural environment that was executed through the 1930s and 1940s. Pathways, access roads, and parking areas remain much as they did during the period of significance. Both the original comfort station and Visitor Center (Lodge) retain integrity in their overall exterior design with subsequent renovations using similar materials and/or workmanship. More elaborate alterations have occurred inside the buildings to accommodate new uses and repairs. Historic viewsheds to the west and east of the Visitor Center (Lodge) have been reestablished, further emphasizing the historic setting of the site. The use of local resources in the design of site amenities, such as native plants, rock work, and wood, to harmonize with the natural surroundings can be seen in the landscape today. Historic small-scale features include stone drinking fountains, boulders used as bollards, log guardrails, and granite curbing. Restoration efforts, including the terraces around the Visitor Center (Lodge), have used comparable materials.

The picnic grounds have changed very little except for the replacement of some of the site furniture and the loss of the stone fireplaces. The growth of CCC-planted vegetation and natural succession have impacted the site but is in keeping with the historic design intent to encourage the landscape to return to a more forested environment. Despite the removal of cabins and the conversion of the lodge into a visitor center, Dickey Ridge still provides many of the visitor amenities as originally intended, thereby maintaining historic integrity. Non-historic features – planters, bicycle racks, recycling bins, directional signage, new pathways, benches, and trash cans – are generally inconspicuous in the landscape.

INTEGRITY

Location:

The relationship between the Dickey Ridge developed area and its location along a ridgeline off of Skyline Drive is still intact and evident. The development's location on fairly flat terrain on top of a crest and overlooking both the Shenandoah Valley and the Piedmont influenced the physical arrangement of buildings and structures and their connection to Skyline Drive. In addition, the location of the site within Shenandoah National Park (NP) has remained unaffected by any adjacent land uses. Except for the guest cabins, the principal buildings at Dickey Ridge that were present at the end of the

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period of significance are in their original locations.

Design:

Design refers to the combination of elements that characterize the built landscape at Dickey Ridge, recognized today as the National Park Service (NPS) rustic style. The physical factors, such as natural features and Skyline Drive itself, which influenced where roads, walkways, buildings, and structures were located, are still evident. The Visitor Center (Lodge) was designed in the rustic architectural style based on vernacular traditions and the idea of blending into the natural surroundings as much as possible while also taking advantage of views. The flagstone terraces around the Visitor Center (Lodge) have been rebuilt, reconnecting the building to the landscape and the views beyond. The picnic grounds also illustrate the concept of fitting into the natural landscape through the layout of pathways and picnic areas that worked with the natural topography. In addition, the planting of native trees to define spaces and provide shade and the installation of site furnishings using native materials, such as wood and stone, further emphasized the qualities of the rustic style.

Setting:

The setting of Dickey Ridge as a rustic NPS developed area along Skyline Drive is still intact. The development at Dickey Ridge was organized in a linear fashion along the top of a crest following the natural terrain while also taking advantage of the views. The relationship between the Visitor Center (Lodge), the picnic grounds, and Skyline Drive is still intact, along with the surrounding topography and viewsheds, with original pathways and access roads weaving these areas together.

Materials:

Extant original materials at Dickey Ridge include the stacked stone drinking fountains, granite curbing, and boulder bollards in the picnic grounds. At the Visitor Center (Lodge) area, log guardrails have been replaced in kind and the terraces have been restored using similar stone paving materials. Few original materials remain on the roads and walkways and most have been repeatedly paved with asphalt. Historic vegetation also remains from CCC-period plantings that have matured since the historic period, including several groves of trees, trees for screening in and around the cabin area, and specimen trees around the Visitor Center (Lodge).

Workmanship:

Workmanship refers to the physical evidence of the construction techniques at Dickey Ridge. The stone drinking fountains exemplify the typical rustic style in which site amenities were constructed by the CCC during the period of significance. The CCC also built the original 1938 comfort station in keeping with the NPS rustic style tenets, utilizing V-notched corners, chestnut siding, and concrete shingles. The Visitor Center (Lodge) also retains much of its original workmanship, although the building has undergone several changes including the removal of the dormers along the eastern façade and the removal and subsequent reconstruction of the flagstone terraces.

Feeling:

Dickey Ridge continues to provide visitor amenities for motorists along Skyline Drive. The presence of the Visitor Center (Lodge) and its views to the west and east, as well as the roads, pathways, and

picnic areas, combine to convey the historic character of Dickey Ridge. Trees planted by the CCC have matured to provide shade and woodland scenery, and the area around the Visitor Center (Lodge) remains unaltered except for new pathways and the removal of the wood fence on the west side of the building.

Association:

The Visitor Center (Lodge), the 1938 comfort station, as well as the historic circulation features and some of the small-scale features are still present to directly link the site to the creation of Shenandoah NP and construction of Skyline Drive, the work of the CCC, and the rustic architectural style used by the NPS and the Virginia Sky-Line Company's architect, Marcellus Wright, Jr. during the period of significance.

The section that follows presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1931-1952), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. Items noted with an * are listed on the National Register of Historic Places.

Landscape Characteristic:

Natural Systems and Features

Historic and Existing Conditions:

The Dickey Ridge site is located in the Blue Ridge Mountains along the crest of the ridge also named Dickey Ridge. The crest is an elongated and flattened terrain which runs southeast to northwest with elevations ranging from about 1,900 to 1,940 feet. The site lies within a zone of Catoctin Formation rocks characterized by dark green metamorphosed basalt with interbedded purple phyllite (Gathright 1976:Plate 1). Geologically, this formation comprises a "thick multilayered sequence of resistant and volcanic and sedimentary rock" of likely Precambrian age (Gathwright 1976:19). Prehistorically, the greenstone or metabasalt found within this formation was utilized for the manufacture of a variety of small to large tools (Inashima 1997:3). These geological formations are evident in exposed rock outcroppings at the picnic grounds at Dickey Ridge and are called out in a preliminary plan from 1937. The soils within the study area have been classified as Myersville and Montalto very stony soils, seven to fifteen percent slopes (Holmes et al. 1984:40). These fundamental processes have not been significantly altered since the end of the period of significance.

A century of tree cutting for lumber, tanbark, and firewood considerably reduced the previously dense mountain forest. Although a few patches of old-growth forest existed when Shenandoah NP was established in 1926, as much as a third of the parkland along Skyline Drive, which traces the ridgeline through the park, was pasture. Wildfires ravaged the park during its early years up to 1941. Historic panoramic photographs and detailed vegetation maps produced for the park's fire control program and master plans frequently revealed mountainsides dotted with small, open farmsteads and grazing lands, burned-over areas, or vast skeleton forests of dead American chestnut trees, the region's most dominant tree ("Changing Nature..."Historic

American Engineering Record (HAER), Skyline Drive). Today, Dickey Ridge is within a mature second-growth forest ecosystem that extends throughout much of the surrounding Shenandoah NP.

Character-defining Features:

Feature: Picnic Grounds Rock Outcroppings
Feature Identification Number: 137200
Type of Feature Contribution: Contributing

Spatial Organization

Historic Condition (through 1952):

Dickey Ridge was developed as one of four main concessionaire facilities along Skyline Drive, offering visitors overnight accommodation, dining, and other amenities. These facilities were planned as village-like clusters with overnight cabins, shops, a gas station, and lunchrooms.

Dickey Ridge was the first developed area encountered on Skyline Drive by travelers when entering the park from the north at Front Royal. Initial plans proposed smaller developments, including only gas stations, campsites, picnic grounds, and lunch stands, along with fourteen larger developments, which would include cabin colonies, campgrounds, and picnic grounds. However, Secretary of the Interior Harold Ickes took a position against such over-development within national parks, resulting in a more modest strategy. Skyland, Big Meadows, Dickey Ridge, and Lewis Mountain became multi-use developments with cabins, campgrounds (except Dickey Ridge), picnic grounds, and restaurants. Due to the changes in the park-wide development strategy, the plans for Dickey Ridge evolved into a more significant developed site, with a lodge, dining room, gas station, guest cabin camp, and picnic grounds.

The picnic grounds at Dickey Ridge were one of six picnic areas built along Skyline Drive located between twelve (five, if Lewis Mountain were counted) and twenty miles apart. Others included Elkswallow, South River, Big Meadows, Pinnacles, and Lewis Mountain (although this was planned at a much closer interval due to its planned use as a Negro only development). The spacing of the picnic areas at regular intervals along the road to serve the motoring public was an important characteristic of Skyline Drive's design.

The Dickey Ridge site was essentially developed as three sub-areas, namely the lodge and parking area, the picnic grounds, and the guest cabin camp. While the original arrangement of these sub-areas along the spine of the Blue Ridge Mountains followed the lay of the natural topography. The development at Dickey Ridge was perched along a broad gentle ridgeline with the layout of the lodge, picnic grounds, and guest cabins oriented along a long and narrow section of ridge between steep slopes falling to the Piedmont to the east and the Shenandoah Valley to the west. Due to the site constraints of a 600-foot wide ridge and the need to include Skyline Drive within that space, the area was organized into two distinct elongated areas, the Dickey Ridge Lodge area (including cabin camp) and the picnic grounds. Developed on roughly thirty-four acres, the lodge and picnic grounds both straddled smaller knolls along the

ridge rising from 1,920 feet to 1,940 feet.

The lodge area and picnic grounds were accessible via an unnamed road (hereinafter Dickey Ridge Road). Dickey Ridge Road was a twenty-foot wide, semicircular road located on the west side of Skyline Drive. The road intersected Skyline Drive at Mile 4.6, and curved around to provide access to the lodge and associated parking areas. It intersected with the picnic area loop to the south and the guest cabin area loop to the north. Within each sub-area there were walkways and paths.

One of the planning principles for Shenandoah NP was the separation of NPS facilities and concessionaire facilities, resulting in the creation of two separate, zoned spaces at Dickey Ridge. The NPS operated the picnic grounds, and Virginia Sky-Line Company operated the lodge with dining room, terraces, and adjacent guest cabins. The latter space was then broken into two smaller spaces, the lodge area and the cabin camp. These three amenities were then developed according to the concept that public spaces should be more visible, accessible, and proximate to Skyline Drive. The lodge area and picnic grounds to the south were linked directly to Skyline Drive and therefore easily accessible, while the cabin camp was more secluded with a self-contained and less accessible circulation system reached from a spur off Dickey Ridge Road. The area between the lodge and Skyline Drive was kept open, making the lodge visually, and therefore publicly, prominent from Skyline Drive.

Post-Historic and Existing Conditions:

Since the end of the period of significance in 1952, the spatial organization of the Dickey Ridge historic landscape has remained intact. The most altered of the three sub-areas is the cabin camp area where the buildings were removed beginning in the early 1950s, but the surviving circulation system continues to speak to the former use of the space.

Land Use

Historic Condition (through 1952):

Prior to the creation of Shenandoah NP, land use practices throughout the Blue Ridge Mountains varied from small-scale subsistence farming to large-scale market-driven agriculture to iron and copper mining, timber harvesting, and in a number of areas resort development and operation. The Dickey Ridge site was formerly occupied by several Fox family farmsteads. Either one or all families held pastures or farmland along the ridge where the picnic grounds, lodge, and cabin colonies were to be established. At the time of development, the site was clear of any significant large trees. Adjacent to the Fox family farmsteads and east of Skyline Drive, the United States Cavalry Remount Station had bred horses for decades. The CCC camp, NP-4 (later named NP-26) Front Royal Remount Station, was located about 600 feet north of the Dickey Ridge development, immediately adjacent to the U.S. Cavalry Remount Station lands. It was established in June 1933 and became one of two camps to house a plant nursery. NP-4 was closed in 1936, prior to the development of Dickey Ridge. In 1937, Dickey Ridge Lodge and picnic grounds were designed as visitor facilities along Skyline Drive. The site offered a gas station, dining room, gift shop, overnight lodging and picnic ground use. The former cabin camp area experienced greater land use modifications with the removal of nine of twelve guest cabins from the Dickey Ridge site in 1951.

Post-Historic and Existing Conditions:

Dickey Ridge continues to provide amenities for motorists traveling along Skyline Drive, but changes in services have occurred. The most significant was the conversion of the Dickey Ridge Lodge into a visitor center in 1958. The effect of the closing of the dining room on the landscape has been the removal of furniture from the west terrace, such as tables, chairs, and umbrellas associated with Virginia Sky-Line Company's operation. The last three cabins were removed in the 1960s and the cabin area has been used as seasonal housing for NPS staff, as temporary maintenance storage for ongoing rehabilitation projects, and as an overflow parking area. Following planning recommendations in the mid-1990s, the trailers that were located in the mid-1980s were removed, leaving the area open to future land use opportunities. The picnic grounds are still actively used as a recreation area.

Topography

Historic Condition (through 1952):

In 1938, the topography at Dickey Ridge was modified to accommodate the development of a concessionaire facility off of Skyline Drive. Interior roads, parking lots, and the meadow west of the lodge were all graded to adhere to the park's overall design intent of integrating and highlighting natural landscape features while also balancing cut and fill where possible. These measures were subtle and worked with the existing topography, which was not as rugged or rocky compared to other areas of the park. The most intense grading was undertaken in the west meadow, which resulted in the construction of an observation terrace. North of the lodge area, cabins were constructed on raised piles and nestled within the existing topography.

Post-Historic and Existing Conditions:

The topography of the historic landscape has not been significantly altered since 1952 except for the Visitor Center comfort station in 1984. In addition, the removal of the cabins did not alter the topography of the cabin camp area.

Vegetation

Historic Condition (through 1952):

Early travelers on Skyline Drive enjoyed a multitude of panoramic views framed by pastures and fields and some forested areas. In 1931, the Dickey Ridge site was a series of enclosed pastures and bound by scattered trees growing along the western slopes. The CCC installed plantings throughout the site, including deciduous trees, such as red oaks and black walnuts, and evergreen trees for screening and shade. The CCC also installed flowering shrubs and ornamental trees around the lodge. As they matured, these plantings began to define spaces within the picnic grounds, as well as the lodge and cabin camp. Historic photographs from the early 1940s show the hill west of the lodge was covered in meadow grasses.

Post-Historic and Existing Conditions:

Today, nearly ninety-five percent of the park is forested, with large portions officially designated as wilderness. This mature second growth forest is the result of seven decades of regeneration, designed reforestry, beautification, and fire control. As the park's vegetation matured, views from Skyline Drive and overlooks changed, with intimate woodland scenes

replacing distant vistas. In response to the overgrowth, in 1997 the park initiated a five-year program to restore the vistas along the drive (“Changing Nature...,” HAER, Skyline Drive).

Like the forests throughout the rest of the park, the vegetation at Dickey Ridge has matured since the period of significance as intended. CCC plantings have also matured and blend into the forest. The western meadow is now maintained as an open and mowed lawn area (Figure 14). The lawn in front of the Visitor Center (Lodge) has evolved into tall grasses and milkweeds encircled by a mowed strip of lawn and bisected by a trail leading from Skyline Drive up to the Visitor Center (Lodge) (Figure 15). Other changes in vegetation are associated with the mature growth of trees at the picnic grounds, adjacent to the road at the north and south approaches to the site, and the surrounding landscape (Figure 16). Plantings around the Visitor Center (Lodge) foundations appear to have been reduced compared to period photographs.

Character-defining Features:

Feature: CCC Plantings around Visitor Center (Lodge)

Feature Identification Number: 138600

Type of Feature Contribution: Contributing

Feature: CCC Plantings around Guest Cabin area

Feature Identification Number: 138602

Type of Feature Contribution: Contributing

Feature: CCC Plantings around Picnic Grounds

Feature Identification Number: 138604

Type of Feature Contribution: Contributing

Feature: West Lawn at Visitor Center (Lodge)

Feature Identification Number: 138606

Type of Feature Contribution: Contributing

Feature: Red Oak Grove and Cabin Grove

Feature Identification Number: 138608

Type of Feature Contribution: Contributing

Feature: East Meadow

Feature Identification Number: 138610

Type of Feature Contribution: Contributing

Feature: West Viewshed Clearing

Feature Identification Number: 138612

Type of Feature Contribution: Contributing

Feature: East Viewshed Clearing

Feature Identification Number: 138614

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 14. A view of the open lawn from the restored west terrace at the Dickey Ridge Visitor Center (Lodge) (OCLP, 2008).



Figure 15. Approaching Dickey Ridge Visitor Center (Lodge) from the north on Skyline Drive (OCLP, 2008).



Figure 16. View of picnic grounds at Dickey Ridge showing dense canopy of trees along with picnic tables and pathway (OCLP, 2008).

Circulation

Historic Condition (through 1952):

Construction of Skyline Drive began on July 18, 1931. The Dickey Ridge developed area was located along Section 2-A-1, completed in 1935, within the drive's North District that was

completed by October 1936. As the first major facility encountered in the park when traveling from the north, the Dickey Ridge landscape was designed to serve motorists traveling along Skyline Drive. Circulation throughout the Dickey Ridge site was organized in relation to Skyline Drive. Carefully designed wye intersections allowed traffic to safely move on and off Skyline Drive and access the lodge, picnic grounds, and cabin camp. In addition, the site's circulation system comprised of a convenient network of pedestrian routes that interconnected the lodge, picnic grounds, and cabins.

Visitors arrived at Dickey Ridge Lodge by way of Dickey Ridge Road, a crescent shaped drop-off loop accessed by two wye intersections with triangular traffic islands off Skyline Drive. Visitors arriving from the northernmost entrance could discharge passengers at the front entrance, or east terrace, of the lodge and proceed to either the gas pumps or the 110-stall parking lot of the lodge. After parking, a pedestrian pathway system offered several options. One path led to the left and downhill along an earthen pathway terminating at a flagstone observation terrace. Another path turned east and slightly uphill to a semi-circular flagstone terrace on the west side of the lodge. A third pathway headed south to the picnic grounds. Two other stone paved terraces existed north and east of the lodge area. The east terrace appeared in a historic photograph to extend ten feet out from the lodge, and was bordered by a four-foot wide lawn buffer before reaching Dickey Ridge Road.

The picnic grounds were accessed via a wye intersection with Dickey Ridge Road. From here a road headed south and roughly followed the alignment of a pre-existing road, and forming a broad one-way arc linking back to Skyline Drive. A double-loaded sixty-stall parking lot, flanked by smaller parking lots of twenty to thirty stalls, was a significant design feature of the picnic grounds road. Within the ellipse shape formed by both the westward arc of the picnic grounds road and the eastern arc of Skyline Drive, the picnic grounds were further served by a network of pedestrian pathways that led to the lodge to the north and to the parking places found along the picnic grounds road. A central pedestrian pathway, running north-south, bisected the picnic grounds and intersected with shorter paths oriented east-west that lead visitors from the parking areas to various site amenities such as picnic tables and fireplaces. This arrangement of a central pathway perpendicular to the shorter pathways created a ladder-like circulation pattern on the picnic grounds landscape.

The guest cabins were the most private and least accessible area of the site. This area was served by a self-contained one-way loop road accessed via a tee intersection at Dickey Ridge Road. Vehicular traffic within the cabin camp was routed counter-clockwise around a large kidney-shaped central island. Eight cabins were arranged within the central island, and four cabins were positioned outside the loop drive. Cabins near the eastern half of the central kidney-shaped island were provided with parking spaces inside the loop immediately adjacent to the cabins. Cabins arranged in the western side of the loop, as well as those to the north of the loop road, were served with a single-loaded parking lot at the western edge of the cabin camp loop road. Pedestrian pathways leading from the parking lot to the cabins within the loop road were designed in a ladder-like pattern similar to the picnic grounds. Cabins to the north of the

loop road were served by a pedestrian pathway that led to a small parking lot, and extended beyond to connect with the lodge at the center of the development.

Post-Historic and Existing Conditions:

Since the end of the period of significance in 1952, the circulation network of vehicular roadways and pedestrian pathways at the Dickey Ridge site remains intact. Skyline Drive continues to serve as the primary organizing circulation feature of the Dickey Ridge landscape. Dickey Ridge Road leading to the Visitor Center's main entrance continues to connect to both the cabin loop road and parking to the north and the picnic grounds access road and parking to the south. Although the last of the guest cabins were removed in the 1960s, the cabin loop road and parking remains intact and is used as a maintenance storage area (Figure 17). Pedestrian pathways within the cabin loop road remain only as remnants overgrown with vegetation, as this area does not currently feature any buildings. Within the Visitor Center (Lodge) portion of the landscape, the flagstone terrace on the east side of the building has been rebuilt and portions of the pathway system leading to the central parking area were repaved as a concrete sidewalk during the 1980s when a freestanding comfort station was constructed to the west of the parking lot (Figure 18). This terrace measures roughly fourteen feet by ten feet and does not completely replicate the historic terrace as the drop-off and grass median were not replaced. Despite some modifications, the overall layout of paths is unchanged. The vehicular and pedestrian circulation system within the picnic grounds is perhaps the most untouched of the three sub-areas of the landscape, as roadways, parking, and pathways remain much as they did in 1952. In 2008, the west terrace was reconstructed to its historic appearance but without the wood fence (see Figure 14).

Items noted below with an * are listed on the National Register of Historic Places.

Character-defining Features:

- Feature: Dickey Ridge Road *
- Feature Identification Number: 138616
- Type of Feature Contribution: Contributing
- IDLCS Number: 82892

- Feature: Visitor Center (Lodge) Pathways
- Feature Identification Number: 138618
- Type of Feature Contribution: Contributing

- Feature: Visitor Center (Lodge) West Terrace
- Feature Identification Number: 138620
- Type of Feature Contribution: Contributing

- Feature: Visitor Center (Lodge) East Terrace

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Feature Identification Number: 138622
Type of Feature Contribution: Contributing
Feature: Observation Terrace
Feature Identification Number: 138624
Type of Feature Contribution: Contributing
Feature: Cabin Loop Road and Parking
Feature Identification Number: 138626
Type of Feature Contribution: Contributing
Feature: Picnic Grounds Access Road and Parking
Feature Identification Number: 138628
Type of Feature Contribution: Contributing
IDLCS Number: 82898
Feature: Picnic Grounds Pathways
Feature Identification Number: 138630
Type of Feature Contribution: Contributing
IDLCS Number: 82897
Feature: Cabin Area Pathways
Feature Identification Number: 138632
Type of Feature Contribution: Non Contributing
Feature: Path to Snead Farm Road
Feature Identification Number: 138634
Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 17. View of original cabin loop road with pullouts at Dickey Ridge (OCLP, 2008).



Figure 18. View of restored east terrace at Dickey Ridge Visitor Center (Lodge) (OCLP, 2008).

Buildings and Structures

Historic Condition (through 1952):

The design of the facilities throughout Shenandoah NP involved the coordination of government

and private entities. The NPS San Francisco and Philadelphia planning offices undertook the master planning design work and developed the standards with which the CCC constructed the site's buildings and structures. Other buildings associated with visitor services were constructed under the direction of the concessionaire's architect, Marcellus Wright, Jr., with oversight held by the NPS regional office. The historic development of buildings and structures at the Dickey Ridge site occurred in 1938 and 1939. Buildings were individually located in the picnic grounds and the lodge area, while guest cabins were clustered together in the cabin loop. Though grouped in different spaces, all of the buildings shared a similar rustic-style design language.

The Dickey Ridge Lodge was constructed as a multi-purpose concession building in 1938, serving visitors staying at the cabins and visitors to the North District in general. The lodge, a one-story (plus partial attic) multi-section building, was the focal point of the Dickey Ridge development. The lodge was built by Virginia Sky-Line Company, the park concessionaire, and designed by Marcellus Wright, Jr. Like much of his other work in the park, Wright sited the building to take advantage of mountain valley views. Wright's design used additive massing to achieve a vernacular domestic quality that fit into the landscape. The building consisted of four side-gabled sections with roofs of slightly different heights and two end cross-gable sections. On the front (east) facade, the central section that housed the main entrance was of random ashlar stone. This section also featured large ashlar stone chimneys on either end of the building. Side elevations had horizontal wood siding. The end gables were a combination of stone and horizontal wood siding above. The southern cross-gable section was pierced by a large stone exterior chimney. On the rear (west) facade of the building, a covered porch supported by posts covered the facade between the cross-gabled sections. This section of the facade was faced with horizontal wood siding. As on the front facade, the cross-gabled sections were stone ashlar below the windows and horizontal wood siding above. The exterior walls were of local stone and wood siding, and the roof was overlaid with concrete shingles. Most windows in the building were six-over-six double-hung sash, although there were also a number of large picture windows consisting of fixed multi-pane windows. The interior of the building featured chestnut paneling, craftsman-style wall sconces, and large stone fireplaces.

The picnic grounds comfort station, also constructed in 1938, was designed according to the rustic design standards of the NPS regional office and characteristic of other rustic-style comfort stations built within the park. The design featured a rectangular log structure with a gabled roof. The exterior walls were of squared logs, joined using V-notches, and the roof was of concrete shingles. The entrances to the building were located on the two long sides of the building. Privacy walls, also constructed of squared logs, screened the entrances to the building. Each of the long facades also featured multi-pane windows that were hinged at the bottom to swing inward. Windows were also located on the ends of the building. The building had stone and concrete foundations.

In 1939, twelve one- to two-bedroom rustic-style guest cabins were built at Dickey Ridge in keeping with the architectural style of the lodge. The cabins were one-story (plus partial attic)

frame buildings with gabled roofs. The exterior walls were of local wood siding, and the roof was covered with concrete shingles. Most windows in the building were six-over-six double-hung sash. Each cabin entrance featured a covered porch supported by wood posts. Due to poor business, two of the guest cabins were relocated to Lewis Mountain in 1951. In 1952, five cabins were moved to Skyland and two to Elkwallow.

Post-Historic and Existing Conditions:

In 1958, the lodge was converted into a visitor center as part of the transition of ownership from the Virginia Sky-Line Company to Shenandoah NP. At this time, the dormers were removed from the east roof. Modifications to the building's terraces and pathways occurred over the interim years, but recent work within the last two decades has sought to restore the historic character of the original construction. The lodge was restored in 1995, and individual preservation efforts have taken place in 2000 and 2008 including the replacement of dilapidated chestnut clapboard siding with rusticated oak clapboard siding (Figure 19). In the 1960s, the remaining three guest cabins were removed and replaced by ranger residences which in time were also removed. Other efforts have extended to the rehabilitation of the picnic grounds comfort station between 2003-04 (Figure 20).

In 1984, the NPS constructed a new comfort station located southwest of the Visitor Center (Lodge) consisting of a modern wood frame structure with a concrete foundation. Exterior walls were vertical (board-and-batten) siding and stone veneer. The gabled roof was covered with cedar shingles. This facility was modified in 2000 by a larger and universally-accessible comfort station adjacent to the Visitor Center (Lodge) parking lot (Figure 21).

The centrality and prominence of Dickey Ridge Visitor Center (Lodge) still recalls the historic use as a lodge and dining room. It is one of the best examples of NPS rustic architecture in the eastern United States (NHL Documentation, 2008:34). Rehabilitation efforts since the 1990s have succeeded in maintaining the building's existing features and reconstructing lost pieces of the historic character, including the terraces.

Items noted below with an * are listed on the National Register of Historic Places.

Character-defining Features:

Feature: Visitor Center (Lodge) * (DR-0583)

Feature Identification Number: 138636

Type of Feature Contribution: Contributing

IDLCS Number: 81800

Feature: Picnic Grounds Comfort Station* (DR-0501)

Feature Identification Number: 138638

Type of Feature Contribution: Contributing

IDLCS Number: 82896

Feature: Visitor Center Area Comfort Station (DR-0563)

Feature Identification Number: 138640

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 19. View of Dickey Ridge Visitor Center (Lodge). This view also shows the recent construction on the terrace and the guardrail (OCLP, 2008).



Figure 20. View of the historic comfort station at Dickey Ridge picnic grounds (OCLP, 2008).



Figure 21. View of comfort station at Dickey Ridge Visitor Center (Lodge) parking lot (OCLP, 2008).

Views and Vistas

Historic Conditions (through 1952):

Views and vistas were one of the most important characteristics of Skyline Drive as it traced

the spine of the Blue Ridge Mountains. Views were so fundamental to the motoring experience that all developed areas were carefully sited to offer constantly changing sequential views. As vehicles traced the ridge, their views alternated between the Shenandoah Valley and Appalachians to the west to the Piedmont and Tidewater to the east. At the time of the drive's construction in 1931, the patchwork landscape of Virginia's Blue Ridge was comprised of cultivated lands, farms and mills, as well as a few old-growth forests. This resulted in mostly open expansive views at the beginning of the period of significance. Successional forests, and plantings installed by the CCC around the developed areas, began to limit some of the views by the end of the period of significance.

The views and vistas at the Dickey Ridge site were a major factor in its development in 1938. Two views emanated from the lodge. The primary view was west to the Shenandoah Valley and Appalachians beyond, while a secondary view was east to the Piedmont. These views provided a singular opportunity in Shenandoah NP to see both the Piedmont and the Shenandoah Valley from a single vantage point. The historic viewshed from the terraces at Dickey Ridge Lodge measured around 70 degrees from the west terrace and 49 degrees from the east terrace. At the picnic grounds, a plan from 1939 proposed creating a viewshed from the main parking area and to the west as well as views from the cabin area to the west.

Post-Historic and Existing Conditions:

External views from Dickey Ridge Visitor Center (Lodge) have changed since the end of the historic period, as the CCC plantings have matured and secondary forests have grown in. Over the past fifty years, the views from Dickey Ridge Visitor Center (Lodge) have varied from periods of openness to periods of obstructed views. In 1995, the view to the east was reestablished to its current viewshed, measured from the Dickey Ridge Visitor Center (Lodge), of 33 degrees (Figure 22). The most significant view at the site is to the west, and it is now maintained as an open lawn (Figure 23). At the picnic grounds, views to the west are currently obscured by mature trees, though some views may exist in the winter months.

Character-defining Features:

Feature: View to the West from Visitor Center (Lodge) Lawn and Observation Terrace

Feature Identification Number: 138642

Type of Feature Contribution: Contributing

Feature: View to the East from Visitor Center (Lodge)

Feature Identification Number: 138644

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 22. View east of Dickey Ridge Visitor Center (Lodge) with Skyline Drive in the foreground (OCLP, 2008).



Figure 23. View from west lawn at Dickey Ridge Visitor Center (Lodge) including observation terrace with bench to the right (OCLP, 2008).

Small Scale Features

Historic Condition (through 1952):

Albert H. Good's 1938 "Park and Recreation Structures" catalogued variations on small-scale features within the NPS. The three-volume encyclopedic work provided examples of barriers, water fountains, picnic tables, picnic fireplaces, signs, and comfort stations, which spoke to a craft tradition inspired by artistic license. The collection assembled in this work revealed NPS features that were sensitive to regional vernacular design customs. Throughout Shenandoah NP, the built small-scale features followed the same design language described in Good's work. Log and rock barriers; boulder, log, and stacked stone water fountains; rusticated log-framed signage; wood picnic tables; and stacked-stone, circular metal, or rectangular grills all appeared within developed areas along Skyline Drive. Small-scale features at Dickey Ridge were highly characteristic of park-wide and even NPS-wide standardized variations on rustic-style features. Among these variations the following have been verified at Dickey Ridge in historic photographs: stacked stone water fountains, stacked stone grills, rusticated log-framed signage, log guardrails, a wood fence, wood picnic tables, granite curbs, and boulder bollards.

Stacked Stone Drinking Fountains

The design of the stacked stone fountains at the Dickey Ridge site dated to a later development in drinking fountain design, around 1940 (National Register 4/1997: Section 7, 47). These fountains were laid, coursed, and stacked with mortared foundations in a battered design, which tapered to a flat surface with a bowl and spigot set in the top. A single step protruded and rose six to eight inches to allow easier access. Five stacked stone water fountains were arranged along the central north-south pathway of the picnic grounds.

Stacked Stone Fireplace or Grill

A photograph taken in 1951 shows one of the original stacked stone fireplaces with a grate covering the top (see Figure 13). The construction appeared similar to the stacked stone drinking fountains with coursed and mortared stone. An existing development plan from 1953 shows the location of nineteen fireplaces throughout the picnic grounds.

Signage

Historic photographs indicate that a number of unique, rusticated wood entrance signs once announced access to the lodge, cabins, and picnic grounds as well as for gas and oil. It appeared that at least three entrance signs were displayed during the period of significance. One of the earliest signs at the entrance to Dickey Ridge consisted of a wooden plank board suspended from a supporting log post on one side by metal straps. Another sign was designed with a hooded log frame, imitating the shape of a cabin. A photograph from 1951 shows a simple wood plank board attached to concrete posts with one of the posts built into a mortared stone base.

Log Guardrails

Historic plans indicate that in 1939, log barriers, or guardrails, existed on portions of the western side of Dickey Ridge Road. Within the picnic grounds, log guardrails lined the entire western-side of the access road and parking lot perimeter. Photographs verify the type and style as continuous log guardrails on supports occurring at eight or nine-foot intervals.

Wood Fence

The initial design of the lodge's west terrace consisted of flagstone paving enclosed by a wooden post-and-rail fence with tapered light posts built into the fence every ten feet. The light posts were topped with metal-frame lantern light fixtures. However, these light fixtures did not remain for long, as a photograph from 1941 shows the terrace fence without the light posts. The exact date of their removal is unknown.

Plank Wood Picnic Tables

The tables at the picnic grounds at Dickey Ridge were fairly typical in construction, using wood with a cross-braced frame connecting benches and table.

Granite Curbs and Boulder Bollards

Granite curbs edged Dickey Ridge Road in front of the lodge and around the western edge of the lodge parking area. Where the curbs ended in the parking lots, boulders were installed to mimic the rock outcroppings nearby and act as a barrier, or bollards, along the eastern edge of the picnic grounds access road. The use of boulders as bollards followed ideas proposed by E. P. Meinecke, of the U.S. Forest Service, who promoted their use to define parking areas. The use of boulders also protected vegetation from parked automobiles.

Planters on West Terrace

Photographs from the late 1930s reveal square wooden planters placed in between the five French doors along the west terrace (see Figure 4). They appeared to measure roughly eighteen by eighteen inches. The exact year when they were removed is not known, but it most likely occurred during the transition of the building's ownership to the NPS.

Incinerator

An existing development plan from 1953 depicts an incinerator in a fairly centralized location in the picnic grounds east of the main pathway. Good's "Park and Recreation Structures" cataloged incinerators designed for specific parks. The actual design of the incinerator at Dickey Ridge and the dates of its construction and removal are unknown.

Post-Historic and Existing Conditions:

Several small-scale features in the Dickey Ridge picnic grounds contemporary landscape date to the historic period of significance. They include the five stacked stone water fountains, the boulder bollards, and granite curbs (Figures 24, 25, 26). Alterations to the historic picnic grounds landscape include the removal of the stone grills, wood picnic tables, and incinerator. Other removals at the Dickey Ridge site include the original wood fence and wood planters from the Visitor Center (Lodge). The original picnic tables have been replaced with tables of similar but contemporary materials. Non-historic additions to the landscape include standard NPS signage in the 1960s, contemporary benches placed beneath the large red oak by the Visitor Center (Lodge) in the 1960s and 1970s, and new outdoor grills in the picnic grounds. At the Visitor Center (Lodge), new contemporary wood planters have been installed at the west

terrace. In addition, a stacked stone drinking fountain was built at the southwest corner of the Visitor Center (Lodge) and is on the List of Classified Structures, but historic photos of the same area do not show this fountain (see Figure 11). Other miscellaneous additions to the landscape respond to the change in site management as well as changing recreational needs and infrastructure improvements throughout the site, including dumpsters and recycling bins, a flagpole, bicycle racks, and fire hydrants.

Items noted below with an * are listed on the National Register of Historic Places.

Character-defining Features:

Feature: Picnic Grounds Water Fountains (5) *

Feature Identification Number: 138646

Type of Feature Contribution: Contributing

IDLCS Number: 101947

Feature: Log Guardrail in front of Visitor Center (Lodge)

Feature Identification Number: 138648

Type of Feature Contribution: Contributing

Feature: Dickey Ridge Picnic Ground Granite Curbs

Feature Identification Number: 138650

Type of Feature Contribution: Contributing

IDLCS Number: 82898

Feature: Boulder Bollards

Feature Identification Number: 138652

Type of Feature Contribution: Contributing

Feature: Visitor Center (Lodge) Drinking Fountain

Feature Identification Number: 138654

Type of Feature Contribution: Non Contributing

IDLCS Number: 82893

Feature: Flagpole

Feature Identification Number: 138656

Type of Feature Contribution: Non Contributing

Feature: Visitor Center (Lodge) Wood Planters

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Feature Identification Number: 138658
Type of Feature Contribution: Non Contributing
Feature: Dumpsters and Recycling Bins
Feature Identification Number: 138660
Type of Feature Contribution: Non Contributing
Feature: Bicycle Rack
Feature Identification Number: 138662
Type of Feature Contribution: Non Contributing
Feature: Wood Benches
Feature Identification Number: 138664
Type of Feature Contribution: Non Contributing
Feature: Metal and Wood Picnic Tables
Feature Identification Number: 138678
Type of Feature Contribution: Non Contributing
Feature: Metal Grills
Feature Identification Number: 138684
Type of Feature Contribution: Non Contributing
Feature: Directional Signage
Feature Identification Number: 138688
Type of Feature Contribution: Non Contributing
Feature: Metal Chain and Bollards around Planting Bed at Visitor Center (Lodge)
Feature Identification Number: 138690
Type of Feature Contribution: Non Contributing
Feature: Visitor Center (Lodge) Wooden Waste Receptacles
Feature Identification Number: 138692
Type of Feature Contribution: Non Contributing
Feature: Arrival Signage
Feature Identification Number: 138694

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 24. View of one of the original stacked stone drinking fountains at the Dickey Ridge picnic grounds (OCLP, 2008).



Figure 25. View of boulder bollards lining the roadway at the Dickey Ridge picnic grounds (OCLP, 2008).



Figure 26. View of original granite curbing along the roadway and parking areas at the Dickey Ridge picnic grounds. Note only the western side of the roadway and parking area was edged in granite (OCLP, 2008).

Condition

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 07/20/2009

Condition Assessment Explanatory Narrative:

The condition of the Dickey Ridge landscape is evaluated as “good,” which indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit’s cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

The vehicular circulation system has been well maintained through repaving and some adjustments to traffic flow for safety (PMIS 151421 and 151860). The original pedestrian paths in the picnic grounds have mostly been maintained, although there are some areas in need of repaving. The pedestrian paths around the former cabin area have not been maintained, but this area is used for maintenance and not frequented by visitors. The surviving historic small scale features, including the drinking fountains and boulder bollards, are in good condition. At the Visitor Center (Lodge), the terraces have been restored using similar materials (PMIS 129412). The views looking to the west and east have been reestablished by keeping the vegetation as open lawn or meadow. In addition, the trees that were originally planted at the picnic grounds and around the Visitor Center (Lodge) have grown in and are well maintained.

Impacts

Type of Impact:	Adjacent Lands
External or Internal:	Both Internal and External
Impact Description:	Growth of woodland vegetation around Dickey Ridge may impact views from the Visitor Center and picnic grounds.
Type of Impact:	Fire
External or Internal:	Both Internal and External
Impact Description:	Fire has had a long history within Shenandoah NP. Such events could impact views from the site.
Type of Impact:	Pests/Diseases
External or Internal:	Both Internal and External
Impact Description:	Continued spread of the gypsy moth and woolly adelgid diseases, as well as the sudden oak disease, may impact trees within the

site's boundaries and beyond them, and should be monitored.

Type of Impact:	Pollution
External or Internal:	External
Impact Description:	Air pollution in valley may impact quality of views from Dickey Ridge.

Treatment

Treatment

Approved Treatment: Undetermined

Approved Treatment Document Explanatory Narrative:

The General Management Plan and Development Concept Plan were completed in 1983. However, these documents are considered out of date and the park superintendent now signs off on the treatment of all buildings and structures as they are added to or updated in the List of Classified Structures (LCS). A memo from the Superintendent states that all structures listed on National Register of Historic Places will be classified under the "Must Be Preserved and Maintained" management category. No treatment of the Dickey Ridge landscape has been determined.

The treatment identified for the four features currently listed on the National Register is preservation. Superintendent concurrence dates identified in the LCS for the features are as follows: Visitor Center (Lodge) (April 25, 2005); Picnic Grounds Comfort Station (April 25, 2005); Picnic Grounds Water Fountains (September 5, 2006); and Dickey Ridge Road (September 5, 2006). Two additional contributing features are on the LCS but not listed on the National Register. They are Picnic Grounds Access Road and Parking (April 25, 2005), and Picnic Grounds Pathways (April 25, 2005).

There is currently a project in the Project Management Information System (PMIS) entitled "Prepare a Cultural Landscape Report for Dickey Ridge Visitor Center and Piney River" (PMIS 147414). Phase One includes a site history, existing conditions, and analysis, while Phase Two focuses on treatment recommendations. The total cost for the project, which encompasses two distinct sites, is \$53,360. Additionally, two projects – "Pavement Management - Reconstruct Dickey Ridge Picnic Ground Road" (PMIS 151421) and "Pavement Management - Reconstruct Dickey Ridge Visitor Center Parking RT 1002" (PMIS 151860) aim to rehabilitate some of the site's roads and parking lots.

Approved Treatment Completed: No

Bibliography and Supplemental Information

Bibliography

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Citation Title: “The Skyline Drive, A Brief History of a Mountaintop Motorway”
Year of Publication: 1940
Citation Publisher: Regional Review, Vol.IV, No.2,
http://www.cr.nps.gov/history/online_books/reg
- Source Name:** Other
- Citation Author:** Engle, Reed L.
Citation Title: Section 106 Case Report for Dickey Ridge
Year of Publication: 1996
Citation Publisher: Unpublished NPS report
Source Name: Other
- Citation Author:** Engle, Reed L.
Citation Title: “Shenandoah National Park Historical Overview”
Citation Publisher: <http://www.nps.gov/shen/historyculture/historicaloverview.htm>
Source Name: Other
- Citation Author:** Engle, Reed L.
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Year of Publication: 2006
Citation Publisher: Shenandoah National Park Association, Inc.
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- Citation Author:** Engle, Reed L.
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Citation Publisher: www.mission66.com/documents/intro.html
Source Name: Other

Citation Author: Good, Albert H.
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Source Name: DSC/TIC

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Citation Publisher: Denver Service Center, Technical Service Center
Source Name: DSC/TIC

- Citation Author:** Lambert, Darwin
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- Citation Author:** Lambert, Darwin
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Year of Publication: 2001
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- Citation Author:** McClelland, Linda Flint
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Year of Publication: 1998
Citation Publisher: JHU Press
Source Name: Library of Congress/Dewey Decimal
- Citation Author:** National Park Service
Citation Title: Cultural Landscape Inventory, Pinnacles, Shenandoah National Park
Year of Publication: 2007
Citation Publisher: n/a
Source Name: Other
- Citation Author:** National Park Service
Citation Title: Cultural Landscape Inventory, Skyland, Shenandoah National Park
Year of Publication: 2007
Citation Publisher: n/a
Source Name: Other

Citation Author: National Park Service
Citation Title: List of Classified Structures
Year of Publication: 1997
Citation Publisher: Unpublished NPS report
Source Name: Other

Citation Author: National Park Service, Denver Service Center
Citation Title: General Management Plan, Development Concept Plan
Year of Publication: 1983
Citation Publisher: NPS
Source Name: DSC/TIC

Citation Author: National Park Service, Historic American Engineering Record
Citation Title: Skyline Drive
Year of Publication: 1996
Citation Publisher: Unpublished NPS report
Source Name: HAER

Citation Author: National Park Service
Citation Title: National Historic Landmark Documentation
Year of Publication: 2008
Citation Publisher: Unpublished
Source Name: DSC/TIC

Citation Author: National Park Service
Citation Title: Skyline Drive Historic District National Register
Year of Publication: 1997
Citation Publisher: Unpublished
Source Name: Other

Citation Author: National Park Service
Citation Title: Skyline Drive Historic District Boundary Increase
Year of Publication: 1997
Citation Publisher: Unpublished
Source Name: Other

Citation Author: Reeder, Carolyn and Jack
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Year of Publication: 1991
Citation Publisher: Potomac Appalachian Trail Club
Source Name: Other

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Year of Publication: 1997
Citation Publisher: n/a
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Citation Author: n/a
Citation Title: Monacan Indian Nation
Citation Publisher: <http://indians.vipnet.org/tribes/monacan.cfm>
Source Name: Other

Citation Author: n/a
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Supplemental Information

- Title:** “Dickey Ridge Development Plan, Part of the Master Plan, Shenandoah National Park,” Office of Design & Construction, Eastern Office, 1963, SHEN 2119B, Doc. Id. 336449
- Description:** Revised plan from 1953 with proposed seasonal quarters at the former guest cabin camp area.
- Title:** “Dickey Ridge Development, Part of the Master Plan,” Branch of Plans and Design, NPS, 1939, SHEN 134 1171, Doc. Id. 336342
- Description:** Site plan showing existing lodge, parking lots, and picnic grounds with proposed locations of guest cabins, additional plantings, and a proposed viewshed from the parking lot at the picnic grounds and an expanded viewshed from the lodge and adjacent parking lot.
- Title:** “Dickey Ridge Existing Development, Part of the Master Plan,” Shenandoah National Park, NPS Regional Office, Design and Construction Division, October 27, 1953, SHEN 134 2119, Doc. Id. 335447
- Description:** This plan is an as-built verification for several proposal plans created in the late 1930s. Its time of completion precedes any major changes to the site, likely created just prior to the removal and relocation of the majority of the guest cabins located adjacent to the lodge. Among other features, the plan shows the location of utilities and the stone drinking fountains.
- Title:** “Preliminary Plan, Dickey Hill Development,” Branch of Plans and Design, NPS, Approved Dec. 1937, SHEN 134 2069A, Doc. Id. 336385
- Description:** Preliminary site plan redrawn to show exact layout and size of concession building. This plan also shows an observation terrace west of the concession building, not shown on the previous plan.
- Title:** “Preliminary Plan, Dickey Hill Development” Branch of Plans and Design, NPS Approved Sept. 1937, SHEN 134 2069, Doc. Id. 336099
- Description:** Preliminary site plan showing the layout of Dickey Ridge Lodge and proposed guest cabin area, parking lots, and picnic grounds with fireplaces and tables, as well as circulation layout including vehicular and pedestrian routes. The plan also shows existing rock outcroppings and proposed planting of trees.
- Title:** “Proposed Boundary Fence,” U.S. Remount Lands near Front Royal, Branch of Plans and Design, NPS, SHEN 134 2188, Doc. Id. 336474
- Description:** Plan showing former U.S. Remount Lands in relation to Dickey Hill and Skyline Drive.
- Title:** “Skyline Drive Land Use Map, Section 2A” Landscape Architectural Division, NPS,

Field Office, 1964, SHEN 134 2588 Z1, Doc. Id. 336111

Description: Land use map showing layout of lodge and former guest cabin area, and utilities. The plan also highlights existing signage and calls out a few trees, including maple, oak, and pine.

Title: "Topography, Dickey Ridge," 1977, SHEN 134 41061, Doc. Id. 309267

Description: Topographic map of Dickey Ridge and surrounding area.

Title: Aerial Photograph - Dickey Ridge, 1937.

Description: The aerial was taken prior to construction of the Dickey Ridge site with the Skyline Drive winding down the ridge. The unique curving of the road around the Dickey Ridge site reveals previous land use as farmland or pasture, likely belonging to the farm in Fox Hollow.

Title: Dickey Ridge Lodge West Elevation and Plan of West Terrace, Office of Marcellus Wright, Jr., Architects, Richmond, VA, 1938, SHEN 134 41056, Doc. Id. 336567

Description: Elevation of west façade of Dickey Ridge Lodge and plan of west terrace with curved configuration, flagstone paving, and tapered posts for lighting spaced every ten feet on center.

Title: Regional Context graphic showing the North District

Description: Shenandoah NP website, <http://www.nps.gov/shen/planyourvisit/upload/north.jpg>