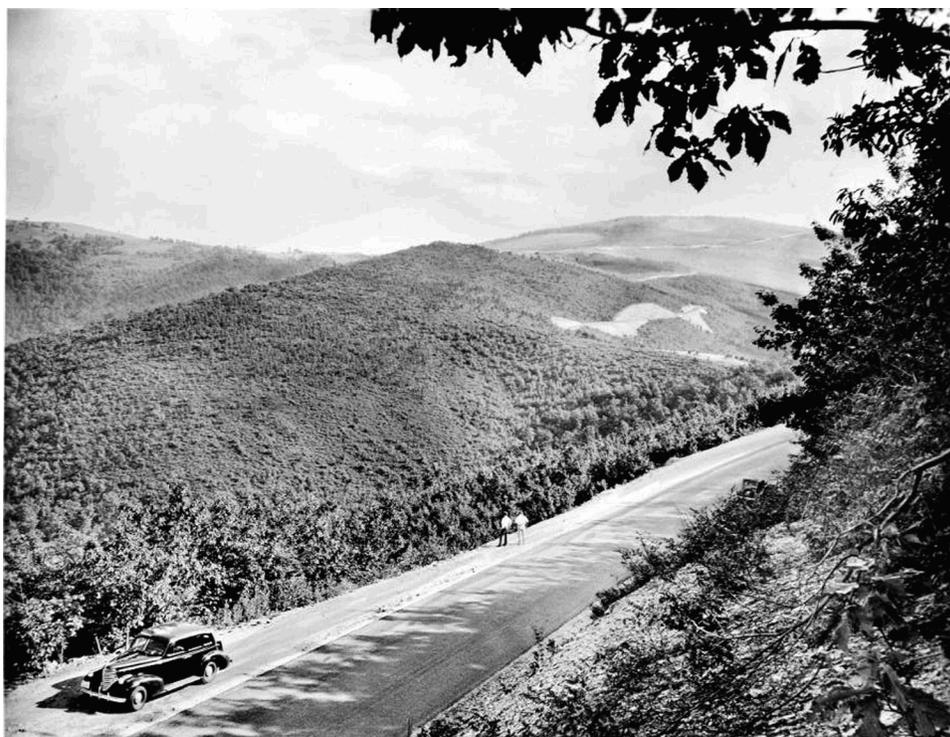


---

National Park Service  
Cultural Landscapes Inventory  
2011



Skyline Drive Landscape  
Shenandoah National Park

---

---

## **Table of Contents**

Inventory Unit Summary & Site Plan

Concurrence Status

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Condition

Treatment

Bibliography & Supplemental Information

---

## Inventory Unit Summary & Site Plan

### 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:**

Skyline Drive is a 105.5-mile, two-lane scenic park road entirely within the boundaries of Shenandoah National Park in Virginia. The drive is accessible from four entrances. The northernmost entrance is at Front Royal at the junction of U.S. Route 340. The Thornton Gap entrance is situated 31.5 miles south, at the junction of U.S. Route 211. Swift Run Gap is at the junction of U.S. Route 33, another thirty-four miles further south. The southernmost entrance is the Rockfish Gap entrance, 105.5 miles south of Front Royal at the junction with U.S. Route 250 and Interstate 64. The drive traces the top of the Blue Ridge Mountains, which form a natural boundary between the Shenandoah Valley, or the “Great Valley of Virginia,” to the west, and the Piedmont Plain to the east. Skyline Drive was constructed in three phases, namely North District, Central District, and South District. The drive serves as the park’s major road.

The high elevation of the drive, as it follows the crest of the Blue Ridge, provides the Shenandoah National Park visitor the opportunity to observe the surrounding scenery from a vantage point 2,500 to 3,000 feet above the valley floor. The drive was designed to provide park visitors with a pleasurable driving experience and a panorama of changing scenery, as well as numerous opportunities to stop to enjoy the views, to climb high peaks, or to explore nearby streams and cascades. Along the drive are wayside stations where motorists can stop for gas and food, parking overlooks which provide scenic views and paths to nearby features and recreational trails, picnic grounds, developed areas providing campgrounds, overnight accommodations, and other visitor services. These contribute to the recreational quality of the road. There were also several maintenance areas built along the drive that utilized pre-existing facilities.

Skyline Drive and its associated developed areas comprise the Skyline Drive Historic District, which was designated a National Historic Landmark (NHL) District in 2008. Detailed information on the resources in the historic district can be found in twelve separate Cultural Landscape Inventories. They include reports for Big Meadows, Dickey Ridge, Elkallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, and South River Picnic Grounds. There are also reports for the drive itself: Skyline Drive–North District, Skyline Drive–Central District, and Skyline Drive–South District.

**HISTORICAL OVERVIEW**

The Blue Ridge Mountains are part of the Appalachian Mountain chain. The land comprising Shenandoah National Park and Skyline Drive was formed by several different geological forces. This land is supported by a granite base that formed eons ago, far below the earth's surface. The granite was uplifted by hydrostatic rebound, and the overlying strata were eventually eroded to expose the granite in jagged hills with deep valleys. Volcanic activity later filled the valleys, creating a vast lava plain. The lava plain subsided to form a seabed onto which sediments were deposited to a depth of 30,000 feet. Alternating periods of deformation and subsidence, along with occasional volcanic activity and successions of incursions and retreats of the sea, formed the strata of the land. Approximately 300 million years ago, compression from the Atlantic Ridge Rift Zone produced the parallel folds that have since formed the Appalachian Mountains. Human use of Shenandoah National Park’s land has

## Skyline Drive Landscape

### Shenandoah National Park

---

influenced its physical appearance. Native Americans left marks on the land by clearing portions of the forest for hunting camps and village sites and improving their hunting capabilities. Some clearings attributed to Native Americans—"balds"—were used by European settlers for pasture or home sites. There is evidence of these clearings in the park today. The Big Meadows area, which is still maintained by the park as an open meadow environment, is the best known example. At the time the park was established the clearing at Big Meadows was the site of Civilian Conservation Corps (CCC) Camp NP-2 and extended from Milam Gap to Fishers Gap and north to the present Big Meadows campground. Big Meadows had been used for home sites and summer pasture by European settlers and their descendants until the area was obtained by the National Park Service. There were extensive stands of American chestnut in the Big Meadows area and other places within the boundaries of the proposed park. By the time construction began on the drive, these stands had become ghost-like forests with the trees decimated by chestnut blight and deemed a fire hazard. One of the important tasks assigned the CCC was the removal of the dead and decaying timber. While much was cut for firewood and distributed to the poor in nearby communities, a large amount was reserved for the construction of log guardrails, cribbing for fill slopes, drinking fountains, comfort stations, shelters, and other construction in the park (NHL Documentation 2008:9-10, citing numerous sources).

John Lederer is credited with having written the first Anglo-American account of a visit to the land in what is now Shenandoah National Park. It described his 1669 visit to the region and was published in London in 1671. In 1716, Virginia's Lieutenant Governor Alexander Spotswood led what is considered the first expedition over the Blue Ridge Mountains and into the Shenandoah Valley beyond. In spite of these explorations, the Shenandoah Valley and the surrounding mountains remained frontier wilderness until the mid-18th century when the Valley experienced a steady population growth from 1745 to 1770 (NHL Documentation 2008:10).

The Blue Ridge Mountains experienced little population growth during this time period; however, some of its resources were heavily exploited. The area was ideally suited for iron production, with numerous iron ore banks, abundant mountain streams to power the bellows, limestone for flux, and a seemingly endless supply of Massanutten Mountain and Blue Ridge timber for making charcoal. The Shenandoah Valley charcoal iron industry, while virtually destroyed during the Civil War, was revived and continued until the 1880s. The operation of ten or more ante-bellum furnaces on the western slopes of the Blue Ridge required extensive cutting of mountain timber. The most widely accepted estimate is that it annually took approximately 8,000 acres of forest to support one charcoal blast furnace for a year. Even with regeneration of the forest, clearly the charcoal needs of these furnaces quickly depleted the Blue Ridge timber resources. Other local industries used the Blue Ridge timber as well. Perhaps most significant were the local tanneries that used the bark of chestnut oaks as a major source of tannin in the 1700s and 1800s, and on into the twentieth century (NHL Documentation 2008:10, citing numerous sources).

Around 1800, the mountain population began growing due largely to soil depletion in the valley. Mountain residents were able to supplement their incomes by selling timber, chestnuts, tanbark, and furs. Carding mills and sawmills were built at the base of the hollows to make use of available water power. The mountains sustained population growth, but at the cost of diminished natural resources.

## Skyline Drive Landscape

### Shenandoah National Park

---

Beginning in the 1840s, the use of improved agricultural methods resulted in renewal of the valley's depleted soil, and the area became a rich agricultural region. During the Civil War, the Union Army realized the importance of the valley as a major agricultural region for the Confederate states. The Federal "scorched-earth" policy, initiated late in the war, devastated the lower Shenandoah Valley. Crops, mills, granaries, iron furnaces, or anything that was of agricultural or military use to the Confederates was destroyed. The turnpikes crossing the Blue Ridge were of strategic importance, but saw only limited engagements and suffered less sustained damage from the war, despite the massive troop movements across them by both Union and Confederate armies (NHL Documentation 2008:10).

After the war the devastated Shenandoah Valley was revitalized agriculturally through farming and orchards, and economically by the iron, lumber, and tannery industries. The construction of the Shenandoah Valley Railroad and the rebuilding of the Virginia Central Railroad further aided in the valley's revitalization. Railroad construction and the introduction of steam powered carding mills and sawmills caused these industries to move from the base of the mountains closer to the rail lines. By the turn of the century chemical processes had replaced the need for tanbark; this development, plus the onset of chestnut blight, caused the decline of the tanning industry. This led the mountain people to hurriedly sell their chestnut trees for lumber and shingles, leaving the land cleared for pasture and subsistence farming. Additionally, the continued cycle of soil depletion and land abandonment perpetuated the practice of more land clearing. Thus, in 1924, when Shenandoah National Park and Skyline Drive were first proposed, the northern Blue Ridge Mountains consisted of one-third open field and nearly two-thirds early second growth forest, with pockets of mature forest (NHL Documentation 2008:10-11, citing numerous sources).

The designers of Skyline Drive were able to draw upon their experience from previous western park road projects. They endeavored to create roads that lay lightly on the land and flowed gently with the natural topography. This meant designing the roadway with gradual changes in grade and curves that gently transitioned from one to another, avoiding tangents altogether. By following the existing topography, the designers were able to reduce the number and severity of road cuts and fills. Where cut and fill operations were necessary, special techniques were used to reduce their visual impact and damage to the surrounding woodlands and meadows. Cut and fill slopes were carefully shaped and flattened to reduce erosion and blend with the surrounding topography. When the alignment required cuts in the natural bedrock, the blasting was done by gentle, carefully controlled charges so that the volume of stone removed was minimal, scarring was reduced and the cuts took on the appearance of natural rock outcroppings (NHL Documentation 2008:11, citing numerous sources).

Plantings further erased the evidence of the cut and fill operations and prevented soil erosion. Slopes were seeded with wildflowers, sodded, or stabilized with small shrubs. Existing ornamental-quality plants were often protected by careful grading. Most of the vegetation used on cut and fill slopes along the drive was planted shortly after the slopes were flattened. In keeping with the NPS's prohibition on the use of exotic plant materials, only native vegetation was used along the drive, and for the most part it was either transplanted from the road right-of-way or propagated at one of the CCC-operated nurseries in the park (records indicate that some materials, including Virginia creeper, hickories, and black walnuts were purchased from commercial nurseries). The CCC enrollees provided the labor

## Skyline Drive Landscape

### Shenandoah National Park

---

force necessary to run the nurseries, transplant shrubs and trees, and carry out the task of blending the newly prepared slopes into the natural setting of meadow or forests. One nursery was located at the Big Meadows near CCC Camp NP-2, and another near the northern entrance of the park. The plantings imitated but also enhanced the park's natural beauty, especially when placed in bays along the cut slopes of the drive or in the islands that separated and screened many of the overlooks. Along the drive such plantings, sometimes in combination with small boulders, helped reduce soil erosion by slowing down and absorbing the runoff from heavy rains. Several species of native plant materials were commonly used along the drive and in development areas. Trees included black walnut (*Juglans nigra*), alternate-leaved dogwood (*Cornus alternifolia*), pitch pine (*Pinus rigida*), table mountain pine (*Pinus pungens*), eastern white pine (*Pinus strobus*), and red spruce (*Picea rubens*). Shrubs included azalea (*Rhododendron* spp.), American bittersweet (*Celastrus scandens*), strawberry bush (*Euonymus americanus*), mountain laurel (*Kalmia latifolia*), arrowwood viburnum (*Viburnum dentatum*), witch-hazel (*Hamamelis virginiana*), and rosebay rhododendron (*Rhododendron maximum*) (NHL Documentation 2008:11).

The rustic architectural standards developed by the NPS for the western parks were adapted for the construction of buildings and structures along the drive and in adjoining recreational areas. These enabled artificial construction to blend harmoniously into the natural surroundings. Building materials chosen for entrance stations, guardwalls, picnic shelters, comfort stations, signage, and drinking fountains were indigenous and provided a unified architectural character that fit well with the surrounding outcroppings and eastern deciduous forest. Materials included native stone, log, and wood cut into shingles, slab board, or finished weatherboard; much of the latter was produced at the sawmill operated by the CCC Camp NP-1 (Skyland) from the dead chestnuts cleared from nearby woodlands. One of the finest structures built by the CCC is the picnic shelter at Pinnacles Picnic Grounds; this building is supported by a post-and-beam frame made of massive logs, surmounted by a hipped roof finished in concrete shingles that imitate stone, and distinguished by a large, centrally located stone chimney that provided four fireplaces. Many of the CCC-built comfort stations throughout the park were constructed of squared up logs arranged with carefully joined notches. Particularly distinctive were the stone comfort stations built at Stony Man Overlook and the Lewis Mountain Campground (NHL Documentation 2008:12).

In the 1930s through early 1940s, numerous visitor services were developed along the Skyline Drive. They included a wayside and picnic area at Dickey Ridge (MP 4.6); maintenance area and ranger station at Piney River (MP 22.1); wayside and picnic grounds at Elkwallow (MP 24.0); picnic grounds at Pinnacles (MP 36.7); lodging and dining facilities at Skyland (MP 41.7-42.5); campground, lodging, dining, wayside, and maintenance area at Big Meadows (MP 51.0); campground and picnic grounds at Lewis Mountain (MP 57.6); picnic grounds at South River (MP 62.8); and maintenance area and ranger station at Simmons Gap (MP 73.2).

Historically, both log guardrail and hand-laid stone guardwalls were used along the drive and at overlooks to keep automobiles within the surfaced or graded areas. Massive log guardrails, originally found along several stretches of the drive, were removed many years ago. The stone guardwall developed for use on Skyline Drive differed from the standard designs developed by the Landscape

## Skyline Drive Landscape

### Shenandoah National Park

---

Division for western parks. The stone used in the Central and North District was taken from the road excavation and quarried at several sites along the drive; due to new policy that prohibited the quarrying of stone in the national parks, the walls of the South District, which were built in the 1950s, relied on sources outside the park. The original stone guardwalls, constructed of native stone, were dry laid with the top course set in mortar and deeply raked; in large part the walls followed construction methods familiar to the region's farmers and conveyed a strong association with the park's cultural origins. Much of the original guardwall in the North and Central Districts has been replaced with a stone veneered wall made with a reinforced concrete core engineered for modern highway safety. Original guardwall has been retained at the overlooks throughout the park and in the South District (NHL Documentation 2008:12).

While overlooks had been incorporated in several of the earlier roads in western parks, and great expense and planning had gone into pioneering designs such as the Sunrise Loop on Mt. Rainier's Yakima Park Road or the Wawona Tunnel and Overlook at Yosemite, nowhere previously had the concept of a continuous chain of overlooks been explored by national park designers. On Skyline Drive each overlook or road widening was carefully orchestrated in sequence and designed to present park visitors with a seemingly unending panorama of places, such as the distant Massanutten Mountain across the Shenandoah Valley or Piedmont Plain stretching toward the eastern horizon, and more intimate views into the forested hillside, deep hollows, and meandering streams below. The concept introduced on Skyline Drive—of numerous viewpoints integrally tied into an undulating, serpentine roadway—would be perfected on the Blue Ridge Parkway and become the basis of the national parkway idea. The parking overlooks and road widenings were designed. Some overlooks were built within the naturally sloping grade of the ridge while others were supported by massive areas of fill that were shaped to appear as naturalistic as the surrounding landforms. The parking overlooks were built to handle varying numbers of cars and provide a terrace-like viewing station. Many had stone walls, sidewalks and curbs (sometimes laid by the road contractors). The plantings in these islands consisted of native species in naturalistic compositions so that they blended with the surrounding natural vegetation. Some were richly planted with masses of various maples, oaks, pines, mountain laurel, azaleas, and other native species often incorporated with rock outcroppings, cut-stone curbing and other features. Other planting islands were treated with varying degrees of simplicity with the simplest consisting mostly of specimen trees with wildflowers and grass. Overlooks such as Crescent Rock, Jewell Hollow, and Doyles River provided paths to scenic outcroppings or interesting rock formations or connected with side trails or the long-distance Appalachian Trail (A.T.) (NHL Documentation 2008:12).

Through the placement and design of the parking overlooks, the designers of Skyline Drive orchestrated a seemingly endless and ever-changing panorama of mountain views, both intimate views down into the hollows to either side of the Blue Ridge and distant vistas dominated by the undulating contours of the Blue Ridge and the distant Alleghenies. These features were fully integrated into the design of a scenic road that not only fit gracefully into the natural topography but also drew motorists to places where scenery could be seen at its best advantage. A landscape architect would carefully go over the preliminary road alignment and suggest changes that would protect landscape features or take advantage of scenic points previously missed. Parking overlooks and road widenings were designed to give visitors a chance to stop and enjoy the views. Planted islands separated the overlooks from the

## Skyline Drive Landscape

### Shenandoah National Park

---

drive and were designed to screen the noise and distraction of traffic moving along the drive. Sixty-seven overlooks and road widenings were constructed along the 105.5 mile drive; each was designed by NPS landscape architects who worked for the Landscape Division, later called the Branch of Plans and Design, or were hired to supervise the work of the CCC. Of the original 67 overlooks, 65 remain in their original location and retain the historic design features, including the dry-laid stone parapets and retaining walls, which date to their construction in the period 1932-1942. The first overlooks were built in the Central District and were designed separately from the roadway and constructed by the CCC in 1933 and 1934. Later overlooks, especially in the South District, were built under the construction contracts for the drive and represented the collaboration of the NPS and BPR and the advances in road design that occurred in the 1930s. In either case the overlooks were designed and their construction supervised by NPS landscape architects. In addition to the resident landscape architect Harvey P. Benson, who was appointed in January 1935, most of the park's landscape architects were assigned to specific CCC camps within the park, and worked under the direction of the resident landscape architect (NHL Documentation 2008:12-13).

#### SIGNIFICANCE SUMMARY

Skyline Drive—with its adjoining overlooks, waysides, picnic areas, campgrounds, and development areas—is nationally significant under NHL Criterion 1 & 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 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 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. For the purposes of this Cultural Landscape Inventory (CLI), the historic significance of the historic district is evaluated according to the National Register of Historic Places criteria A and C, which align with NHL Criterion 1 and 4, respectively.

#### ANALYSIS AND EVALUATION SUMMARY

Today, Skyline Drive—with its numerous overlooks, graceful curvilinear alignment, and splendid scenery—remains one of the most complete and intact naturalistic park roads of the 1930s and one of the most popular recreational roads in the eastern United States. Legacy of the CCC remains vibrant and visible today—the result of hardy construction but also due to the appreciation that park officials and the general public for the material culture of the Great Depression (NHL Documentation 2008:83).

Since Skyline Drive's completion in 1939, there have been few physical changes to the alignment and

## Skyline Drive Landscape

### Shenandoah National Park

---

location of the road. Thus the original recreational intent and scenic character have remained intact. The most substantive changes have been the 0.4-mile realignment of Skyline Drive north of Big Meadows, the redesign of the intersection of Route 211 and Skyline Drive at Thornton Gap in 1962, the redesign of the park entrance and intersection with VA 340, at the Front Royal in the ca.1990. By and large, the alignment follows that constructed in the 1930s, and the recreational waysides developed in the 1930s remain intact. Some changes, primarily the construction of new buildings and the relocation of others, have occurred in the concessionaire's facilities at Skyland, Dickey Ridge, and Big Meadows. An 8.7-mile portion of the Blue Ridge Parkway between Jarman Gap and Rockfish Gap, was completed in 1936-37. It was added to the initial 96.8 miles of Skyline Drive in 1939 when the southern section was completed and opened to the public. This made the drive 105.5 miles in total length and enabled it to connect with the Blue Ridge Parkway south of Waynesboro. Although this segment continued to be administered by Shenandoah National Park from that time on, the transfer was not made official until 1961 (NHL Documentation 2008:83).

The view from the drive has continuously evolved since 1939. Land within the park that was once homesites, fields, pastures, and cut-over wood lots has been reclaimed by forest. Mountain roads that once crossed the ridge were closed to through traffic in the 1930s, severing the socio-cultural relationship links between the hollow and upland communities east and west of the mountains. In many cases, former roads now serve as fire roads and truck trails. Through a natural process of revegetation and the activities of the CCC in roadside cleanup, forest fire prevention, and the selective planting of native trees and shrubs, the landscape surrounding the drive has returned to a mature forest. The roadside, picnic areas, and many trails offer seasonal displays of native flora and foliage, from plants such as laurels, rhododendrons, hickory, and Virginia creeper. Views from the drive and overlooks have been somewhat altered by encroaching vegetation, modern development beyond park boundaries, increasing air pollution, and in recent years the loss of native oaks due to gypsy moth infestation (NHL Documentation 2008:83).

Beginning in 1983, major rehabilitation of the Skyline Drive was initiated under the Federal Lands Highway Program (FLHP). The rehabilitation replaced the chestnut cribbing which supported the original roadbed and removed the dry-laid stone guardwall in the northern and central sections. A number of the ca. 1100 culverts that carry the park's many streams beneath the drive were repaired and where found unsafe were replaced. The replacement guardwalls designed especially for the drive are constructed of a concrete core faced with native stone cut from the boulders that made up the historic walls and laid in a repeating pattern of random stonemasonry; they are designed to blend into the rustic surroundings while adhering to current standards for highway safety. Although these changes have necessitated some loss of original details, the overall landscape design of the road (spatial organization, location of road and overlooks, setting, associated recreational facilities, etc.) remain intact and are highly illustrative of the CCC-era during which the road and its associated features were constructed and opened to the public. Furthermore, the topographic features, rich flora and fauna, and juxtaposition of mountain peaks and deep hollows continue to inspire and refresh today's motorists (NHL Documentation 2008:83-84).

Mission 66 brought several changes to Skyline Drive. The ambitious ten-year development program

## Skyline Drive Landscape

### Shenandoah National Park

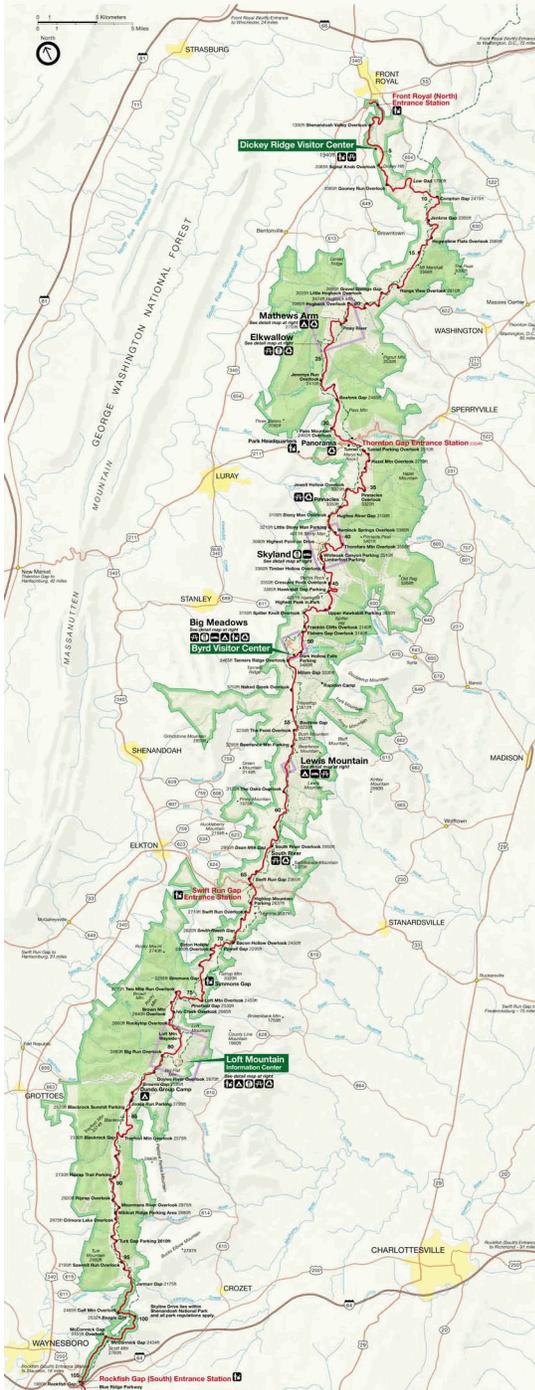
---

was designed to upgrade the national parks to modern standards to accommodate rising visitation after World War II. Its impact, however, on the ridge-top drive and its associated resources was minimal, perhaps suggesting that the design of the drive had anticipated large number of visitors and succeeded in dispersing them along the drive rather than at one or a handful of attractions. Interchanges with grade separations that had been proposed during the late 1930s were built in the 1960s to facilitate the movement of traffic in and out of the park at Thornton and Swift Run Gaps. The dining rooms at Panorama and Swift Run Gap, which predated the park, were removed and at Panorama were replaced by a new concessionaire facility in a modernist style. A short segment of road near Big Meadow was redesigned to eliminate a dangerous curve in the late 1950s. A number of gravel parking areas have been built along the drive to accommodate day-hikers and back packers. A Mission 66 visitor center was built on what in the 1930s master plans was proposed as the site for a museum overlooking Big Meadow. The concessionaire development proposed in the master plans for Loft Mountain in the South District finally took form during this period. New entrance stations were built at the Front Royal, Thornton Gap, and Swift Run Gap locations in the 1960s and 1970s (NHL Documentation 2008:84).

Skyline Drive Landscape  
Shenandoah National Park

---

Site Plan



*Also see CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds*

### Property Level and CLI Numbers

<b>Inventory Unit Name:</b>	Skyline Drive Landscape
<b>Property Level:</b>	Landscape
<b>CLI Identification Number:</b>	300115
<b>Parent Landscape:</b>	300115

### Park Information

<b>Park Name and Alpha Code:</b>	Shenandoah National Park -SHEN
<b>Park Organization Code:</b>	4840
<b>Park Administrative Unit:</b>	Shenandoah National Park

### CLI Hierarchy Description

There are twelve component landscapes of the overall Skyline Drive landscape. They include Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Skyland, South River Picnic Grounds, Simmons Gap, and Skyline Drive (North District, Central District, and South District).

Shenandoah National Park includes four other landscapes and three component landscapes:

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

## Concurrence Status

**Inventory Status:** Complete

### Completion Status Explanatory Narrative:

Of the twelve component landscapes identified for Skyline Drive, the last two were completed in 2011, ending an effort that began in 2005. This marks the completion of the overall Skyline Drive landscape. The park's Cultural Resource Manager is Ann Kain. She can be reached at 540-999-3500, x3435.

### Concurrence Status:

<b>Park Superintendent Concurrence:</b>	Yes
<b>Park Superintendent Date of Concurrence:</b>	09/19/2011
<b>Date of Concurrence Determination:</b>	10/06/2008

### Concurrence Graphic Information:

Skyline Drive Landscape  
Shenandoah National Park

---

11 22:46 5409993697 SHEN NR PA

CULTURAL LANDSCAPES INVENTORY  
CONCURRENCE FORM

Simmons Gap  
Shenandoah National Park

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

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

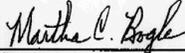
CONDITION ASSESSMENT: Good

**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 Simmons Gap is hereby approved and accepted.

  
Superintendent, Shenandoah National Park

9/19/11  
Date

*Park concurrence of Simmons Gap on September 19, 2011 marks the completion of the last component landscape of the Skyline Drive Landscape. See the other eleven CLIs for their concurrence forms.*

## Geographic Information & Location Map

### Inventory Unit Boundary Description:

The boundary includes Skyline Drive, and the overlooks, waysides, picnic areas, trailhead parking areas, ranger stations, and other features immediately adjoining the drive that are associated with the historic design and construction of Skyline Drive. The district also includes the Rapidan Road connecting Big Meadows and Rapidan Camp (an NHL) because it was built with the first relief funds for the park and was associated with the development of the drive. The district also includes the development areas at Dickey Ridge, Elkwallow, Skyland, Big Meadows, and Lewis Mountain because they are highly intact examples of 1930s park development and form outstanding collections of rustic park architecture and naturalistic landscape design and contain the work of NPS landscape architects; Marcellus Wright, Jr., the concessionaire's architect; and the CCC. Also included are the administrative/ranger stations at Piney River and Simmons Gap because they contain work by the CCC or remnant CCC-camp buildings and historically were associated with the construction and operation of the drive during the period of

Skyline Drive Landscape  
Shenandoah National Park

---

significance. The developed areas at Pinnacles Ranger Station, Loft Mountain, Mathews Arm, and Panorama are not included because they were constructed after the period of significance (NHL Documentation 2008: 98).

For information on the boundaries of Skyline Drive's twelve component landscapes, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

**State and County:**

**State:** VA  
**County:** Albemarle County  
**State:** VA  
**County:** Augusta County  
**State:** VA  
**County:** Greene County  
**State:** VA  
**County:** Madison County  
**State:** VA  
**County:** Page County  
**State:** VA  
**County:** Rappahannock County  
**State:** VA  
**County:** Rockingham County  
**State:** VA  
**County:** Warren County

**Size (Acres):** 3,190.00

**Boundary Source Narrative:**

For boundary UTM information, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

**Location Map:**



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

## Management Information

### General Management Information

**Management Category:** Must be Preserved and Maintained

**Management Category Date:** 09/19/2011

#### Management Category Explanatory Narrative:

Skyline Drive falls within the management category, “Must Be Preserved and Maintained,” because it is nationally significant as defined by National Historic Landmark (NHL) criteria. 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:**

Other Restrictions

**Explanatory Narrative:**

Shenandoah National Park is always open, but portions of Skyline Drive are periodically closed during the winter, during inclement weather, and at night during deer hunting season. Most concession facilities also operate seasonally.

## National Register Information

### Existing NRIS Information:

<b>Name in National Register:</b>	Skyline Drive Historic District
<b>NRIS Number:</b>	97000375
<b>Primary Certification Date:</b>	04/28/1997
<b>Name in National Register:</b>	Skyline Drive Historic District (Boundary Increase)
<b>NRIS Number:</b>	97001112
<b>Primary Certification Date:</b>	09/19/1997
<b>Name in National Register:</b>	Skyline Drive Historic District (Boundary Increase)
<b>NRIS Number:</b>	03001251
<b>Primary Certification Date:</b>	12/05/2003

<b>Significance Criteria:</b>	A - Associated with events significant to broad patterns of our history
<b>Significance Criteria:</b>	C - Embodies distinctive construction, work of master, or high artistic values

**Period of Significance:**

<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Expressing Cultural Values
<b>Subtheme:</b>	Landscape Architecture
<b>Facet:</b>	The 1930's: Era Of Public Works
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Expressing Cultural Values
<b>Subtheme:</b>	Landscape Architecture
<b>Facet:</b>	Regional Planning
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Creating Social Institutions and Movements
<b>Subtheme:</b>	Recreation
<b>Facet:</b>	General Recreation
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Origin And Development Of The National Park Service
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	The Great Depression And Conservation
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Scenic Preservation
<b>Other Facet:</b>	None

<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	The Conservation Movement Matures 1908-1941
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Range And Forest Protection
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Conservation of Natural Resources
<b>Facet:</b>	Wilderness System
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Transforming the Environment
<b>Subtheme:</b>	Historic Preservation
<b>Facet:</b>	The Federal Government Enters The Movement
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Shaping the Political Landscape
<b>Subtheme:</b>	Political and Military Affairs 1865-1939
<b>Facet:</b>	The Great Depression And The New Deal, 1929-1941
<b>Other Facet:</b>	None
<b>Time Period:</b>	AD 1931 - 1952
<b>Historic Context Theme:</b>	Developing the American Economy
<b>Subtheme:</b>	Transportation by Land and Air
<b>Facet:</b>	Carriage Roads, Touring Roads and Parkways
<b>Other Facet:</b>	None

**Area of Significance:**

<b>Area of Significance Category:</b>	Architecture
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Community Planning and Deve
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Conservation
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Engineering
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Entertainment - Recreation
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Landscape Architecture
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Politics - Government
<b>Area of Significance Subcategory:</b>	None
<b>Area of Significance Category:</b>	Social History
<b>Area of Significance Subcategory:</b>	None

**Area of Significance Category:** Transportation

**Area of Significance Subcategory:** None

**Statement of Significance:**

Shenandoah National Park 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 to the east and the Shenandoah Valley to the west. As stated in the National Historic Landmark (NHL) documentation, Skyline Drive, with its adjoining overlooks, waysides, picnic areas, campgrounds, and developed areas, is nationally significant under NHL criteria 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 II and some minor changes that were in keeping with the 1930s plans. For more detailed information on historical significance, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

**NATIONAL REGISTER CRITERION A**

Skyline Drive is primarily significant under Criterion 1 (National Register Criterion A) for its association with the efforts of the United States Government and the Commonwealth of Virginia to conserve the characteristic scenic and natural resources of Virginia’s Blue Ridge Mountains in the southern Appalachians in the form of Shenandoah National Park. The drive was intended to be the premier feature of the park—and the primary organizing framework for the park’s development. As in the western parks, major and minor development areas were located in reference to the road system, but at Shenandoah it became the backbone of the proposed park and an important link in what was envisioned in 1931 as a continuous park-to-park highway that passed through the Southern Appalachians and extended from the nation’s capital to Mammoth Cave in Kentucky (NHL Documentation 2008:52).

## Skyline Drive Landscape

### Shenandoah National Park

---

It is also significant for its pivotal role in the movement that gained momentum in the mid-1920s and continued through the 1930s to conserve and enhance the nation's natural resources in the eastern United States for enjoyment and outdoor recreation by the American public. It 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 (NHL Documentation 2008:52).

It is furthermore 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 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 Emergency Relief (FERA). These programs not only promoted economic stability but also moreover 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. The drive, furthermore, demonstrated a new form of outdoor recreation that combined recreational motoring with the conservation of the nation's finest scenery and natural resources. The leadership of the National Park Service in conserving natural resources and designing facilities for outdoor recreation by the mid-1930s extended to an increasing number of national parks and monuments, state parks, recreational demonstration areas, and national parkways. During the 1930s, because of its proximity to Washington D.C., and its embodiment of the goals and purposes of President Franklin Delano Roosevelt's New Deal program, Skyline Drive became a showcase for the work of the CCC and public works agencies in the eastern United States (NHL Documentation 2008:52).

#### NATIONAL REGISTER CRITERION C

Designed as the backbone of Shenandoah National Park, Skyline Drive under Criterion 4 (National Register Criterion C) illustrates the principles of naturalistic landscape design adopted and advanced by the National Park Service in the early 20th century. The design of the drive and component structures such as Marys Rock Tunnel represent the high engineering standards that resulted from the National Park Service's 1926 interbureau agreement with the Bureau of Public Roads, as well as the naturalistic principles and practices of landscape design through which the road was constructed to lay lightly on the land and harmonize with the natural setting. Designed and constructed in the 1930s, Skyline Drive represents an important stage in the adaptation of the principles and practices developed for western park roads to the gentler topography of the Southern Appalachians and the assimilation of emerging eastern ideas for park and parkway development. Distinguishing design characteristics include the graceful curvilinear alignment; the rounding and flattening of cut and fill slopes; the planting of native trees and shrubs to blend the road naturalistically with the surrounding topography and enhance the drive's scenic beauty; and picturesque parking overlooks at frequent intervals that presented a sequence of scenic vistas and provided access to the Appalachian Trail and spur trails leading to waterfalls, springs, scenic viewpoints, and virgin stands of trees (NHL Documentation 2008:52-53).

## Skyline Drive Landscape

### Shenandoah National Park

---

Skyline Drive is distinctive for its linearity and the intention of its designers to display a continuous and everchanging panorama of valley and mountain from a park road carefully orchestrated with winding curves and numerous scenic overlooks. Begun in 1931 it was one of several road projects by the Bureau of Public Roads and the National Park Service that Chief Landscape Architect Thomas Vint identified as outstanding and among the first to fully implement the design improvements formulated by the Landscape Division in the late 1920s (NHL Documentation 2008:53).

Skyline Drive is credited with laying the conceptual foundation (and overlook prototypes) for the subsequent design of the more ambitious and advanced Blue Ridge Parkway. In keeping with the road's purpose as a recreational motorway within a day's drive of many eastern cities, recreational areas were planned at regular intervals along the drive to provide facilities for picnicking, camping, and other visitor services associated with automobile travel. Collectively the drive and its associated areas form an exemplary, outstanding, and cohesive park landscape that illustrates the state-of-the-art design methods of park road construction in the 1930s as well as the landscape conservation practices of the CCC, such as clearing roadside debris, naturalizing road banks with native plantings, and constructing pedestrian paths and dry-laid stone walls at scenic overlooks (NHL Documentation 2008:53).

The cohesive character of both landscape features and park structures in the Skyline Drive Historic District contribute to the district's national importance under Criterion 4. The district contains a full complement of CCC built structures, most rendered in native stone or timber (often chestnut)--in the form of guardrails, culvert headwalls, retaining walls, comfort stations, equipment sheds, and even water fountains. These fall into the three categories outlined in the NPS-published Park and Recreation Structures (1938): basic services and administration, recreational and cultural facilities, and overnight and organized camp facilities. Rustic and picturesque in character, the park structures built by both the CCC and the concessionaire was unified by a common vocabulary of materials, hand-wrought finishes, and architectural designs, that blends with the Eastern deciduous forest and rock outcroppings and ledges that make up much of the park's natural setting. Log framing abounds throughout, much of it having been drawn from the dead and decaying chestnut forests (casualties of the chestnut blight) and fashioned into useable form at the sawmills set up by the CCC. Log, slab, and shingles were commonly used as siding on most park buildings, with the exception of stonework that appeared on such buildings as the recently restored comfort station at Stony Man Overlook and lodge at Big Meadows. Also distinctive at Shenandoah is the roofing made from concrete shingles (connected with reinforcing rods) that were made by the CCC enrollees. Such a material was desirable because it provided an inexpensive, lightweight, and durable alternative to slate and quickly assumed a weathered appearance, like nearby boulders, by attracting mosses and lichens. The concessionaire used similar materials that were manufactured by a company in Richmond, Virginia, for the construction of Big Meadows Lodge; during the lodge's recent rehabilitation, damaged shingles were replaced with the same material ordered from the same company (this material is also used by Colonial Williamsburg) (NHL Documentation 2008:53).

In addition, the district contains several outstanding examples of NPS, CCC, and concessionaire-built architecture. Commonly called "parkitecture," they include the Big Meadows Lodge, Dickey Ridge Lodge, and Pinnacles Picnic Pavilion—are among the finest examples found today in the parks of the

eastern United States. They compare favorably in design and integrity with western examples, such as the lodges at Zion, Bryce, and Grand Canyon national parks, which were designated National Historic Landmarks in 1988 under the Architecture in the Parks NHL Theme Study (NHL Documentation 2008:53).

### **State Register Information**

**Identification Number:** DHE 069-00234  
**Date Listed:** 12/04/1996  
**Name:** Skyline Drive Historic District (Multiple Counties)

### **Chronology & Physical History**

#### **Cultural Landscape Type and Use**

**Cultural Landscape Type:** Designed  
**Current and Historic Use/Function:**  
**Primary Historic Function:** Outdoor Recreation  
**Primary Current Use:** Outdoor Recreation

<b>Other Use/Function</b>	<b>Other Type of Use or Function</b>
Camp	Both Current And Historic
Campground/Picnic Area	Both Current And Historic
Comfort Station (Latrine)	Both Current And Historic
Dormitory (Bunkhouse)	Both Current And Historic
Entrance Station (Guardhouse)	Both Current And Historic
Family Duplex	Both Current And Historic
Fire Cache	Both Current And Historic
Hiking Trail	Both Current And Historic
Interpretive Trail	Both Current And Historic
Lodge (Inn, Cabin)	Both Current And Historic
Leisure-Passive (Park)	Both Current And Historic
Maintenance Facility	Both Current And Historic
NPS Class I Principal Road	Both Current And Historic
NPS Class III Special Purpose Road	Both Current And Historic
NPS Class V Administrative Access Road	Both Current And Historic
NPS Class VI Restrictive Road	Both Current And Historic
Ornamental Garden	Both Current And Historic
Overlook	Both Current And Historic
Parking Area	Both Current And Historic
Picnic Shelter	Both Current And Historic
Ranger Station	Both Current And Historic
Restaurant (Bar, Lounge)	Both Current And Historic
Service Station	Both Current And Historic
Single Family House	Both Current And Historic
Single Family Apartment	Both Current And Historic
Wayside Exhibit	Both Current And Historic
View	Both Current And Historic
Visitor Contact (Visitor Center)	Both Current And Historic

**Current and Historic Names:**

**Name**

Skyline Drive

**Type of Name**

Both Current And Historic

**Ethnographic Study Conducted:**

No Survey Conducted

**Chronology:**

**Year**

**Event**

**Annotation**

AD 1931 - 1952

Built

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 II and some minor changes that were in keeping with the 1930s plans.

**Physical History:**

For a comprehensive physical history of Skyline Drive and its many resources, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

## **Analysis & Evaluation of Integrity**

### **Analysis and Evaluation of Integrity Narrative Summary:**

For an analysis of integrity, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

### **Landscape Characteristic:**

#### **Other**

For a comprehensive analysis of landscape characteristics and features, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

## Condition

### Condition Assessment and Impacts

**Condition Assessment:** Good

**Assessment Date:** 09/19/2011

#### Condition Assessment Explanatory Narrative:

The overall Skyline Drive landscape is in good condition. Condition assessments and dates of last assessment for the twelve component landscapes are as follows:

Big Meadows (Good, 2009)  
Dickey Ridge (Good, 2009)  
Elkwallow (Good, 2011)  
Lewis Mountain (Good, 2011)  
Piney River (Fair, 2006)  
Pinnacles Picnic Grounds (Good, 2008)  
Simmons Gap (Good, 2011)  
Skyland (Good, 2007)  
Skyline Drive–North District (Good, 2010)  
Skyline Drive–Central District (Good, 2010)  
Skyline Drive–South District (Good, 2010)  
South River Picnic Grounds (Good, 2009)

### Impacts

<b>Type of Impact:</b>	Pollution
<b>External or Internal:</b>	External
<b>Impact Description:</b>	Air pollution from the Ohio and Mississippi valleys is drawn into the Shenandoah Valley and the resulting haze obscures views from the drive. This is not limited by the park's boundaries. Pollution is trapped in the valley and hollows surrounding the park and obscures the views from the drive.
<b>Type of Impact:</b>	Vegetation/Invasive Plants
<b>External or Internal:</b>	Both Internal and External
<b>Impact Description:</b>	Exotic invasive plants have infiltrated the area, including tree of heaven, bittersweet, and Japanese honeysuckle.
<b>Type of Impact:</b>	Pests/Diseases

<b>External or Internal:</b>	Both Internal and External
<b>Impact Description:</b>	Shenandoah's forest continues to be affected by infestation insects, primarily the Gypsy Moth, a pest whose larvae consumes the foliage of the oak tree and other hardwoods, but also by the pine borer, spruce bud worm, and other insects that kill trees. Stands of hemlock trees have been lost due to an infestation of the woolly adelgid.
<b>Type of Impact:</b>	Adjacent Lands
<b>External or Internal:</b>	Both Internal and External
<b>Impact Description:</b>	Incompatible development beyond the historic district and park boundaries may negatively affect views and vistas.
<b>Type of Impact:</b>	Fire
<b>External or Internal:</b>	Both Internal and External
<b>Impact Description:</b>	Fire has had a long history within Shenandoah NP. Such events could impact views from the site.

## 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.

For more information on treatment, see the CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.

**Approved Treatment Completed:** No

## Bibliography and Supplemental Information

## **Bibliography**

**Citation Author:** See below.

**Citation Title:** See CLIs for Big Meadows, Dickey Ridge, Elkwallow, Lewis Mountain, Piney River, Pinnacles Picnic Grounds, Simmons Gap, Skyland, Skyline Drive–North District, Skyline Drive–Central District, Skyline Drive–South District, and South River Picnic Grounds.