VLR 6/8/6
NHP 4/12/7

(Rev. 10-90)
NPS Form 10-900

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Hungry Mother State Park Historic District

other names/site number Hungry Mother State Park
DHR Number: 086-0015

2. Location

street & number 2854 Park Boulevard (US Route 16) ☐ not for publication
city or town Marion ☒ vicinity
state Virginia code VA county Smyth code 173 Zip 24354

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

February 26, 2007

Signature of certifying official Date

Virginia Department of Historic Resources
State or Federal agency and bureau

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
___ entered in the National Register
___ See continuation sheet.
___ determined eligible for the National Register
___ See continuation sheet.
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain): _____

Signature of Keeper _____

Date of Action _____

5. Classification

Ownership of Property (Check as many boxes as apply)

____ private
____ public—local
X public—state
____ public—Federal

Category of Property (Check only one box)

____ building (s)
X district
____ site
____ structure
____ object

Number of Resources within Property

Contributing	Noncontributing	
27	60	buildings
5	8	sites
9	15	structures
0	0	objects
41	83	Total

Number of contributing resources previously listed in the National Register 0
Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) _____
Virginia Civilian Conservation Corps State Parks

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	camp
COMMERCE/TRADE	restaurant
COMMERCE/TRADE	department store
GOVERNMENT	public works
RECREATION/CULTURE	outdoor recreation
LANDSCAPE	park
TRANSPORATION	road-related, pedestrian related

Current Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	camp
COMMERCE/TRADE	restaurant
COMMERCE/TRADE	department store
RECREATION/CULTURE	outdoor recreation
LANDSCAPE	park
TRANSPORATION	road-related
TRANSPORATION	pedestrian-related

7. Description

Architectural Classification (Enter categories from instructions)
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS
MODERN MOVEMENT

Materials (Enter categories from instructions)

Foundation	BRICK, CONCRETE, STONE: sandstone
Roof	ASPHALT
Walls	CONCRETE, WOOD: weatherboard/log
Other	

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X A Property is associated with events that have made a significant contribution to the broad patterns of our history.

____ B Property is associated with the lives of persons significant in our past.

X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

____ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.
____ B removed from its original location.
____ C a birthplace or a grave.
____ D a cemetery.
____ E a reconstructed building, object or structure.
____ F a commemorative property.
____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
ARCHITECTURE: LANDSCAPE ARCHITECTURE
ENTERTAINMENT/RECREATION

Period of Significance 1933-1942

Significant Dates 1933—creation of Civilian Conservation Corps
1942—elimination of Civilian Conservation Corps

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder E. L. Myers, Jr.
National Park Service
Virginia Commission on Conservation and Development
A. C. Barlow
Mattern and Mattern
Thomas B. Staley
Lee H. Williamson

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

____ preliminary determination of individual listing (36 CFR 67) has been requested.
____ previously listed in the National Register
____ previously determined eligible by the National Register

_____ designated a National Historic Landmark
_____ recorded by Historic American Buildings Survey # _____
_____ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
_X_ State Historic Preservation Office.
_____ Other State agency
_____ Federal agency
_____ Local government
_____ University
_____ Other

Name of repository: Virginia Department of Historic Resources

10. Geographical Data

Acreage of Property 2215 acres

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
	X				

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)
Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title: Kimble A. David, Architectural Historian date: 31 March 2006
street & number P.O. Box 7638 telephone: 757-623-3456
city or town Norfolk state: VA zip code: 23509

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets
Maps A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.
Photographs Representative black and white photographs of the property.
Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)
name Department of Conservation and Recreation
street & number 203 Governor Street, Suite 302 telephone 804/786.1712
city or town Richmond state VA zip code 23219

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Architectural Description

Summary Architectural Description:

Hungry Mother State Park, currently 2215 acres, is situated in Smyth County, Virginia on Hungry Mother Lake. The park lands surround the lake and are located within a valley surrounded by the hills of the Allegheny Mountain range. The park facilities are primarily located at the north end of the Hungry Mother Lake though the park surrounds the lake. Access to the park is off of Park Boulevard (US Route 16), which extends along the west side of Hungry Mother Lake. The cabin area, picnic areas and beach area all overlook the lake. The park follows typical National Park Service park design concepts developed in the early 20th century. Geologically, it is an example of the Valley region in Virginia. The park features architectural and structural features dating to the Civilian Conservation Corps (CCC)-era through the post-World War II period. Virtually all the resources associated with the CCC-era have been retained. Hungry Mother State Park is eligible for listing in the National Register of Historic Places under Criteria A and C for its association with the CCC and state park development in Virginia, and its integrity of design in its park plan and buildings.

Architectural Description:

Hungry Mother State Park is situated in the Allegheny Mountains of Virginia. The park is located in Smyth County approximately ten miles from the town of Marion. The park is located in a valley between the Little Brushy Mountain Range and the Walker Mountain range. The park surrounds the manmade Hungry Mother Lake.

Primary access to the park is facilitated by Park Road (US Route 16), which was improved between 1933 and 1939 along the west bank of Hungry Mother Lake. The first CCC-era structure on the approach from Marion, Virginia is the Hungry Mother Lake dam and spillway. In 1934, the dam and spillway were erected to dam Hungry Mother Creek forming a 108-acre lake. The lake has an elongated plan extending from the north at the cabin area within the park to the dam. The dam is constructed of earth and stone with a stone spillway. A trail extends around the lake along with trail systems off this trail to inland natural areas, including a trail to the top of Molly's Knob on the Little Brushy Mountain range. The hiking trails are an integral part of the park. They provide access to the unspoiled natural area and land features within the park's boundaries. Hungry Mother State Park's terrain varies from steep hills and ravines, to a landscaped beachfront. The hiking trails are cleared of growth and are primarily dirt. They meander through the wooded areas of the park in an effort to maximize the viewing of the natural terrain and features.

The park's central administrative and recreational area is situated at the juncture of Park Road (US Route 16) and East Hungry Mother Drive (State Road 703). This area contains the Visitor's Center, Park Office and Beach Area. The main recreational facilities of the park, including the Beach Area, Restaurant, Boat Dock Area, and access to Hiking Trails are situated north of the intersection of Park Road (US Route 16) and East Hungry Mother Drive (State Road 703). The cabin area is situated at the northeast corner of the lake at the base of Molly's Knob on the Little Brushy Mountain range. The CCC-era camping area and stable is situated west of the Visitor's Center along Park Road (US Route 16). Other camping areas are situated on East Hungry Mother Drive (State Road 703) north of the lake. Additional trails are located on the west side of Hungry Mother Lake. Land acquisitions in the late 20th century increased the land area of the park and provided additional facility areas. The Hemlock Haven recreational area is situated west of the north end of the lake and comprises baseball diamonds, tennis courts, cabins and conference area. Camp Burson is situated at the south end of the lake along Park Road (US Route 16) south of the dam and comprises campgrounds situated on each side of Park Road (US Route 16).

Park Road (US Route 16) facilitates the main access to Hungry Mother State Park. The road leads from Marion, Virginia and points south along the west bank of the river. The park lands commence south of Hungry Mother Lake. The road was improved in 1933-1939 replacing an earlier roadbed that was flooded by the damming of Hungry Mother Creek during the creation of the park. Park land commences south of the lake's dam and south of the addition of Camp Burson. The roadway meanders along the lake until its juncture with East Hungry Mother Drive (State Road 703), where it heads west toward West Virginia. The juncture of East Hungry Mother Drive (State Road 703) and Park Boulevard (US Route 16) marks the more formal entrance to the park with Visitor's Center and park offices.

The Visitor's Center was added in 1999, adjacent to the original Park Office constructed during the CCC-era. The Custodian's House is situated on a hill overlooking the park office and Visitor's Center as well as Hungry Mother Lake. The Custodian's House follows designs made for similar dwellings at the other five original state parks in Virginia. It is a modest dwelling of one-story with a frame structural system clad in weatherboard. The original CCC-era campground, Campground Area A, is situated west of the Visitor's Center and Park Office on the west side of Park Boulevard (US Route 16). The campground has a primarily linear plan with a loop at its north end. The campsites are comprised of spurs off the main asphalt-paved minor roadway. The bath house, also constructed during the CCC-era, is situated near the access to the campground. It is a wood-frame building following designs provided for campground bath houses during the CCC-era. West of the campground is a stable constructed in 1976, with enclosed paddocks and of wood frame construction. Access to the stables is off a small access driveway.

The main park recreational facilities developed during the CCC-era are situated on the east side of East Hungry Mother Drive (State Road 703) north of its intersection with Park Boulevard (US Route 16). The bath houses and concession areas for the beach are situated at the intersection. Parking areas are located north of the bath house and concession area and beach. The beach is sandy on the west bank of Hungry Mother Lake. The sand was initially provided by John D. Lincoln in 1936 and the beach was expanded in 1937. The bath houses and concession building were added in the 1980s and replaced earlier CCC-era buildings.

North of the beach area are picnic areas with the restaurant, which was constructed in 1936-1937 and is a frame building clad in weatherboard. The restaurant was expanded in 1992 with an addition on its west elevation. The picnic areas, open space with CCC-era log picnic shelters overlooking Hungry Mother Lake, are located north and south of the restaurant. The picnic areas comprise. The picnic shelters have vertically-oriented logs and stone chimneys at each end. Additional parking areas with stone curbing are located north, south and west of the restaurant area. Within the parking areas, the stone curbing takes the shape of various tools used during the construction of the park including a hoe and shovel.

The Assistant Superintendent's Residence and Rangers Bunkhouse constructed during the CCC-era are situated on the west side of East Hungry Mother Drive (State Road 703) near the restaurant area off of Hemlock Haven Lane. The two buildings are also situated near the original maintenance area of the park. They are simple frame buildings that follow designs conceived for the Virginia state parks during the planning process in the 1930s. The remaining maintenance building, the Blacksmith's Shop, is situated on the north side of Hemlock Haven Lane and is a common form among maintenance building design in the park system during the CCC-era.

East Hungry Mother Drive (State Road 703) extends northward toward the cabin area, which is situated on the northwest corner of Hungry Mother Lake. A minor roadway leads east from East Hungry Mother Drive (State Road 703) toward the cabin area and lodge, which formerly served as the park office. The minor roadway loops through the cabin area with a spur along the east bank of Hungry Mother Lake for approximately 0.5 miles. The spur terminates at a parking area at the base of Molly's Knob on the Brushy Mountain Range with access to hiking trails on the east bank of the lake in this vicinity. The looped roadway to the cabin area is a one-way asphalt-paved road that ascends approximately 300 feet prior to descending to the minor roadway. The cabins are situated on each side of the roadway and date to the CCC-era and to the addition of cabins in the early 1950s. The cabins are sited between fifty feet and 200 feet apart. The cabins have log, frame and concrete block structural systems. The original CCC-era log and frame cabins are situated so that they overlook the

river. There is one waterfront cabin situated along the minor roadway near the loop ascending up the hill. Interspersed within the original CCC-era cabins are concrete block cabins clad in wood board and batten siding. The cabins are sited near the roadway and have porches overlooking the mountains, ravines or lake. Mature trees surround the cabins sheltering the cabins from one another.

The lodge or former park office is situated off a spur on the minor cabin roadway. The spur has hairpin turns leading up the side of the mountains. The lodge is a log building with a prominent open stone porch overlooking the lake.

Two additional campgrounds were added in the mid-20th century after the CCC-era, on East Hungry Mother Drive (State Road 703) just north of the intersection with the minor roadway leading to the cabin area. Campground Area B is situated on the northeast corner of the intersection and has a loop plan with an asphalt-paved roadway and graveled campsite spurs. The bath house is situated at the northwest corner of the campground and was erected in 1966. Campground Area C is situated west of Campground Area B on the side of a hill. An asphalt-paved roadway ascends up the hill to the campground area. The campground has a loop road plan with graveled spur campsites. The bath house is situated on the east end of the campground and was constructed in 1964. Some campsites have elevated wood deck tent sites, comprised of wood decks supported by wood posts.

At the south end of the east side of Hungry Mother Lake is a boat ramp and dock. This area, also called "Area D," and the site of a former campground, is accessed off of Mitchell Valley Drive (State Road 617). The area now comprises the boat ramp and pier as well as a storage building and well pump house dating to the CCC-era and a sewage pond.

The circulation system of Hungry Mother State Park follows National Park Service guidelines established in the early 20th century for the Federal park system and incorporated for use in state parks. The park lands of Hungry Mother State Park included privately owned lands on the park boundaries and public roadways leading to private lands as well as US highway. Efforts to give the illusion of a self-contained park were achieved through the construction of a circulation system that followed the topographic landforms of the existing surroundings. This adds to the rustic appeal as outlined in the National Park Service guidelines. Culverts, bridges, curbing and retaining walls were constructed of hand cut stone and are found throughout the park. Stone culverts line the roadway in the cabin area. A stone retaining wall is visible on the east side of Hungry Mother Lake at the base of Molly's Knob.

Interest in the recreational nature of Hungry Mother State Park prompted the creation of private camps adjacent to the park on private lands. The Episcopal Diocese of Southwest Virginia purchased such a camp west of Hungry Mother Lake off of East Hungry Mother Drive (State Road 703) near the

restaurant area in the 1950s. The Diocese erected a recreational camp, named Hemlock Haven, which they developed through the late-20th century. This area was purchased by Hungry Mother State Park in 1985 and was incorporated into the program of the park. Hemlock Haven is situated on a looped roadway, Hemlock Haven Lane on the west side of East Hungry Mother Drive (State Road 703). The roadway leads to a conference center constructed in 1971. The roadway then loops around to the lodge area. The lodges in the Hemlock Haven area date to the 1950s and 1960s and exhibit typical design elements of the period. The 1950s lodges are similar to the CCC-era cabin design found within Hungry Mother State Park. These simple frame buildings have T-shaped plans and are clad in board and batten siding. The lodges constructed during the 1960s exhibit designs common to the period with low-slug forms. These lodges accommodate two living spaces for two families. In addition to the lodges, there is a recreation area which included a baseball diamond, basketball court and tennis courts. While these buildings reflect the function of Hungry Mother State Park, they were constructed privately and not during the CCC period of park development. In addition, they do not follow National Park Service and state park design concepts outlined in the early 20th century.

Additional lands were acquired south of the original park along Park Boulevard (US Route 16) in 2005. Camp Burson, which was formerly known as Hungry Mother Family Campground, is a campground area on the east and west sides of Park Boulevard (US Route 16). The campground buildings and site date to the 1970s. The campground on the west side of Park Boulevard (US Route 16) comprises a circular plan with campsite spurs. A bath house is situated at the northwest corner and is concrete block. The east side of Park Boulevard (US Route 16) is occupied by a campground and support buildings, such as an office, and maintenance buildings. The campground has a looped plan with an asphalt-paved roadway with graveled campsite spurs. While these buildings reflect the function of Hungry Mother State Park, they were constructed privately and not during the CCC period of park development. In addition, they do not follow National Park Service and state park design concepts outlined in the early 20th century.

Within the park boundaries and historic district boundaries are privately owned lands that are held in private ownership at the creation of the park and as the park expanded its boundaries. These plots of lands with associated buildings are called in-holdings. The in-holdings are primarily sited along Park Boulevard (US Route 16) near its intersection with East Hungry Mother Drive (State Road 703). One privately owned parcel is situated on East Hungry Mother Drive (State Road 703) south of Campground Area C. The buildings on the privately owned parcels are primarily single-family dwellings and many are used as recreational rental properties. At the intersection of Park Boulevard (US Route 16) and East Hungry Mother Drive (State Road 703) is a cluster of early 20th century buildings, including a church. These buildings date to the mid-20th century with additional buildings dating to the late 20th century. Those along West Hungry Mother Drive date primarily to the early to

mid-20th century. Some additional dwellings were added on subdivided properties in the late 20th century. The buildings do not retain the character of the park and are included due to the surrounding park land that encompasses them.

As Hungry Mother State Park has expanded its boundaries, it acquired some in-holding residences on Cardinal Lane and used for park staff residences. This roadway is situated north of the intersection of Park Boulevard (US Route 16) and East Hungry Mother Drive (State Road 703) extending northward. The residences along this roadway date to the 1950s and do not retain the character of the park and are included due to the surrounding park land that encompasses them.

Inventory of Resources

The following inventory of resources was conducted in January 2006 and reflects resources that are contributing and non-contributing to the historic district. Those resources that are considered contributing were constructed during the period of significance, 1933-1942, and are associated with the CCC and National Park Service design concepts developed during the period of significance. Resources considered non-contributing were constructed outside of the period of significance, or for those constructed during the period of significance, do not retain sufficient integrity, which makes them examples of architectural design concepts dating to the period of significance.

Superintendent's House/Custodian's House/District Manager's Residence
2810 Park Boulevard (US Route 16)
Constructed in 1934, this building is a single-family dwelling of one-and-one-half stories. It has a solid stone foundation, and is wood-frame clad in board and batten siding. The roof is side gable clad in asphalt shingles. There is an interior stone chimney piercing the roof near the intersecting gable on the south facade. The windows are 6/6 wood double-hung sash. Appended to the east and west elevation are gabled ells.
DHR Number: 086-0015-0001
CONTRIBUTING (1 – building)

Assistant Superintendent's House/Chef's Residence
320 Hemlock Haven Lane
Constructed in 1934, this building is a single-family dwelling of one-and-one-half stories. The building has a T-shaped plan with a projecting gabled block on the north façade. It has a solid stone foundation, and is wood-frame clad in weatherboard siding. The roof is side gable clad in asphalt shingles. There is an interior stone chimney piercing the roof near the intersecting gable on the south facade. The windows are 6/6 wood double-hung sash.

DHR Number: 086-0015-0002
CONTRIBUTING (1 – building)

Picnic Shelter 1 and 2
Constructed in 1936, the picnic shelters have stone foundations and log structural systems. The logs are laid vertically. The structures are topped with side-gable roofs clad in asphalt shingles. The gable ends of the building are enclosed. Stone chimneys mark each gable end. The interior features a concrete slab floor. The fireplaces are stone with rusticated wood mantels. The log structural system and roof structure are visible on the interior.
DHR Number: 086-0015-0003 and 086-0015-0004
CONTRIBUTING (2 – structures)

Restaurant/Concessions Building
203 East Hungry Mother Drive (State Road 703)
The restaurant was constructed in 1936 and formally opened on 15 June 1937. An addition was made to the rear (east) elevation in the 1990s. The building is situated north of the beach area. It has a stone foundation and is frame clad in board and batten, and weatherboard. The roof is side gable with exposed rafters under the eaves. There is an exterior brick chimney on the south elevation. The west façade is dominated by a double-leaf entrance with replacement multiple-light doors. The windows are paired and double-hung sash. Projecting from the façade is a wing containing the camp store. It features a bay window on the façade. A massive two-story addition was made to the building circa 1992, which retains the general feel and style of the building. It features incorporated porches and is clad in weatherboard. The interior of the restaurant area features exposed roof trusses and timbers. In 1941, the camp store was added by the CCC and was originally called the concession area. The addition was designed by A. C. Barlow.
DHR Number: 086-0015-0005
CONTRIBUTING (1 – building)

Boat House/Rental Storage Facility
213 East Hungry Mother Drive (State Road 703)
This building is a simple gable-roofed boat house with a projecting gabled entry. The building is frame construction clad in board and batten siding. There is a wood double-leaf replacement door on the east elevation. The roof is clad in standing-seam metal.
DHR Number: 086-0015-0008
CONTRIBUTING (1 – building)

Stone John Toilets/General Storage

There are two "stone john" toilets at the picnic areas. One is situated near the beach area and the other is situated near the restaurant. These building have stone foundation and are stone construction with wide plinths. The buildings are topped by gable roofs clad in asphalt shingles. The gable ends are marked by centrally placed single-leaf vertical board doors flanked by casement windows. The door is surmounted by a transom.
DHR Number: 086-0015-0010
CONTRIBUTING (2 – buildings)

Visitor's Center/Nature Center/Lodge
723 Lake Drive
This building originally served as a visitor's center. It is situated on a hill overlooking the Hungry Mother Lake near the cabin area. The building has an impressive vista of the park. It is log construction resting on a half-story rusticated stone foundation. The building features a side-gable roof clad in asphalt shingles with intersecting gables on the east and west elevations. There is an open porch on the west elevation overlooking the park. The windows are 6/6 wood double-hung sash. The building was converted for use as a lodge in the late 1990s.
DHR Number: 086-0015-0011
CONTRIBUTING (1 – building)

Cabin Area
The original cabin area is situated northeast of Hungry Mother Lake. The cabin area comprises a looped asphalt-paved roadway at the base of Molly's Knob on the Little Brushy Mountain Range. The roadway ascends up the side of the mountain approximately 300 feet before its descent. The cabins are situated on each side of the roadway on level plots overlooking Hungry Mother Lake. In 1950 when additional cabins were planned, their placement was incorporated into the existing cabin area plan.
DHR Number: 086-0015-0034
CONTRIBUTING (1 – site)

Cabin 1
220 CCC Cabin Drive
Cabin 1 was constructed in 1935 and has a two-bedroom plan. The cabin has a stone foundation and is log construction with wide chinking. The building has a rectangular plan with an intersecting gable on the façade surmounting the incorporated porch. There is an interior stone chimney. The windows are 6/6 wood double-hung sash and the doors are single-leaf.
DHR Number: 086-0015-0012

CONTRIBUTING (1 – building)

Cabin 2
588 Lake Drive
Cabin 2 is a one-bedroom cabin constructed in 1935 with vertically-oriented log construction. The building has a rectangular plan and stone foundation. There is a stone chimney. A porch extends along the west façade with a shed roof supported by log posts. The porch foundation is stone. The windows are 6/6 wood double-hung sash and the doors are single-leaf.
DHR Number: 086-0015-0013
CONTRIBUTING (1 – building)

Cabin 3
218 CCC Cabin Drive
This cabin has an efficiency plan with a combined living and sleeping space, kitchen and lavatory. The roofs have gable forms with an incorporated porch on the façade. The porch features log porch posts and fieldstone decking. The windows are 6/6 wood double-hung sash and the doors are single-leaf. There is an interior stone chimney.
DHR Number: 086-0015-0014
CONTRIBUTING (1 – building)

Cabin 4
120 CCC Cabin Drive
Cabin 4 has a two-bedroom plan with a cross-shaped ground plan. The building has a stone foundation and is log construction with wide chinking. The facade is symmetrical with a projecting porch with stone decking and log posts. The porch posts support the façade gable. There is a projecting gabled block on the rear elevation. The windows are 6/6 wood double-hung sash and the doors are single-leaf.
DHR Number: 086-0015-0015
CONTRIBUTING (1 – building)

Cabin 5
150 CCC Cabin Drive
Cabin 5 was constructed in 1935 and has two bedrooms with living space, kitchen and lavatory. The building is constructed of log with wide chinking. The porch is incorporated within the building form and is topped by an intersecting gable roof. There are two entrance doors from the porch leading to the interior. This cabin features a side-gable roof with an intersecting gable of the facade and rear elevation. There is an interior stone chimney.

DHR Number: 086-0015-0016
CONTRIBUTING (1 – building)

Cabins 6, 8, 10, 11, 12, and 13
214, 204, 128, 129, 139, 147 CCC Cabin Drive
These cabins were constructed in 1940 and have two-bedroom plans. The buildings have rectangular ground prints and stone foundations, and are frame construction clad in weatherboard. The buildings are topped by gable roofs clad in asphalt shingles. An incorporated porch is situated in one corner and is screened. There is a stone chimney piercing the roof. The windows are 6/6 wood double-hung sash and the doors are single-leaf.
DHR Number: 086-0015-0017, 086-0015-0019, 086-0015-0021, 086-0015-0022, 086-0015-0023, and 086-0015-0024
CONTRIBUTING (6 – buildings)

Cabin 7
193 CCC Cabin Drive
Cabin 7 has a two-bedroom plan with a rectangular ground plan and was constructed in 1936. The building has a stone foundation and a frame structural system clad in weatherboard. The roof is gable clad in asphalt shingles and there is a projecting porch on the façade that wraps the side elevation. The porch is open on the side elevation with a massive stone foundation. There is an interior stone chimney. The windows are 6/6 wood double-hung sash and the doors are single-leaf.
DHR Number: 086-0015-0018
CONTRIBUTING (1 – building)

Cabin 9
202 CCC Cabin Drive
This cabin has a one-bedroom plan and was constructed in 1935. The building has a rectangular ground print with a stone foundation and wood frame structural system clad in weatherboard. There is an incorporated porch on the façade with plain wood posts and fieldstone decking. The windows are 6/6 wood double-hung sash and the doors are single-leaf.
DHR Number: 086-0015-0020
CONTRIBUTING (1 – building)

Cabins 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, and 25
179, 183, 189, 201, 211, 228, 222 CCC Cabin Drive /516, 512, 504, 497, 490 Hemlock Haven Lane
These cabins were designed in 1950 and erected in the early 1950s. Originally exposed concrete block buildings, they were clad in the mid-1990s with board and batten siding. The buildings have two

bedrooms, living room, kitchen and lavatory. They also have incorporated, screened porch at the façade corners. The windows are 1/1 wood double-hung sash. There is an interior brick chimney piercing the roof. The cabins are situated throughout the cabin area. The cabins were remodeled in 1993 to include new kitchens and the application of board and batten siding. These cabins were designed by the architecture firm of Mattern and Mattern Engineers of Roanoke, Virginia.
DHR Number: 086-0015-0025, 086-0015-0042, 086-0015-0043, 086-0015-0044, 086-0015-0045, 086-0015-0046, 086-0015-0047, 086-0015-0048, 086-0015-0049, 086-0015-0050, 086-0015-0051, and 086-0015-0052
NON-CONTRIBUTING (12 – buildings)

Ranger's Bunkhouse/Assistant Manager's House
3300 Hemlock Haven Lane
The CCC workers originally constructed this building in 1936 as a bunkhouse for employees working at the park. It has a rectangular form with a gable roof. It has a stone foundation and is wood frame construction clad in board and batten siding. There is a hipped roof ell appended to the north elevation. It currently serves as the Assistant Manager's House.
DHR Number: 086-0015-0026
CONTRIBUTING (1 – building)

Blacksmith Shop
337 Hemlock Haven Lane
The Blacksmith Shop was constructed in 1934 and is a simple frame building resting on a stone foundation. The shop was once part of a complex of maintenance buildings, which have been demolished. This is the only building remaining. The building is clad in weatherboard and is topped by a gable roof clad in asphalt shingles. There is a single-leaf door on the west façade. This building is currently used for storage.
DHR Number: 086-0015-0030
CONTRIBUTING (1 – building)

Circulation System
The circulation system in the park is marked by major and minor roadways leading to park amenities. Parking lots are situated at the restaurant, bath house and picnic areas. The parking lot curbing is stone and dates of the CCC-era. The parking lot curbing within the lots near the restaurant and picnic areas have forms of tools, such as a spade and hoe. Design for these forms are undocumented, but may have been alterations to plans made during the construction process.
DHR Number: 086-0015-0031
CONTRIBUTING (1 – structure)

Hiking Trails
The hiking trail system at Hungry Mother State Park has developed over time. Original hiking trails are located around Molly's Knob and around the lake. Of the nine existing trails, four are original to the park. Molly's Knob, Lake, Middle Ride, and CCC Trails follow original trail plans. The remaining trails were added in the mid- to late-20th century in an effort to expand the trail system.
DHR Number: 086-0015-0038
CONTRIBUTING (4 – structures)
NON-CONTRIBUTING (5 – structures)

Lake, Dam and Spillway
The dam and spillway were constructed in 1934 and designed by Lee Williamson, Department of Conservation and Development engineer. The dam is Dam 600 feet long, 44 feet high, and is 250 feet thick at the base. On the west side of the dam is a stone spillway. The lake was created when the dam was completed in late 1934 or early 1935. The lake is 108 acres in size and extends from the cabin area to the boat ramps south of the beach area. The shores are unimproved.
DHR Number: 086-0015-0032
CONTRIBUTING (2 – structures)

Picnic Areas
There are two original CCC-era picnic areas situated on the west bank of Hungry Mother Lake. They are separated by the restaurant. The lands are flat with CCC-era picnic shelters. Moveable picnic tables are sited within the parcels. There is one additional picnic area added in the late 20th century at the north end of the lake. It has a similar form to the other picnic areas with a late 20th century picnic shelter.
DHR Number: 086-0015-0033
CONTRIBUTING (2 – sites)
NON-CONTRIBUTING (1 –site)

Campground Area A
This original CCC-era campground is situated north of the Visitor's Center and in-holdings. It has a linear roadway plan terminating in a loop. Campsite spurs are situated on both sides of the roadway. A bath house is sited near the entrance of the campground.
DHR Number: 086-0015-0035
CONTRIBUTING (1 – site)

Bath House Campground Area A
This original CCC-era bath house, situated at the entrance of the campground area, was constructed circa 1940. It has a stone foundation and wood frame structural system clad in board and batten

siding. The roof is hipped with an intersecting gable. The windows are wood casement and the doors are single-leaf. The bath house plan is similar to CCC-era bath house planned for Virginia State Parks.
DHR Number: 086-0015-0039
CONTRIBUTING (1 – building)

Beach Area
The beach area is situated on the west bank of the lake. The concession building and bath house are sited west of the sandy beach.
DHR Number: 086-0015-0036
CONTRIBUTING (1 – site)

Office/Contact Station
2854 Park Boulevard (US Route 16)
This building is situated next to the Visitor's Center. It was constructed in 1935 and originally served as the park contact station. The building had an addition to the west made in 1991. The building has a concrete foundation and is wood frame construction clad in weatherboard. The windows have been replaced with 6/6 wood double-hung sashes, and the doors with a single-leaf, metal paneled design.
DHR Number: 086-0015-0037
CONTRIBUTING (1 – building)

Water Pump Building at Boat Ramp (Area D)
This building is stone construction with a concrete gable roof, and was erected in 1935. The window has been boarded. The façade has a single-leaf vertical board door.
DHR Number: 086-0015-0040
CONTRIBUTING (1 – building)

Storage Building at Boat Ramp (Area D)
626 West Lakeview Drive
This building was constructed in 1935. It has an L-shaped plan with a wood structural system clad in board and batten siding. The building is topped by standing-seam metal roof.
DHR Number: 086-0015-0041
CONTRIBUTING (1 – building)

Long John Toilet
Replacing an earlier CCC-ear building, the current building is wood frame construction clad in weatherboard topped by a gable roof of asphalt singles. There are single-leaf doors on each gable end.
DHR Number: 086-0015-0009

NON-CONTRIBUTING (1 – building)

Contact Station
Constructed in 1988, this building was relocated from the Hemlock Haven recreation area to its present site on East Hungry Mother Drive (State Road 703) near the intersection with Park Boulevard (US Route 16). This building is a small frame contact station topped by a hipped roof clad in asphalt shingles. The building is clad in weatherboard and the foundation is concrete slab. There are sliding metal windows on each elevation. Single leaf doors are situated on the east and west elevations.
DHR Number: 086-0015-0053
NON-CONTRIBUTING (1 – building)

Campground B
This campground is situated north of the cabin area and north of Picnic Area 3. The campground has a loop with campsite spurs. The roadway loop is asphalt paved and the campsites are gravel marked by timbers. Each site comprises a spur with fire ring, lantern hook and picnic table. The bath house is situated near the northwest corner of the area.
DHR Number: 086-0015-0054
NON-CONTRIBUTING (1 – site)

Campground B Bath House
453 East Hungry Mother Drive (State Road 703)
This bath house has a concrete block foundation and wood frame structural system clad in board and batten siding. The roof form is gable over hip clad in asphalt shingles with boxed eaves. There are single-leaf wood doors accessing the men's and women's restroom areas with an enclosed area containing public sinks.
DHR Number: 086-0015-0055
NON-CONTRIBUTING (1 – building)

Amphitheater and Bridge to Amphitheater
The amphitheater was constructed in 1974 and is situated on an island within Hungry Mother Lake. The island is accessed by a wood foot bridge from the west bank of the lake. The island has a general circular plan. The amphitheater has a triangular shape and is comprised of wood seating facing a backdrop constructed of wood with a shed roof clad in asphalt shingles. There is a double-leaf door on the amphitheater structure.
DHR Number: 086-0015-0056
NON-CONTRIBUTING (2 – structures)

Lodge Picnic Shelter
A picnic shelter was constructed at the lodge circa 1990. It is a wood frame building topped with a gable roof clad in asphalt shingles with exposed rafters under the eaves. The flooring is stone and there is board and batten wood siding in the gables. The posts are plain.
DHR Number: 086-0015-0057
NON-CONTRIBUTING (1 – structure)

Well House at Lake Trail Parking Lot
The well house was constructed circa 1970 and is a concrete building topped with a gable roof clad in asphalt shingles with exposed rafters under the eaves. There is a wood single-leaf door on the façade. Weatherboard is situated within each gable.
DHR Number: 086-0015-0058
NON-CONTRIBUTING (1 – building)

Picnic Shelter 3
Constructed in 1950, this picnic shelter is situated in a picnic area north of the restaurant. It is wood fame with an open structure. The gable roof, clad in asphalt shingles, is supported by plain wood posts. The foundation is concrete slab. There is a central brick chimney with a corbelled fireplace opening.
DHR Number: 086-0015-0059
NON-CONTRIBUTING (1 – structure)

Campground Area C
This campground is situated on the east side of Hungry Mother Road (State Road 703) and west of Campground Area B. Planned in the 1950s, it is situated on a side of a hill and overlooks Hungry Mother Lake. The campground has an asphalt paved loop roadway with spur campsites. The campsites are graveled and framed in wood framing. There are nine sites comprising wood platforms supported by plain wood posts.
DHR Number: 086-0015-0060
NON-CONTRIBUTING (1 – site)

Campground Area C Bath House
The group campground bath house was constructed in 1953and is a concrete block building with a flat roof with wide eaves. The building rests on a concrete slab foundation. There is a five-panel wood single-leaf door accessing the interior. At the east and west ends there are enclosed porches containing sinks. A decorative brick pattern articulates the enclosed porch wall. The windows are casement. This building was designed by Richmond, Virginia architect Thomas B. Staley.

DHR Number: 086-0015-0061
NON-CONTRIBUTING (1 – building)

Stables
3128 Park Boulevard (US Route 16)
The stables are situated west of Campground Area A. Constructed in 1976, the stables are a long building with a concrete slab foundation and wood frame structural system clad in weatherboard. The building is one-story with paddocks on the north and south ends. The central portion of the building comprises offices and storage. The building has a catslide roof clad in asphalt shingles. There is a single-leaf door accessing the central portion of the building. Windows punctuate the central porch and are wood double-hung 6/6 sash.
DHR Number: 086-0015-0062
NON-CONTRIBUTING (1 – building)

Visitor's Center/Discovery Center
2850 Park Boulevard (US Route 16)
This building is one-story and has a concrete foundation clad in stone. It was constructed in 1999. The building has an irregular plan and is wood frame construction clad in horizontal wood siding. The roof is cross-gable clad in standing-seam metal. The roof has exposed rafters under the eaves and an exposed structure on the interior. The main entrance is situated on the north elevation and is double-leaf metal with plate glass windows. Windows on the building are plate glass with metal frames and casement windows on the west elevation.
DHR Number: 086-0015-0063
NON-CONTRIBUTING (1 – building)
Men's and Women's Bath Houses at Beach
Constructed in 1980, the men's and women's bath houses at the beach are situated on the east side of East Hungry Mother Drive (State Road 703) near its intersection with Park Boulevard (US Route 16). The bath houses have concrete slab foundations and are textured concrete block construction. The buildings are topped with a saw tooth roof clad in asphalt shingles. There are windows and louvered vents on the roof. The doors to the interior are single-leaf and metal. Window forms are primarily casement.
DHR Number: 086-0015-0064
NON-CONTRIBUTING (2 – buildings)

Concessions Building at Beach
127 East Hungry Mother Drive (State Road 703)
This building was constructed in 1980 and features a concrete slab foundation and concrete block

structural system. The building is topped by a gable roof clad in asphalt shingles. The eaves are wide sheltering the entrances to the building. The entrances are comprised of single-leaf metal doors. The windows are metal in casement and sliding forms.
DHR Number: 086-0015-0065
NON-CONTRIBUTING (1 – building)

Bunkhouse Shed
338 Hemlock Haven Lane
This is a simple frame building with a concrete foundation. It is clad in board and batten siding. Constructed in 1988, it is topped by a hipped roof clad in asphalt shingles. There is a single-leaf door on the east façade. Windows on the building are 1/1 wood double-hung sash.
DHR Number: 086-0015-0066
NON-CONTRIBUTING (1 – building)

Boat Ramp and Pier (Area D)
The boat ramp and pier were constructed circa 1970. The pier is comprised of wood posts with a wood decking. The ramp is poured concrete extending into Hungry Mother Lake.
DHR Number: 086-0015-0067
NON-CONTRIBUTING (2 – structures)

Sewage Lagoon
Constructed circa 1970, the lagoon is a pond with built up banks. It is surrounded by a chain link fence. There is a pump building resting on the southeast corner of the lagoon. It is concrete block with a metal walkway leading to it.
DHR Number: 086-0015-0068
NON-CONTRIBUTING (1 – site)

Park Residence
3043 Cardinal Lane
This residence is a single-family dwelling constructed in 1953. It has a brick foundation and wood frame structural system clad in board and batten siding. The building is topped by a gable roof clad in asphalt shingles. There are projecting gabled blocks on the east and west elevations. The windows are 6/6 wood double-hung sash. The doors are single-leaf wood. There is a wood deck appended to the west elevation.
DHR Number: 086-0015-0069
NON-CONTRIBUTING (1 – building)

Park Residence
3051 Cardinal Lane
This residence is a single-family dwelling constructed in 1953. It has a brick foundation and wood frame structural system clad in board and batten siding. The building is topped by a gable roof clad in asphalt shingles. There are projecting gabled blocks on the east and west elevations. The windows are 6/6 wood double-hung sash. The doors are single-leaf wood. There is a wood deck appended to the west elevation.
DHR Number: 086-0015-0109
NON-CONTRIBUTING (1 – building)

Park Residence
3035 Cardinal Lane
This park residence is a single-family dwelling constructed circa 1953. It is brick construction with a complex gable roof clad in asphalt shingles. The windows are 1/1 double-hung sash. The doors are single-leaf. There is a porch on the west elevation supported by plain wood posts.
DHR Number: 086-0015-0070
NON-CONTRIBUTING (1 – building)

Park Residence
3065 Cardinal Lane
This park residence is a simple brick building topped by a steep gable roof clad in asphalt shingles. The windows are 1/1 metal double-hung sash. There is a porch appended to the west elevation with plain wood posts. Within the gables there is a paired window.
DHR Number: 086-0015-0071
CONTRIBUTING (1 – building)

Camp Burson/Hungry Mother Family Campground
This campground was developed in the early 1970s at the south boundary of Hungry Mother State Park. The campground is situated on the east and west sides of Park Boulevard (US Route 16). It was acquired in 2005. All resources are considered non-contributing due to their dates of construction and acquisition date by Hungry Mother State Park.

Camp Burson Office
2287 Park Boulevard (US Route 16)
Constructed circa 1970 this building is situated on the east side of Park Boulevard (US Route 16). It is a frame building clad in pressure treated lumber. The roof is a low-pitched gable clad in asphalt shingles with wide eaves. The windows on the building are metal sliding and the

doors are single-leaf metal and sliding plate glass doors.
DHR Number: 086-0015-0072
NON-CONTRIBUTING (1 – building)

Camp Burson Garage
Constructed circa 1970, this building has a concrete slab foundation and wood frame structural system clad in vinyl siding. The building is topped by a side-gable roof clad in asphalt shingles. There is an open shelter appended to the east elevation supported by plain wood posts. Metal roll-up doors mark the south façade.
DHR Number: 086-0015-0073
NON-CONTRIBUTING (1 – building)

Resource Specialist Office/Rental Office
2245 Park Boulevard (US Route 16)
This building is a one-story concrete block building topped by a gable roof. The windows are paired 1/1 wood double-hung. The single-leaf doors are wood with a light. There is a roll-up garage door on the east elevation of the building.
DHR Number: 086-0015-0074
NON-CONTRIBUTING (1 – building)

Camp Burson Bath House
This building was constructed circa 1970 and is concrete block construction topped with a hipped roof clad in asphalt shingles. The building foundation is concrete slab. The windows are multi-light casements with concrete sills. Doors accessing the interior are wood single-leaf.
DHR Number: 086-0015-0075
NON-CONTRIBUTING (1 – building)

Camp Burson Campground (East)
The campground is situated on a flat rectangular plot with asphalt paved roadways leading to the campground sites. There are newly planted trees situated within the campground area. The campsites are comprised of spurs along the asphalt paved roadways.
DHR Number: 086-0015-0076
NON-CONTRIBUTING (1 – site)

Camp Burson Campground (West)
The campground is situated on a flat rectangular plot with asphalt paved roadways leading to

the campground sites. There are newly planted trees situated within the campground area. The campsites are comprised of spurs along the asphalt paved roadways. The bath house is situated at the northwest corner of the campground.
DHR Number: 086-0015-0077
NON-CONTRIBUTING (1 – building)

Hemlock Haven
Hemlock Haven was developed in 1939 as a private camp. The camp was purchased by the Episcopal Diocese of Southwest Virginia in 1950 for use a retreat featuring cabins constructed in the 1950s and 1960s as well as recreational facilities, including a baseball diamond and tennis courts. In addition, a conference center and support buildings comprise the retreat area. The retreat was acquired in 1986 by Hungry Mother State Park for use as additional facilities for the park. Hemlock Haven is situated on the west side of Hungry Mother Lake near its north end. The area is accessed by a looped roadway, Hemlock Haven Lane, off East Hungry Mother Drive (State Road 703). The resources within the Hemlock Haven area are considered non-contributing due to their dates of construction and acquisition.

Comfort Station
The comfort station was constructed in 1985 and is situated near the baseball diamond, picnic area and tennis courts. It has a concrete slab foundation and is wood frame construction clad in pressure treated wood siding. The roof has a saw-toothed form clad in asphalt shingles. There is a porch on the west façade sheltering access to the interior. The porch is partially enclosed. The doors on the facade are single-leaf and wood.
DHR Number: 086-0015-0078
NON-CONTRIBUTING (1 – building)

Storage Shed
This building was constructed in 1976 near the comfort station. It has a concrete slab foundation and is wood frame construction clad in pressure treated wood siding. The building is topped by a gable roof clad in asphalt shingles with exposed rafters under the eaves. There is a wood double-leaf door on the south façade. Windows punctuate the side elevation and are 1/1 metal double-hung sash.
DHR Number: 086-0015-0079
NON-CONTRIBUTING (1 – building)

Baseball Diamond
The baseball diamond was constructed in the 1970s and is a level grassy area. There is a chain-

link fenced baseball cage.
DHR Number: 086-0015-0080
NON-CONTRIBUTING (1 – site)

Picnic Shelter
This structure was constructed circa 1980 and has a concrete slab foundation. The shelter is comprised of wood posts supporting a gable roof clad in asphalt shingles.
DHR Number: 086-0015-0081
NON-CONTRIBUTING (1 – structure)

Basketball Court
Near the baseball diamond is a basketball court dating to the 1970s. It is comprised of an asphalt-paved rectangular pad with basketball hoops on metal pole mounted into the ground.
DHR Number: 086-0015-0082
NON-CONTRIBUTING (1 – site)

Tennis Courts
The tennis courts were constructed circa 1970 and are comprised of an asphalt-paved pad with two courts. The area is surrounded by a chain link fence. There are metal light poles set into the ground to illuminate the courts.
DHR Number: 086-0015-0083
NON-CONTRIBUTING (1 – site)

Laundry
This building was constructed in 2004. It is a frame building clad in vinyl siding resting on a concrete slab foundation. The building has a gable roof clad in asphalt shingles. There is an incorporated porch on the southeast corner with a plain wood post. The doors are metal paneled.
DHR Number: 086-0015-0084
NON-CONTRIBUTING (1 – building)

Ferrell Hall/Hemlock Haven Conference Center
391 Hemlock Haven Lane
This building was constructed in 1971 with a major addition to the west dating to 1990. It is a low-slung building with a concrete foundation and concrete block structural system. It has a low-pitched gable roof clad in asphalt shingles. There are oversized plate glass windows on the east façade. A two-story deck has been mounted to the façade that wraps the north elevation.

The addition is wood frame construction clad in pressure treated wood shingle. There is a massive parged concrete chimney on the west elevation. The primary entrance to the building is situated on the south elevation and comprised of double-leaf plate glass doors.
DHR Number: 086-0015-0085
NON-CONTRIBUTING (1 – building)

Craft Hut/Hemlock Haven Office
380 Hemlock Haven Lane
This building was constructed 1988 over a creek, nestled into the hillside. It rests on steel I-beams supported by concrete block piers. The building is nestled into the hillside. It is frame construction clad in pressure treated wood siding. The roof is side-gable clad in asphalt shingles. The windows are tripartite on the north and east elevations. The entrance is situated on the west elevation and comprises a metal sliding door.
DHR Number: 086-0015-0086
NON-CONTRIBUTING (1 – building)

Business Manager Residence
345 Hemlock Haven Lane
This two-story dwelling was constructed in 1981. It has a concrete foundation and is wood frame construction clad in pressure treated lumber oriented vertically. The building is topped by a side-gable roof clad in asphalt shingles. There is a projected half-circular planned stairwell at the east end of the south façade. It is topped by a shed roof and punctuated by a casement window. The façade is dominated by a porch added in the late 20th century. The porch has shed roof clad in asphalt shingles supported by plain wood posts. The windows on the dwelling are wood casements. There is a single-leaf door on the façade and west elevation.
DHR Number: 086-0015-0087
NON-CONTRIBUTING (1 – building)

Red Oak Lodge, Scarlet Oak Lodge and White Oak Lodge
437, 438 and 443 Hemlock Haven Lane
These buildings were constructed in 1967 as duplex rental lodges. They have a low-slung appearance. The buildings rest on concrete foundations and have wood frame structural systems clad in board and batten siding. Two central single-leaf doors are situated on the façades within the central bay of the three-bay façade. The windows are paired wood 1/1 double-hung sash. There is a wood deck encircling the buildings with a wood deck entrance bridge. The roofs have a low-pitch gable form clad in asphalt shingles with wide eaves.
DHR Number: 086-0015-0088, 086-0015-0089, and 086-0015-0090

NON-CONTRIBUTING (3 – buildings)

Sycamore Lodge, Hickory Lodge and Chestnut Lodge
4420, 429 and 446 Hemlock Haven Lane
These buildings have a T-shaped plan and were constructed in the 1950s. They have concrete foundations and wood frame structural systems clad in board and batten siding. The roofs are cross-gable clad in asphalt shingles. The windows on the lodges are 6/6 wood double-hung sash. The doors are single-leaf. Decks supported by wood posts encircle the buildings.
DHR Number: 086-0015-0091, 086-0015-0092, and 086-0015-0093
NON-CONTRIBUTING (3 – buildings)

Picnic Shelter in Lodge Area
The picnic shelter is situated between the Red Oak and White Oak lodges. It is wood frame construction with wood posts supporting a gable roof clad in asphalt shingles with exposed rafters. There is a stone chimney on the east end with a stone fireplace. The interior has wood deck flooring. A wood stair leads to Ferrell Hall.
DHR Number: 086-0015-0094
NON-CONTRIBUTING (1 – structure)

In-Holdings
There are multiple private properties surrounded by park lands within Hungry Mother State Park. These parcels are noted as in-holdings and have access easements through park lands. These properties are included within the historic district, but do not contribute to the significance of the historic district due to their function as private property within public park lands.

Graham House
400 (111) East Hungry Mother Drive (State Road 703)
Constructed in 1960, this two-story dwelling rests on an elevated basement story. The building has a concrete foundation and is log construction. The logs are square cut and the building is topped by a cross-gable roof clad in asphalt shingles with exposed rafters under the eaves. There is a single-leaf door on the north elevation. The windows are metal frame with an oversized tripartite window on the façade. There is a stone chimney piercing the roof.
DHR Number: 086-0015-0095
NON-CONTRIBUTING (1 – building)

3009 Park Boulevard (US Route 16)
Constructed in 1992, this dwelling is two-and-one-half stories with a concrete block foundation clad in brick veneer. The building is wood frame clad in horizontal wood siding. The building

is topped by a side-gable roof clad in asphalt shingles. There is a gabled dormer on the façade roof pitch. The main entrance on the façade is comprised of a single-leaf door with two panel and two lights. There are one light and one panel sidelights. A porch on the façade is one-story with an asphalt hipped roof supported by plain wood pots. There is an exterior brick chimney.
DHR Number: 086-0015-0096
NON-CONTRIBUTING (1 – building)

3010 Park Boulevard (US Route 16)
Constructed in 1950, this dwelling has a wood frame structural system clad in weatherboard. The dwelling has a cross-gabled roof clad in asphalt shingles. The windows are 2/2 wood double-hung sash. The dwelling has been abandoned.
DHR Number: 086-0015-0097
NON-CONTRIBUTING (1 – building)

3012 Park Boulevard (US Route 16)
Constructed in 1975, this dwelling one-story with a stone foundation and wood frame structural system clad in vinyl siding. The roof is gable clad in asphalt shingles with boxed eaves. The door on the façade is single-leaf and metal paneled. There is an incorporated porch on the façade with plain posts. Windows on the dwelling are metal 6/6 double-hung sash. There is an interior brick chimney. A shed is situated to the rear of the dwelling. It has a concrete foundation and is wood frame clad in wood siding. The porch is open on the east end. The building is topped with a gable roof clad in asphalt shingles. There is a double-leaf wood door on the façade.
DHR Number: 086-0015-0098
NON-CONTRIBUTING (2 – buildings)

3020 Park Boulevard (US Route 16)
Constructed in 1975, this dwelling is one-story with a stone basement. It is frame construction clad in wood shingles. The building is topped by a gable roof clad in asphalt shingles with exposed rafters under the eaves. The main entrance is a single-leaf door with wood paneling. There is a wood one-bay porch on the façade with wood columns supporting a gable roof. The porch flooring is concrete slab. The windows are 1/1 metal double-hung sash. There are interior and exterior stone chimneys.
DHR Number: 086-0015-0099
NON-CONTRIBUTING (1 – building)

Stone Memorial Presbyterian Church/Park Chapel/3034 Park Boulevard (US Route 16)
Constructed circa 1930, this church is one-story with a concrete block foundation. It has a wood frame structural system clad in vinyl siding. The roof is gable clad in asphalt shingles with boxed eaves. The façade is dominated by a projecting vestibule with a double-leaf wood door. Surmounting the vestibule is a belfry with bell topped by a pyramid roof. The windows are metal double-hung sash with pointed arch transoms. There is an exterior side brick chimney on the west elevation. There is an open shelter to the south of the church. It has a concrete slab foundation and gable roof clad in asphalt shingles supported by plain wood posts.
DHR Number: 086-0015-0100
NON-CONTRIBUTING (1 – building)
NON-CONTRIBUTING (1 – structure)

3027 Park Boulevard (US Route 16)
Constructed in 1985, this dwelling is one-and-one-half stories with a concrete block foundation and wood frame structural system clad in brick veneer and vertical wood siding. The roof is gable clad in asphalt shingles with exposed rafters under the eaves. The main entrance is comprised of a single-leaf metal door with fifteen lights. There is a porch on the façade.
DHR Number: 086-0015-0101
NON-CONTRIBUTING (1 – building)

3077 Park Boulevard (US Route 16)
This dwelling was constructed in 1970 and is has a concrete block foundation and wood frame structural system. The roof is gable clad in asphalt shingles. The windows are double-hung sash.
DHR Number: 086-0015-0102
NON-CONTRIBUTING (1 – building)

122 West Hungry Mother Drive
Constructed in 1975, this dwelling has a concrete block foundation and wood frame structural system clad in board and batten siding. The building features 6/6 double-hung sash windows and massive brick chimney on the west elevation. There is a screened porch on the north elevation with an open garage below.
DHR Number: 086-0015-0103
NON-CONTRIBUTING (1 – building)

133 West Hungry Mother Drive
This dwelling was constructed in 1936 and has a brick foundation and wood frame structural

system clad in aluminum siding. The roof is hipped clad in standing-seam metal. There is an enclosed porch wrapping the north and west elevations. The windows are casement and the door is single-leaf. There is a brick chimney on the south elevation. To the north of the dwelling is a shed. It is wood frame clad in pressure treated lumber with a gable roof. West of the shed is a carport with a shed roof clad in standing-seam metal. The posts supporting the roof are plain.
DHR Number: 086-0015-0104
NON-CONTRIBUTING (2 – buildings)
NON-CONTRIBUTING (1 – structure)

151 West Hungry Mother Drive
This dwelling was constructed in 1980 and is clad in brick veneer. It is one-story with an enclosed porch on the west elevation. There is a massive brick chimney at the south end. The roof is gable clad in asphalt shingles. The windows are 6/6 and 8/8 double-hung sash.
DHR Number: 086-0015-0105
NON-CONTRIBUTING (1 – building)

163 West Hungry Mother Drive
This dwelling was constructed in 1950 and has a dominant gambrel roof clad in asphalt shingles. The porch on the north façade is screened. The building is wood frame construction clad in wood siding. The windows are 1/1 double-hung sash and sliding.
DHR Number: 086-0015-0106
NON-CONTRIBUTING (1 – building)

171 West Hungry Mother Drive
This dwelling was constructed in 1970 and is two stories in height. The building is wood frame construction resting on a concrete block foundation. The roof is a low-pitched gable clad in asphalt shingles. There is a chimney on the west elevation with a stone base and brick flue. The building is clad in pressure treated lumber and wood shingles. The windows are 1/1 double-hung sash. A porch dominates the north façade with plain posts. Situated to the south of the dwelling is a garage converted to a dwelling. It has a concrete foundation and wood frame structural system clad in aluminum siding. The windows are sliding metal and the roof is gable clad in asphalt shingles.
DHR Number: 086-0015-0107
NON-CONTRIBUTING (2 – buildings)

176 West Hungry Mother Drive
This A-frame dwelling was constructed in 1980. The building rests on a concrete block

foundation and is wood frame clad in wood siding. There is a prominent chimney on the north elevation flanked by a window wall. A deck wraps the north elevation. A screen porch is situated on the east elevation.
DHR Number: 086-0015-0108
NON-CONTRIBUTING (1 – building)

Statement of Significance

Summary Statement of Significance

Hungry Mother State Park was one of the six original state parks planned within the Virginia State Park system. The system developed out of the National Park system through the New Deal Civilian Conservation Corps (CCC) program. Prior to the enactment of the federal legislation creating the CCC, Virginia had planned six parks throughout the state, and had initiated acquisition of the lands and sought funding and support for their creation. The availability of the CCC to provide funding and a workforce to develop the state parks was a fortuitous opportunity that not only created state parks across the country, but also recreational facilities, reforestation projects and other public works projects, while providing employment for the nation's poor during the Great Depression. The park was planned and designed in consultation with the Virginia State Commission on Conservation and Development and the National Park Service. The National Park Service provided architectural drawings and plans developed at the National Parks. Three CCC Companies of 200 men each provided construction labor. Developed between 1933 and 1941, Hungry Mother State Park has a number of remaining CCC-era buildings and retains its original development plan. The park, currently comprised of 2215 acres, reflects the terrain of the Valley of Virginia region of Virginia. Its hilly and mountainous terrain and location near the Lee Highway (US Route 11) through the Allegheny Mountains near the Jefferson National Forest made it an ideal location for a state park. It is eligible for listing in the National Register of Historic Places under Criteria A and C for its association with CCC project and as one of the first six original parks planned in Virginia, and its park plan, respectively.

The Development of a State Park System in Virginia

The state park concept was an offshoot of the National Park system developed in the post-Civil War era. The first National Park created was Yellowstone National Park in 1872. Numerous national parks were developed in the west, including Mount Rainer National Park in the state of Washington (1899), the Grand Canyon in Arizona (1908) and the Rocky Mountain National Park in Colorado (1915). The formation of these parks was the impetus of the passage of the National Parks Act, and the formation of the National Park Service (NPS) in 1916.[1]

State parks were initially created in the western United States for the purpose of "public use and recreation".[2] The concept for the development of recreational parks was conceived as early as the mid-19th century, with the formation of public green spaces near urban areas. Remote recreational areas did not become popular destinations until the rise of the automobile era in the post-World War I era.

Many people sought to escape the crowded urban areas in the late 19th century and early 20th century, but were confined by train travel and the destinations accessible by train. With the increased popularity of the automobile in the early 20th century, auto-camping also became a fashionable recreation activity. Since there was a lack of camping locations, many people camped by the side of the road.[3]

While national parks had been conceived in the 19th century, a formal state park system was not formulated until the 1920s. The first two states to study the creation of a state park system were New York and California.[4] Also, an increased demand on national parks led to the suggestion of creating state parks to help relieve the attendance at National Parks.[5] The first director of the NPS, Stephen Mather, is credited with initiating a conference to encourage the formation of state park systems. In 1921, the first National Conference on State Parks was held to guide creation, management and protection of state parks. Of the twenty-five states represented at the conference, Virginia did not attend, because it had not yet formed an agency for the creation of a state park system.[6]

In 1924, the Shenandoah National Park was established in the Virginia Blue Ridge Mountains. Two years later in 1926, Virginia legislation was enacted authorizing the establishment of a state park system, and the Virginia State Commission on Conservation and Development was formed to create and administer a statewide park system.[7] The Commission's first chairman was William E. Carson, a successful businessman and park proponent. During his decade long tenure leading the Commission on Conservation and Development, he saw the initial creation and development of the Virginia state park system.

In 1929, Carson conceived of the first state park on the Virginia coast, celebrating the natural beauty of Virginia's varying geology, as a companion to the Shenandoah National Park.[8] When interest in creating a state park on the seashore developed in 1929, a resolution was recommended to hire a landscape architect and engineer to design parks for the newly created system. In June 1930, Robin (Bob) E. Burson was hired to study the park location in the east part of Virginia. Burson was a British-born horticulturalist and landscape designer living in southwest Virginia. His position was as head of the Division of Landscape Engineering in the Department of Conservation and Development, as a Landscape Engineer. His first task was to tour three other state park systems to document their formation and operation.[9]

In 1931 and 1932, Burson promoted the creation of a state park system in Virginia. During his promotional travels around the state, he also searched for potential state park sites. In 1931, he attended the National Conference on State Parks in St. Louis, Missouri. With him were representatives from the proposed Seashore State Park. They returned to Virginia from the conference with a "broader

vision of the real value of State parks." The following year in 1932, the National Conference was held in Virginia Beach, at which representatives from various states attended. The proposed site of Seashore State Park was used for conference sessions, which included presentations on the history of the site as the location of the first landing of English settlers in Virginia. The conference inspired the fledgling Commission on Conservation and Development to actively seek creation of a state park system.[10]

The goal of the state park system was not only to provide Virginians with recreational sites, but also to encourage tourism to Virginia. It was felt that the proposed parks reflected the various natural areas of Virginia and highlighted the varying geography of the state.[11] In addition, the parks functioned as companions to establish or develop historic sites. By 1932, Burson had six park locations in mind as the foundation of the Virginia State Park system. Parks were located throughout the state to serve various regions. These proposed parks were: Seashore State Park and Westmoreland State Park in the Tidewater region, Staunton River State Park in the middle of the state, Fairy Stone State Park in the Virginia Piedmont, Hungry Mother State Park in the Valley of Virginia, and Douthat State Park in the mountain and valley region.

Civilian Conservation Corps and State Parks in Virginia

In 1933, the Emergency Conservation Work Act (ECW) was enacted as a part of President Franklin Delano Roosevelt's New Deal. A portion of the ECW funding was allocated for the construction of public infrastructure and buildings. Shortly after the ECW's enactment, the CCC was created to provide a workforce to fulfill the mission of the ECW. The CCC functioned as a mechanism to employ unemployed youth between the ages of eighteen and twenty-five. These men enlisted in a CCC corps administered by the United States Army to work on public works projects, including the creation of state and national parks.[12]

The establishment of the CCC solved two problems facing the United States. The first was to provide employment for young men who were unemployed during the Great Depression. It was found the young were highly problematic. In many cases, the young, with no hope of employment, had "abandoned all pretenses to a settled existence, and simply taken to the road, traveling in freight cars or on foot, sleeping in caves or in shanty towns, aimlessly drifting in search of vanished security."[13]

The lack of conservation management of natural areas in the United States was also an issue. Over-harvesting of timber had caused severe erosion problems in one-sixth of the United States. President Franklin Delano Roosevelt believed he could solve these two problems with the CCC, which was employing young men and re-vitalizing the depleted environment. In addition to payment for services

the men were providing, they also received educational courses to make them marketable for employment after their tours of duty. The initial employment of the CCC included 250,000 young men in the first year of its creation.[14]

The Department of Labor was assigned the oversight of the CCC and its operation on United States Army organizational concepts. Recruitment of young men between eighteen and twenty-five was conducted in many major cities throughout the county. Upon joining the CCC, men were immediately taken to a training camp to prepare them for their year-long tours.

For the Virginia parks, once men were assigned to a CCC company, they were transported to the park in Virginia where they would work. The first CCC Company would be required to erect the camp where the young men would be living. It also was responsible for establishing a water system, and digging wells as needed for a fresh water supply. The first company was also required to build the maintenance buildings to be used in the fabrication of materials for the erection of the park buildings on site. In addition they also were required to build the roadways within the park. Later CCC companies would erect cabins, clear trails, and perform other landscape functions, such as planting, within the park.

CCC workers had a regimented daily schedule. Within the CCC camp there were barracks, a mess hall and an administrative building for the men hired to lead the workers in their projects. The CCC work days were scheduled much like the military with reveille, breakfast, lunch, dinner, education or recreation, and work. The day began approximately at 7:30 and ended at 4pm. After dinner, men could attend educational courses provided by teachers hired by the CCC, or participate in recreational activities.[15]

With Burson's recommendations of park locations throughout Virginia and the available labor force through the CCC, Virginia was able to realize its plans for the creation of a State Park system. The first step for the creation of the park system was for the Commission on Conservation and Development to acquire lands on the proposed park locations. In addition to the acquisition of lands, a "Master Plan" had to be created for each proposed park, to show the overall design and plan of each.

Park and Building Design Concepts

Supervising the development of State Parks in emerging state park systems was a new role for the NPS.[16] The availability of a workforce, and planning and funds for the development of parks systems, led to an overwhelming demand from developing park systems for NPS plans and CCC workforces. The NPS had developed "Master Plans" for its parks, a concept that began in the late 1920s as a part of

comprehensive park planning. The NPS's Branch of Plans and Designs had first developed "General Development Plans". These plans showed existing development in the park, as well as proposed additions and modifications. The new director of the NPS, Horace Albright, was so impressed with the "General Development Plan" concept that he asked Chief Landscape Architect, Thomas Vint, to prepare "General Development Plans" for each National Park.[17]

The "General Development Plan" was renamed "Master Plan" in 1932, and was hailed as a useful tool in the creation and future planning of national and state parks. The "Master Plan" was not a firmly set plan, but served as a basis for the initial construction and development of proposed parks. The function of the "Master Plan" as a guide gave the state park agencies and the NPS the ability to preserve the character of the landforms and scenery during the construction process, and allow for the park's development for recreational purposes. This flexibility supports the purpose of the NPS as outlined in the NPS Act of 1916;

> *to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations.*[18]

In addition to preserving the natural scenery and historic objects incorporated in some parks, the concept of the "Master Plan" allowed for the use of new design and construction methods during future development. The "Master Plan" was meant to be altered over time and was expected to be modified every one or two years at the NPS level.

The development of the "Master Plan" for state parks came about through collaboration between the state park design representative or landscape architect, and the NPS design representative. In addition, NPS engineers, horticulturalists and architects were consulted on the concept of the park's design.[19]

The Virginia State Park System sought to represent the various regions of Virginia adequately. The site selection was distributed through the state to represent the four largest physiographic regions of Virginia, and exhibit the natural features of each region. NPS requirements for park size and surrounding population distribution were employed for park site selection. The parks were limited to a 1000-acre size minimum, and a surrounding area of fifty miles should have at least a population of 200,000 people. Additional requirements included that the natural features of each park should include a water feature for swimming or bathing, or boating and fishing. Other considerations were the surrounding area of the proposed park and the visual impact to the natural areas of the parkland.[20]

The road system was an important design feature in the park system. The main access road was

planned to be integrated into the existing road system in the region. The NPS worked with Virginia's park planners in developing the roadways and a circulation system in the park to emphasize and preserve the natural beauty of the park. In addition, the circulation system organized the park and connected the various areas to the main entrance. The impact of the roadways was to be minimal, to blend in with the natural features of the park, and have a minimal impact to the existing landforms.

The road system was organized into major and minor roadways. The major roadways were comprised of the park's entrance road, and roads leading to major recreational features in the park. The minor roads were spurs off the major road, did not connect to other roadways and terminated at dead ends. In addition, the minor roadways were not constructed to accommodate high levels of traffic, and were designed to serve limited traffic flow. Examples of major roadways are the roads to natural areas, beach areas, lake areas, and the entrance road. Minor roadways are those leading to camping areas, cabin areas, and park residences.

The entrance road was the main access to the park and provided the first impression to the visitor. The planning of this roadway became the most important design feature of the road system. The road provided access to the park where stops would be made along the way to collect information, register for campsites or cabins, and access the natural recreational features provided at the park. The main access roadways of the circulation system provided a view of the natural features within the park in their planning. In addition, the entrance road was planned as a curving roadway that meanders to its terminus, giving the overall feeling of connecting the visitor to the natural areas of the park. The first impression of the park and its associated buildings and natural areas were important in the planning process of the park. [21]

Park staff residences were situated away from the main public park area in a secluded area near the park entrance. They also were convenient to the park administration buildings, and in a location where the park could be supervised by the staff assigned to it. The architecture of the buildings was in keeping with building design of the region, and of the character of park's architecture. Various historical sources were also adapted for the design of the park staff residences.[22]

Administration and maintenance building design was given the same types of concerns as those of the park staff residences. While maintenance buildings would be situated in locations out of the public view, the administration building served as a hub and a headquarters for the park. Administration buildings could be combined with other functions, such as a community building, but specifically served as the location of conducting the park's business. The location of the administration building was key in establishing its prominence within the park. Usually located at the park's entrance, it served as the first contact with the park, aside from the entrance road.[23]

In the CCC-era parks, maintenance buildings served originally as workshops for the park's development. Maintenance buildings were adapted after the completed construction of the park for its perpetual maintenance. These buildings have minimal architectural details and are usually clustered near the entry to the park. Over time, the early buildings would have been replaced by modern facilities to accommodate changes in the technology of park maintenance.

The overall goal of the organization of cabin and tent campgrounds was to provide the visitor with a sense of the natural area. The environment and planning of these areas was important in establishing the connection to the natural setting. The location of the cabins and campsites was purposely sited away from other public areas, such as a community building, waterfront area or restaurant. NPS had developed park plans that separated these functions in a variety of settings, but as with master planning, the overriding thought was that the topography of the site would dictate the location of facilities, and that the NPS guidelines were advisory only.

In their cabin plans, the NPS suggested an average distance between cabins of 50 feet. This distance was based upon the need for camper privacy, and was thought to be as important as clean and safe drinking water and adequate sewage. As in NPS "Master Plans", the suggestion of 50 feet was a guide and not a fixed number. The topography of the site played a factor in the siting of cabins.[24]

Cabins were contained within a specific area on a minor road that usually dead-ended on a secluded site within the park. The cabins were placed within the cabin area to have partial exposure to the sun and shade during the day. One factor in the siting of the cabins was that they be exposed to morning sun, so that bedding could be aired and sunned. Shade was desirable in the afternoon, especially in warm climates.

Design of the cabins was a reflection on the character of the park and the available building materials. Rock was quarried from the site where available, and timber was cut on site for clearance purposes and used to erect buildings. Cabin design sources were to be inspired by the region and of the pioneer era. Cabins were also designed to be modest in their amenities. Sleeping areas were compact, and living space served multiple uses, including dining and resting. Kitchens were to be modest and small in size, and lavatories were of similar scale. The layout of the cabin was to be compact, so as to not cause a costly building price.

In addition to the consideration of size, a cabin was to accommodate the average sized family of four to five persons. While in some cases cabins slept numerous people in one room, it was important to create private spaces through dividers and walls. Cabins were unheated, though fireplaces were a

design feature that could be added in cabins if needed. While the cabins were to reflect the pioneer spirit, they presented more of an idyllic spirit of the pioneer era.[25]

In addition to cabins, camp sleeping facilities were provided at some locations, which sheltered campers. The rustic building provided cots and closets, in addition to screened window openings. The facilities provided an alternative to campers who did not have tents but wished to sleep in a building that provided similar amenities to tent camping. These building forms were very basic, and were comprised of an open space that could accommodate four cots and four closets. The buildings were approximately twelve feet wide by seventeen to twenty feet long. The exterior features were simple, with numerous window openings to provide ventilation and light, along with an entrance door and gabled roof.[26]

The plan of trailer and tent campsites had a specific goal of providing space for camping, while preserving the parks from misuse. In the immediate post-World War I period, tent camping proved to be the most popular form of camping. By the 1930s, there was an increase in the number of campers towing trailers. By 1938, it was estimated that at some parks, one-third of all campers were camping in trailers. With changes in camping, campsites were divided into separate areas for trailer campsites and tent campsites.

Tent campsites were comprised of simple pull-offs or spurs on a main one-way loop, with an adjacent tent site. The spur could accommodate a single car and gave the tent camper the flexibility to depart the site and return with convenience. Tent sites were comprised of a location for the pitching of a tent, fire-ring for the construction of a fire, and a seating area, such as a picnic table. Fire rings could provide a covering for cooking or a barbeque pit, depending on the site and location. Sites were divided by undergrowth at the fringe of the site, creating a screen between campsites. A centrally located bath house was provided with men's and women's lavatories. Guidelines for the size of a campground were based upon distance to lavatories and other service. The NPS guidelines provided that clean drinking water was not more than 200 feet from a campsite, toilets should not be more than 400 feet from a campsite, and a washhouse and laundry facility not more than 1,500 feet from a campsite. In addition to designating distances of amenities within the campground, a campground should not be closer than 50 to 100 feet from the park entrance.

The use of trailers within campgrounds planned for tent camping proved to be a difficult adaptation. Limits in parking, and the difficulty of backing trailers into sites planned for tenting, necessitated new design concepts in campground planning. Various solutions were available, and specifically focused on the ease of parking the trailer within the site. Land use was the primary focus, and incorporated into the proposed drawings within a range of plans. Some proposals provide longer parking spaces

angled to the main one-way roadway through the campground. Other proposals provided an additional parking space within the campsite. In these plans, the trailer was to be backed in to the site. Other sites were comprised of pull-through or pull-up sites, in which the car towing a trailer could be pulled off the main campground roadway to its site. This plan included various alternatives in campground planning.[27]

An integral part of the park was the creation of a trail system, which allowed visitors to view the natural beauty of the park. The main purpose of the park, in addition to providing locations for sleeping, was to provide recreation. The variety of recreation provided depended on the park. As parks were to be placed preferably near a body of water, the park could provide water recreation such as swimming, fishing and boating. These recreational activities required bath houses and the construction of piers and boat ramps. These buildings and structures were erected based upon the number of visitors expected at the park. The trails were developed based upon available land and accessibility of areas for hikers.

Through a collaborative effort, the NPS was able to provide the Commonwealth of Virginia guidance in designing their original parks. The fortuitous creation of the CCC enabled the Virginia Park system to be constructed for continued use and enjoyment. The parks retain their original forms and plans, though expanded over time, as initially proposed as a part of the "Master Plan" process. Their main feature was the natural landforms, and human enjoyment of them.

Creation of Hungry Mother State Park

Hungry Mother State Park is situated on manmade Hungry Mother Lake, which was formed when Hungry Mother Creek was dammed by the CCC. The creek is fed by a tributary of the Middle Fork of the Holston river in the Allegheny Mountains. The park is situated between the Walker Mountain range and the Little Brushy Mountain range in Smyth County, Virginia.

Prior to the establishment of Hungry Mother State Park, there was a privately owned recreational facility called Lake Forest at the location of the current Hungry Mother Lake. The park included a dance pavilion erected over Hungry Mother Creek connected to the west shore by a wood bridge. There was a concession stand, bath house and a swimming pool erected to the south of the bath house. A dam was erected at the south end of the property for the construction of a small lake. Other facilities were available including a picnic area and a restaurant in a former dwelling on the opposite side of Chatham Hill Turnpike (Route 88) (also known as Lake Shore Drive), currently Park Road (US Route 16). This park formally opened in June 1930. It is unknown if the anticipation of the Virginia state parks was known by the officers of the Lake Forest park, though the lands on which the park was

located were deeded to J. D. Lincoln on 24 September 1933, who consolidated land in the area for the formation of Hungry Mother State Park.[28]

Work for the creation of a park in Smyth County had been underway for short period of time beginning in August 1933 by John D. Lincoln, a local land owner, and the fledgling State Commission on Conservation and Development. According to Mack Sturgill's history,[29] the first announcement of the creation of a state park at Marion was made public in a Town Council meeting on 8 September 1933. Three days later, representatives from the State Commission on Conservation and Development including Director R. E. Burson, met with the Town Council to discuss the plans for the park. It was decided that acquisition of lands for the creation of the park should occur at a rapid pace. Lincoln secured options to purchase 2000 acres of land in the proposed park vicinity on 9 September 1933. The meeting with the Town County also addressed the need for expedited processing of land transfers for the creation of the park.[30]

A major part of the land acquisition occurred within a short period of time in September 1933. John D. Lincoln along with Frank Copenhaver, who owned the recreational facility at Lake Forest, worked tirelessly to encourage surrounding land owners to donate their lands for the creation of the state park. The public announcement of the creation of a state park in Marion appeared in the Smyth County News on 12 September 1933. The announcement of the donation of 2000 acres and the creation of the state park may have been a galvanizing force behind the donation of lands for the creation of a state park, which many believed would bring tourism dollars to the rural area of Smyth County and the town of Marion.[31]

A formal ceremony for the transfer of the deed for the proposed park occurred on 13 October 1933 at the Hotel Lincoln in Marion, Virginia. Representatives from the state and federal governments were on hand to witness the transfer of the deed from John D. Lincoln to the future Governor of Virginia, George C. Peery, for 2500 acres to be the future Lake Forest Park, or Hungry Mother State Park.[32]

In addition to tourism, John D. Lincoln also worked with the Town of Marion on the construction of a parkway leading from the town to the park. The proposed parkway would employ 600 local men for its construction. To complete the construction of the parkway, Lincoln noted that the Town Council of Marion and the Board of Supervisors of Smyth County guaranteed that they would work in an effort to secure right-of-ways from area property owners for the construction of the roadway. Lincoln's initial announcement of the parkway's construction on 11 November 1933 took formation on 23 November 1933 with the completion of the proposed parkway route.[33] The parkway route from the Town of Marion to Hungry Mother State Park was fraught with problems, from financing, materials, machinery, landscaping and its route. The parkway was not completed by the grand opening of the park in June

1936[34] and was finally completed in 1939 primarily due to the persistence of Louis Preston Collins, a Marion attorney and member of the House of Delegates from 1936-1940.[35]

The name of the future park was promoted as, "Lake Forest" and the park was to include a 250-acre lake, forty miles of bridle paths, tennis courts, baseball diamonds, and hiking trails.[36] While the initial name of the park may have been "Lake Forest" the name was changed to Hungry Mother in October 1933. The reason for the name change was unknown and local residents were not made aware of the name change. The first indication of a name change to the park was in a 16 October 1933 press release from the Commission on Conservation and Development, where the park names were listed and "Hungry Mother State Park" was used instead of "Lake Forest." The name was most likely changed due to the legend of Hungry Mother and the use of the legend as publicity to attract visitors.[37]

The park derives its name from the creek that was allegedly named for an incident that occurred during the Indian occupation of the area prior to any formal or permanent English settlement. There are varying versions of the story. The versions of the story were published in 1936 and within a booklet sold at the park by the Commission on Conservation and Development. The stories were also highlighted in publication materials on the park system opening in 1936 in press material around the state. The versions of the story all include the story of a hungry child crying, "Hungry, Mammy" or "I am hungry, mammy." One version states that a woman named Molly, who had a cabin on the what is today Molly's Knob, was found dead and the child beside her dead body was crying, "Hungry, Mammy." Another version states that in the pioneer days a young woman whose husband died wandered off the trail heading toward her relatives. She perished on the trail in the vicinity of the creek and a child was found near her body crying, "Hungry, Mammy." Another version of the story states that little boy wandered off into the woods from a settler's cabin and was lost. When found near the creek, his first words were, "I am hungry, Mammy." What was considered the most reliable version of the story was that Indians raided a settlement and killed the husband of a pioneer couple and carried off his wife and child. The woman was able to elude her captors with her son and marked her trail, which rescuers were able to follow. When they came across the woman and her son, the young boy cried, "Hungry, Mammy." This version of the story was passed down by the Coperhaver family, who were residents of the area.[38]

According to Mack Sturgill, the legend of "Hungry Mother" has been incorporated into the Stalnaker family tradition. The Stalnaker family resided in the area of Hungry Mother Creek in 1749. Captain Samuel Stalnaker had two cabins in the vicinity of the creek. In 1755 a scalping party of Shawnee Indians attacked the isolated settlements along the Middle Fork of the Holston River. Stalnaker was captured and his wife and another Stalnaker relative were killed. It is assumed that the other Stalnaker, Adam, was the son of Captain Stalnaker. A version of the 1755 story includes the initial survival of

Mrs. Stalnaker who escaped along the creek. She was pursued by a rescue party and was found dead with a starving child at her side crying, "Hungry, Mammy." According to this version, the story so moved the rescue party they referred to the creek as Hungry Mother Creek.[39]

The stories of the young boy crying "Hungry Mammy" is what led to the naming of the creek within the park, Hungry Mother Creek. The versions of the legend highlight Indian attacks of the mid to late 18th century which were common along the New River. While it is possible there is some accuracy to the story, early land records reflect that the creek was named Hungers Mother in a plat of the lands around the creek in 1774.[40] Hungers was an 18th century Virginia name mentioned in area deeds as early as 1625. Though no specific "Hungers" have been identified in the area the naming of the creek remains a mystery.[41]

For the construction of Hungry Mother State Park, three CCC companies were assigned to it after the announcement was made that the park would be built on the site. The companies arrived on 15 October 1933 with a full compliment of officers but only approximately 100 men. The first camp came from Yellowstone National Forest and were populated by young men from New York City and New Jersey. The first companies were 1252, 1249 and 1259. Local men were guaranteed work within each of the CCC camps. Reinforcements arrived on 7 November 1933, which brought the three companies to a full strength of 600 men.[42]

The first task for the CCC men was to erect their temporary tent camp. The camp was situated at the Lake Forest site near the original recreation area which is now under Hungry Mother Lake. The second project was the construction of the dam over Hungry Mother Creek to form the lake. The dam was designed by Lee Williamson, State hydraulic engineer, who had arrived on site in September 1933 for a survey of the area to commence drawing of the proposed dam in anticipation of the arrival of the CCC companies later in the fall. Company 1259 was tasked with the labor for the erection of the dam. The dam is 600 feet long, 44 feet high, and has a base of 250 feet wide. The original CCC camp was situated along Hungry Mother Creek and was abandoned when the dam was completed in late 1934 or early 1935 because of the flooding of the site.[43]

Companies 1252 and 1249 were tasked with clearing the lake area. This entailed removing the Lake Forest recreation area and buildings, clearing trees and brush and salvaging timber of the construction of the CCC camp and buildings at the park. By mid-January 1935 the lake area had been completely cleared.[44]

Due to construction scheduling, the initial tasks for the companies were to clear lands for the damming of the creek. Their barracks, which they normally would have erected upon mustering on the site,

were delayed. The need for the CCC men in the construction of the park led to the reassignment of the erection of the barracks to the Army. They employed carpenters and carpenter helpers from the local population to erect the temporary buildings.[45] CCC companies assisted in the construction and the barracks and recreation buildings were finished in March 1934.[46]

CCC companies frequently relocated from project to project in the country and on 8 August 1935, Companies 1249 and 1252 were transferred to New York State. Company 1259 had previously departed the park upon completion of the dam. The only remaining Company members were the local men employed by the CCC. The companies that replaced those that had departed were Company 238, which was formed partly from Company 457 from Damascus, Virginia and Company 2389, which had been part of Company 358 from Speedwell, Virginia. Company 2389 which had arrived in August 1935 was reassigned in December 1935. This company was not replaced with a new company and the strength of men had diminished to two full companies.[47] This was later reduced to one company by the cessation of CCC construction in June 1941.[48]

By the opening of the park in June 1936, seven cabins had been completed along with the Custodian's House, beach area with concessions and bath houses, and picnic areas with shelters. During the remaining five years at the park, the CCC constructed the restaurant, which formally opened in 1937, the campground and six additional cabins. In addition, they cut in the foundation of the trail system and laid the stone for the circulation system with the park.

The park cabins were touted as the first within the state and first state park cabins in the nation for having electricity. State parks did not commonly provide electricity due to the excessive cost of providing such an amenity. Electricity was provided at a fee paid by the cabin visitor. The visitor inserted money into a metered slot for a period of time.[49] In addition to providing electricity, Hungry Mother State Park was the first park to have a sandy beach. Initial plans in the parks did not incorporate sand on the beach area. John D. Lincoln took it upon himself to order a train car load of sand from Virginia Beach and had it shipped to the park and spread on the beach area. Finding this a better alternative than what was initially proposed, the State Commission on Conservation and Development ordered all parks with lakefront beach areas to have sand covered beaches.[50]

Hungry Mother State Park was selected for the location of the dedication ceremonies of the state park system by the Department of Conservation and Recreation. The dedication ceremonies were planned for Saturday, 13 June 1936 and Sunday, 14 June 1936. The formal dedication was given by Governor Peery on Saturday, June 13, 1936 along with guests including R. E. Burson, then Commission on Conservation and Development Chairman, Wilbur C. Hall, Assistant Chairman, and other notable representatives for the National Park Service and Virginia State Government.[51] Approximately 5000

people attended the ceremony and the National Park Service filmed the dedication and later returned to the park to film additional features for use in illustrating state park projects.[52]

The first year attendance at Hungry Mother State Park exceeded expectations and exceeded attendance at all five other parks within the fledgling state park system. The first year's attendance was 58,482 and comprised more than half of the attendance at all the state parks in Virginia. The high attendance prompted an expansion of the beach area, bath houses, and concession buildings.[53] Additional amenities were promised including tennis courts, which did not materialize until the acquisition of Hemlock Haven recreation area adjacent to the park. The high attendance prompted the construction of additional parking lots, which are in use today.

Land acquisitions in the late 20th century increased park lands on the original boundaries. One such acquisition was Hemlock Haven recreational area, which was a religious camp of the Episcopal Diocese of Southwestern Virginia. Acquired in 1985, the amenities added to the park included a baseball diamond, tennis courts, basketball court, conference center and cabins. Hemlock Haven opened in 1939 and was operated and owned by C. L. Collins. In the 1950s the recreation area was transferred to the Episcopal Diocese and used as a conference center and retreat. The parcel comprised 35 acres.[54]

During the seven years at the facility, the CCC workers had erected nine cabins, cut in trails and roadways, extended and graded the beachfront, erected public buildings such as the restaurant, and constructed maintenance buildings for the park's operation. Without the labor force provided by the Federal government during the Great Depression and the creation of the CCC, Hungry Mother State Park along with Virginia's other five original state parks would have not been created for the public enjoyment. Hungry Mother State Park continues to fulfill its function as a public recreation facility and retains integrity of building types, park plan and landscape features. The Hungry Mother State Park Historic District is eligible under Criteria A and C for its association with the CCC and state park creation during the early 20th century and for its park and building design and landscape features.

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Smith, Langdon, Jr. "The Democratization of Nature: State-Park Development during the New Deal." Ph.D. dissertation, Department of Geography, University of Kansas, 2002.

Sturgill, Mack H. Hungry Mother: History and Legends, 2nd Addition. Marion, Virginia: Friends of Hungry Mother State Park, June 2001.

Geographical Data (con't)

UTM References

	Zone	Easting	Northing
1	17	449399	4082714
2	17	450001	4082978
3	17	451218	4083393
4	17	452741	4083205
5	17	453012	4083193
6	17	454100	4082898
7	17	454746	4082028
8	17	454978	4080818
9	17	454644	4080483
10	17	453451	4080025
11	17	453118	4080056
12	17	451716	4080539
13	17	450034	4081653

Verbal Boundary Description

The boundaries are comprised of the current park boundaries, see map scaled at 1" = 400'. The boundaries are reflected on the included base and USGS Quadrangle Maps. The boundaries include the original 1881 acres donated by John D. Lincoln and additional acreage acquired through 2005, currently 2215 acres.

Boundary Justification

The boundaries of Hungry Mother State Park include lands acquired during the initial park formation along with lands acquired through 2005. The area of the boundaries reflects the park's function and use as a recreational facility. In addition, the boundaries support the period of significance and the arguments presented in Section 8 of this nomination. The boundary encompasses the entire 2215 acres of owned park land.

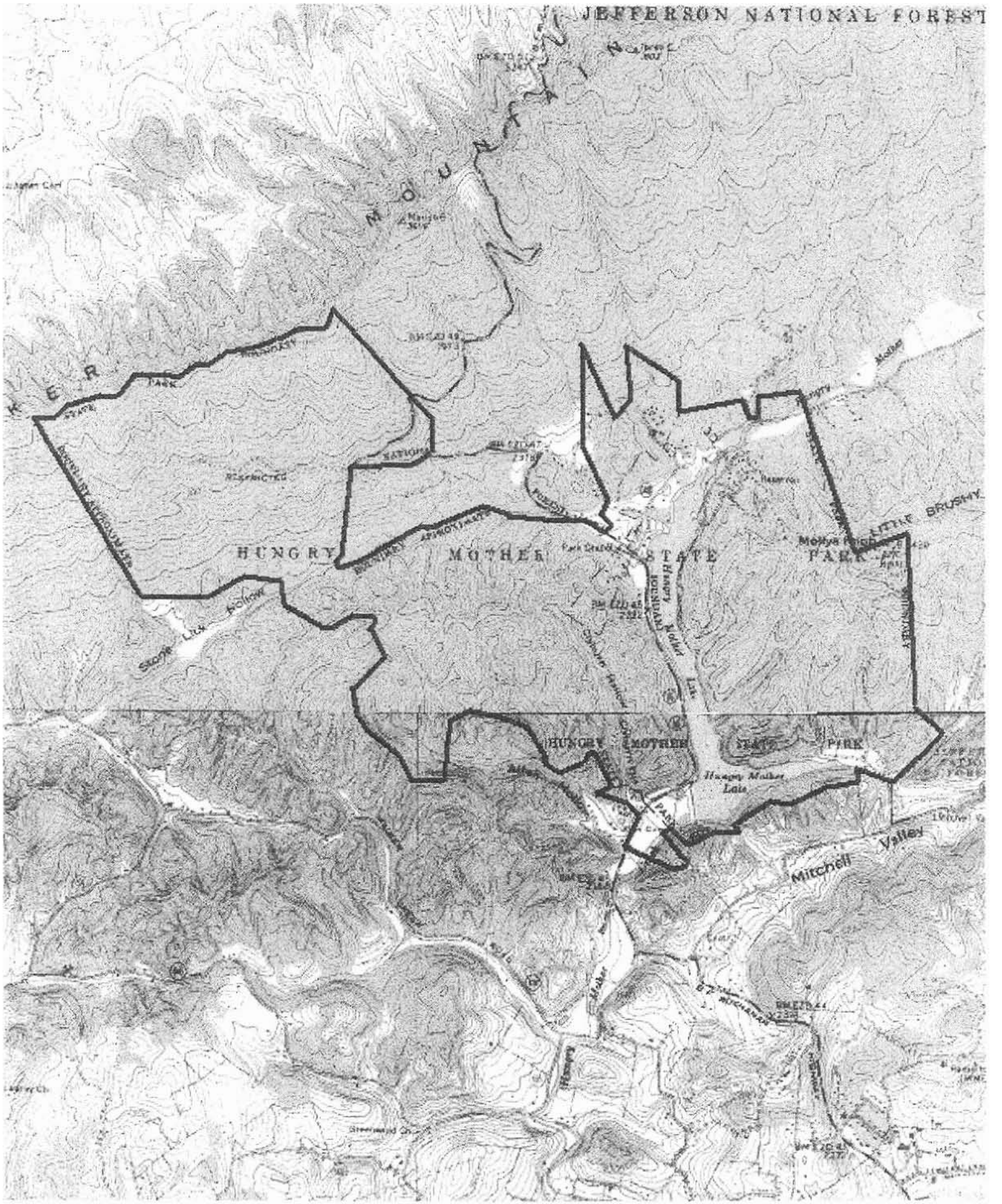
The following information is true for all photographs:
Hungry Mother State Park #086-0015, Smyth County, Virginia
Photographer: Kimble A. David
Taken: January 2006
All negatives stored at the Virginia Department of Historic Resources

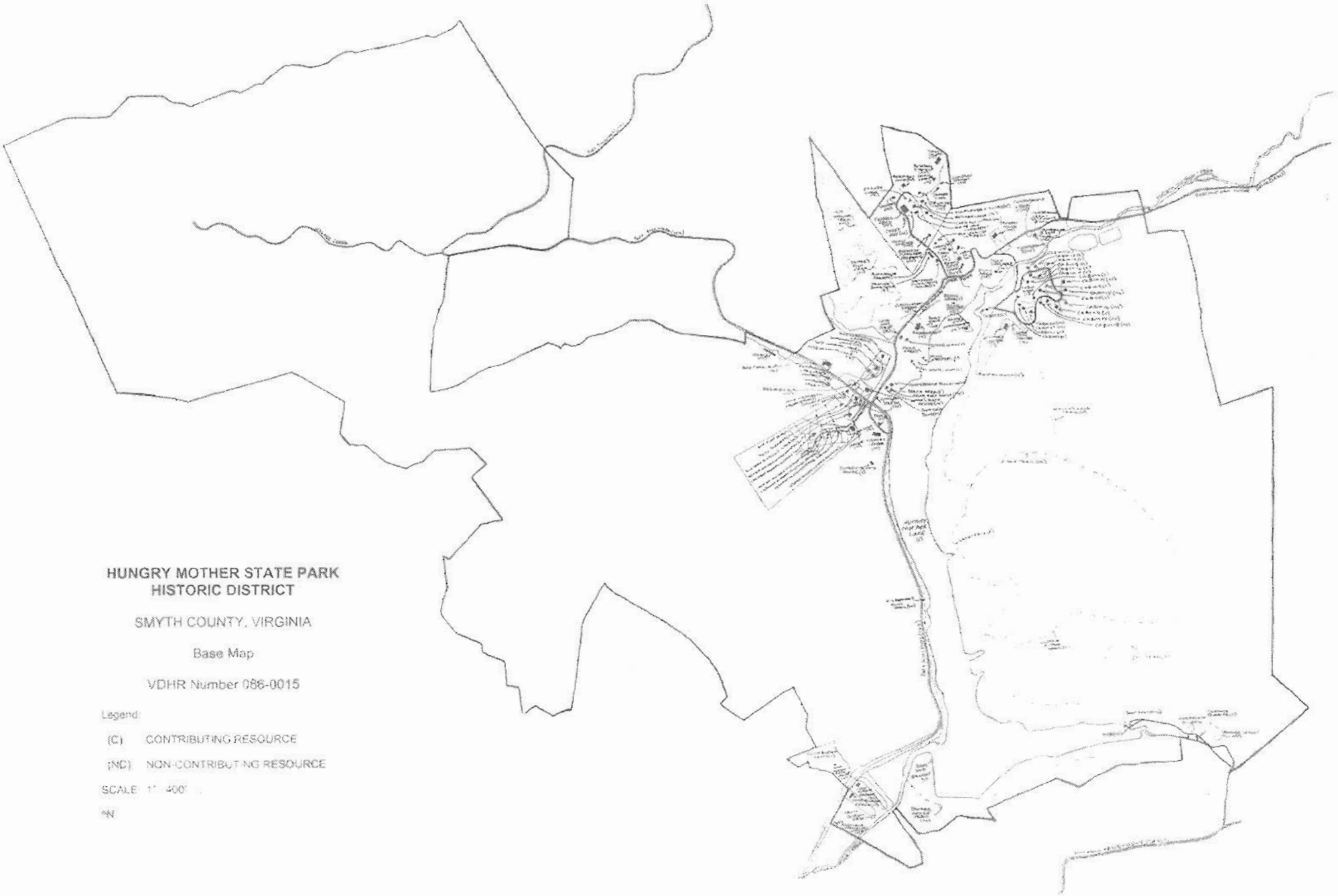
Photograph List:
Photo 1 of 12: Negative 22961
Restaurant and Parking Lot Stonework—looking southeast
Photo 2 of 12: Negative 22961
View north of Dam and Spillway
Photo 3 of 12: Negative 22961
Water Pump Building and Storage Building at Boat Ramp—Northwest oblique
Photo 4 of 12: Negative 22961
Cabin 13—Southwest oblique
Photo 5 of 12: Negative 22961
Restaurant—West façade
Photo 6 of 12: Negative 22961
Picnic Shelter—south elevation
Photo 7 of 12: Negative 22962
Cabin 14 and Cabin 15—looking northwest
Photo 8 of 12: Negative 22962
Cabin 7—North façade
Photo 9 of 12: Negative 22962
View west from Cabin Area to Amphitheater and Bridge
Photo 10 of 12: Negative 22962
View of Beach Area from Cabin Area
Photo 11 of 12: Negative 22962
Lodge—Southwest oblique
Photo 12 of 12: Negative 22962
Stables—Northwest oblique

Endnotes:

1 Land and Community Associates, "Survey of State-Owned Properties: Division of Parks and Recreation," (Charlottesville, VA, July 1988), 1.
2 Ibid, 2.
3 Ibid, 3.
4 Lotspeich, Stephen H., , "The Design Intentions and the Planning Process of the Virginia CCC State Park "Master Plans" 1933-1942," Master's thesis, University of Virginia, 1984, 4.
5 Ibid., 11.
6 Land and Community Associates, 4.
7 Lotspeich, 17.
8 Ibid., 18.
9 Ibid., 20.
10 Ibid., 24.
11 Ibid., 26.
12 Ibid., 14.
13 Ibid., 13.
14 "A handbook for Local Selection Agents on CCC Camp Life," State Department of Public Welfare Bureau of CCC Selection, 1940, 22.
15 Ibid., 15.
16 Lotspeich, 14.
17 Ibid., 32.
18 Ibid., 33.
19 Ibid., 30.
20 Good, Albert. "Park Recreation Structures," (New York: Princeton Architectural Pres, 1938, reprint 1999), Part III, 109-113.
21 Good, Part I, 9-10.
22 Good, Part I, 73.
23 Good Part I, 5-8
24 Good, Part III, 110-111.
25 Good Part III, 17-20.
26 Good Part III, 173-175.
27 Good Part III, 5-16.
28 Sturgill, Mack H., "Hungry Mother: History and Legends, 2nd Addition," (Marion, Virginia: Friends of Hungry Mother State Park, June 2001), 39-41.

[29] See Mack Sturgill's "Hungry Mother: History and Legends" for a comprehensive history of the park.
30 Ibid., 45-47.
31 Ibid., 43.
32 Ibid., 65.
33 Ibid., 51.
34 Ibid., l 90.
35 Ibid., 132. Preston also served in the House of Delegates from 1942 -1946 and was the Lieutenant Governor from 1946 to 1952.
36 Ibid., 53.
37 Ibid., 75, 79.
38 Ibid., 8-14.
39 Ibid., 19-20
40 Montgomery County Plat Book A, reproduced in Sturgill, 16.
41 Sturgill, 21-22.
42 Ibid., 159.
43 Ibid., 163.
44 Ibid., 156.
45 Ibid.
46 Ibid., 166.
47 Ibid., 170-171.
48 Ibid., 187.
49 Ibid., 87.
50 Ibid., 102.
51 Ibid., 90-93.
52 Ibid., 90-91.
53 "The CCC Camps in Virginia," The University of Virginia Newsletter, Vol. XI, No. 6, December 15, 1934.
54 Sturgill, 194-195.


JEFFERSON NATIONAL FOREST
HUNGRY MOTHER STATE PARK
HUNGRY MOTHER STATE PARK
Hungry Mother Lake
Mitchell Valley
LITTLE BRUSHY
SLOPE LICK HOLLOW



HUNGRY MOTHER STATE PARK
HISTORIC DISTRICT

SMYTH COUNTY, VIRGINIA

Base Map

VDHR Number 086-0015

Legend:

(C) CONTRIBUTING RESOURCE

(NC) NON-CONTRIBUTING RESOURCE

SCALE: 1" = 400'

N

JEFFERSON NATIONAL FOREST
HUNGRY MOTHER STATE PARK
RICH VALLEY
WALKER MOUNTAIN
Mollys Knob
Rugby Mtn
Stone Lick Hollow
Davis Hollow
Big Cave
Ridgedale
Buckeye Cem
Mather Creek
Hungry Mother Lake
Boundary Appalachian Trail
Marion 219 S.
Elyk 218 NE
SCALE 1:24000
CONTOUR INTERVAL 40 FEET
ROAD CLASSIFICATION
Heavy-Duty
Medium-Duty
Light-Duty
State Route
KENTUCKY
TENNESSEE
QUADRANGLE LOCATION
CHATHAM HILL, VA.
1958

STATES
LEY AUTHORITY
ICES BRANCH

MARION QUADRANGLE
VIRGINIA-SMYTH CO.
7.5 MINUTE SERIES (TOPOGRAPHIC) 218-SE

Hungry Mother State Park Historic District
086-0015
2854 Park Blvd
Marion, VA 24354
Chilhowie, VA
Quad (see also Chatham Hill, VA Quad)

1 17/449299/4082794
2 17/450001/4082778
3 17/451218/4083313
4 17/452741/4082705
5 17/453012/4083193
6 17/454001/4082918
7 17/454746/4082018
8 17/454928/4082818
9 17/454644/4080482
10 17/453451/4080025
11 17/453118/4080056
12 17/451446/4080537
13 17/450034/4081255