

Core Development Character Area

1 Introduction

2
3 The core development area represents the
4 most intensely developed region within Big
5 Spring Historic District. Built primarily by
6 the CCC and WPA between 1933 and 1941,
7 it was designed as Big Spring State Park's
8 active visitor and recreational use area, where
9 major facilities were located. These include
10 the Entrance Building (HS-432), Latrine (HS-
11 423), Museum (HS-420), Pump House (HS-
12 443), Dining Lodge (HS-422), fifteen cabins,
13 Chubb Hollow, and recreational spaces.

14
15 This section describes the existing conditions
16 and analysis of the core development area. It
17 is organized to describe the entire landscape
18 character area as a whole, followed by
19 descriptions of four distinct areas.

- 20
21 • Entrance Building / Museum / Dining
22 Lodge
23 • Cabins
24 • Chubb Hollow
25 • Maintenance Area

26
27 The first part of this section describes the
28 existing condition and analysis of spatial
29 organization, topography, views and
30 vistas, circulation, and vegetation for the
31 core development area as a whole. This is
32 illustrated by a series of analysis diagrams
33 describing the changes over time for the core
34 development area.

35
36 The second part of this section provides
37 evaluation and analysis the four distinct
38 areas, based on their individual character.
39 These include cluster arrangement, buildings
40 and structures, and small scale features.

41
42
43
44

1 Spatial Organization

2
3 The core development area is set west of the
4 Current River, within a narrow valley defined
5 by steep forested hillsides to the north and
6 south. Built features that support visitor and
7 operational uses are concentrated within
8 the core development area. Buildings and
9 uses are clustered in distinct arrangements,
10 intentionally sited to limit views of man-
11 made features, and to blend with the natural
12 landscape.

13
14 At the west edge, the siting of the Entrance
15 Building (HS-432) and Entrance Portal Walls
16 (HS-432A) at the center of a level open space
17 creates a stunning threshold and arrival
18 experience into the study area. From this
19 point, the open space begins to broaden
20 slightly outward, affording a long view
21 towards the Museum (HS-420) to the east
22 with the Dining Lodge (HS-422) in the far
23 background. To the south, the Maintenance
24 Area is tucked into a sloping forested hillside,
25 sited and organized to minimize views
26 into maintenance operations. This broad,
27 level open space continues, extending to
28 the Current River where its eastern end
29 it becomes a mown grass playfield. The
30 Latrine (HS-423) anchors the northeastern
31 corner, set on a low hillside overlooking the
32 Current River and the playfield. Two clusters
33 of buildings define the southern edge, one
34 consisting of visitor facilities and the cabins
35 as the other.

36
37 The Museum (HS-420), Pump House (HS-
38 443) and Dining Lodge (HS-422) line the
39 southern edge of the playfield, connected by
40 the long linear Main Parking Area (HS-714).
41 The Museum, Pump House and parking area
42 are set into the lower edge of the sloping
43 hillside on a low rise above, and overlooking,
44 the playfield. The siting of the Dining Lodge



Figure 3-36. The Dining Lodge (HS-422) was sited to be prominent and visible from the river below. (Mundus Bishop 2016)



Figure 3-37. The cabins are clustered on the southern hillside, creating a separation between private and public spaces, while also providing views. (Mundus Bishop 2016)

1 (HS-422) at the far eastern end, overlooking
 2 the Current River, completes the arrival
 3 experience. Fifteen cabins are nestled into
 4 the southern hillside overlooking the valley,
 5 the playfield and the Current River. All were
 6 sited and designed to purposefully to blend
 7 with the natural landscape and afford views
 8 into the forest. Thirteen are set into the north
 9 facing hillside or along the ridge line, with
 10 two on the southern facing hillside. Chubb
 11 Hollow sits at the bottom of this southern
 12 hillside on a low ridge within Chubb Hollow.

13
 14 The core development area was initially built
 15 by the Missouri State Park system, beginning
 16 in 1924. Development was limited to the
 17 construction of three cabins, Cabin #406
 18 (HS-406), #407 (HS-407), and #408 (HS-
 19 408) set within the level open space of the
 20 hollow where the playfield is today. In 1933,
 21 when the CCC began design and construction,
 22 they focused their efforts on transforming
 23 this setting into a centralized visitor and
 24 recreational use area organized around this
 25 open space. The CCC removed or reused
 26 existing buildings, including the three cabins,
 27 and rebuilt and set them on the hillside to the
 28 south.

29
 30 The CCC intentionally designed the spatial
 31 organization of the core development area
 32 to create a distinct visitor experience and
 33 an orchestrated sequence of arrival and
 34 immersion. This began outside the Big Spring
 35 State Park, along the long hill as Peavine Road
 36 / State Highway 103 descends towards the
 37 Entrance Building (HS-432), sited at its base
 38 to define the Big Spring Historic District's
 39 boundary and arrival threshold. The relatively
 40 broad open valley floor became the central
 41 open space, around which the main visitor
 42 facilities were organized. The buildings were
 43 organized into two distinct clusters—the
 44 linear arrangement of the Latrine (HS-423),
 45 Dining Lodge (HS-422), Museum (HS-420),
 46 and Pump House (HS-443) arranged in

1 relationship to the playfield, and the cluster
 2 of cabins set into the steeply sloping hillside.
 3 The main visitor facilities, the Museum and
 4 Dining Lodge and structures were sited to be
 5 prominent and visible—from the entrance
 6 drive for the Museum, and from the Current
 7 River for the Dining Lodge. Clustering the
 8 cabins on the southern hillside created a
 9 distinct separation between uses and afforded
 10 views, while providing privacy.

11 12 Analysis of Integrity

13 Very few modern intrusions or changes have
 14 occurred since the period of significance.
 15 The core development area retains its
 16 arrangement of visitor facilities with cabins
 17 located on the hillside, connected by winding
 18 roads and trails through steep topography
 19 and dense forest. In the 1970s, the NPS
 20 modified the entrance road to eliminate one
 21 route between the Maintenance Area and
 22 Main Parking Area (HS-714). Within the
 23 Maintenance Area, several buildings were
 24 added, and utility and roadway upgrades
 25 occurred. The changes were minor, and did
 26 not alter the spatial organization of the core
 27 development area. The spatial organization
 28 retains integrity and contributes to the
 29 historical character of the core development
 30 area.



Figure 3-38. The Entrance Building (HS-432) from the west (HS-432), date unknown. (OZAR Archives)



Figure 3-39. The Entrance Building (HS-432) is set at the center of a level open space that creates a stunning threshold and arrival experience into the study area. (Mundus Bishop 2016)

1 Circulation

2
3 Circulation within the core development area
4 includes Peavine Road / State Highway 103
5 as the main vehicular route and entrance
6 road; the Cabin Road System (HS-401B) and
7 State Highway Z, both of which connect to the
8 highway; the Main Parking Area (HS-714);
9 and pedestrian walkways and trails. The
10 circulation patterns are integral features of
11 the cultural landscape, connecting visitor uses
12 and assisting in orchestrating movement and
13 experiences.

14
15 The two state highways pre-date development
16 of the area into a state park. Early park
17 development and the later work of the
18 CCC and WPA capitalized on the locations
19 of these circulation routes and integrated
20 them into the design and organization of
21 the core development area. Peavine Road /
22 State Highway 103 became the Big Spring
23 State Park entrance drive, a major vehicular
24 route connecting the core development area
25 and Big Spring. State Highway Z became the
26 primary north south route, following the
27 natural topography of the rolling hillsides and
28 connecting the cabins and Chubb Hollow. The
29 CCC added an access route to the Maintenance
30 Area, the Main Parking Area (HS-714) along
31 the front façade of the Museum (HS-420), and
32 a narrow road with a turn-around to access
33 the overlook at Chubb Hollow. As part of the
34 development of the cluster of cabins, the
35 CCC built an additional two-mile loop road
36 that followed the natural topography of the
37 south hillside. This narrow vehicular route is
38 set within the wooded hillside, and provides
39 access to the fifteen cabins.

40
41 Pedestrian circulation is primarily narrow
42 and rugged recreational trails, and a few
43 walkways that connect visitor facilities. These
44 include the Rocky Ridge Trail that connects
45 the Latrine (HS-423) with Big Spring to the
46 north, Spring Branch Trail along Big Spring

1 branch and the Current River, and the Cabin
2 Path System and Stairs (HS-713) that connect
3 the cabins with the Dining Lodge (HS-422)
4 and one another. The Fire Tower Trail
5 begins at the Cabin Road System (HS-401B),
6 connecting the Museum (HS-420) to the north
7 and the cabins with the site of the CCC Camp
8 Ruins.

9 10 Analysis of Integrity

11 The vehicular and pedestrian circulation
12 within the core development area follows
13 the same configuration as during the period
14 of significance with only minor changes.
15 The NPS removed a road between the
16 Maintenance Area and the Main Parking Area
17 (HS-714). Another road between the Dining
18 Lodge (HS-422) and Peavine Road / State
19 Highway 103, was removed and replaced by
20 a pedestrian trail, now known as the Upper
21 Cabin Trail. The 1970s work by the NPS
22 slightly modified the Main Parking Area,
23 removing the bus pull in at the far western
24 edge, modifying curb radii, and modifying
25 walks and the service drive at the Dining
26 Lodge to accommodate the changed entrance
27 location. Pedestrian circulation routes were
28 repaired over the years with concrete and
29 timber steps replacing the CCC stone steps.

30
31 The following pages graphically illustrate
32 the analysis of the core development area as
33 it changed over time. It documents the early
34 development of the State Park, and illustrates
35 the subsequent construction by the CCC and
36 WPA, Missouri State Parks, and the NPS.

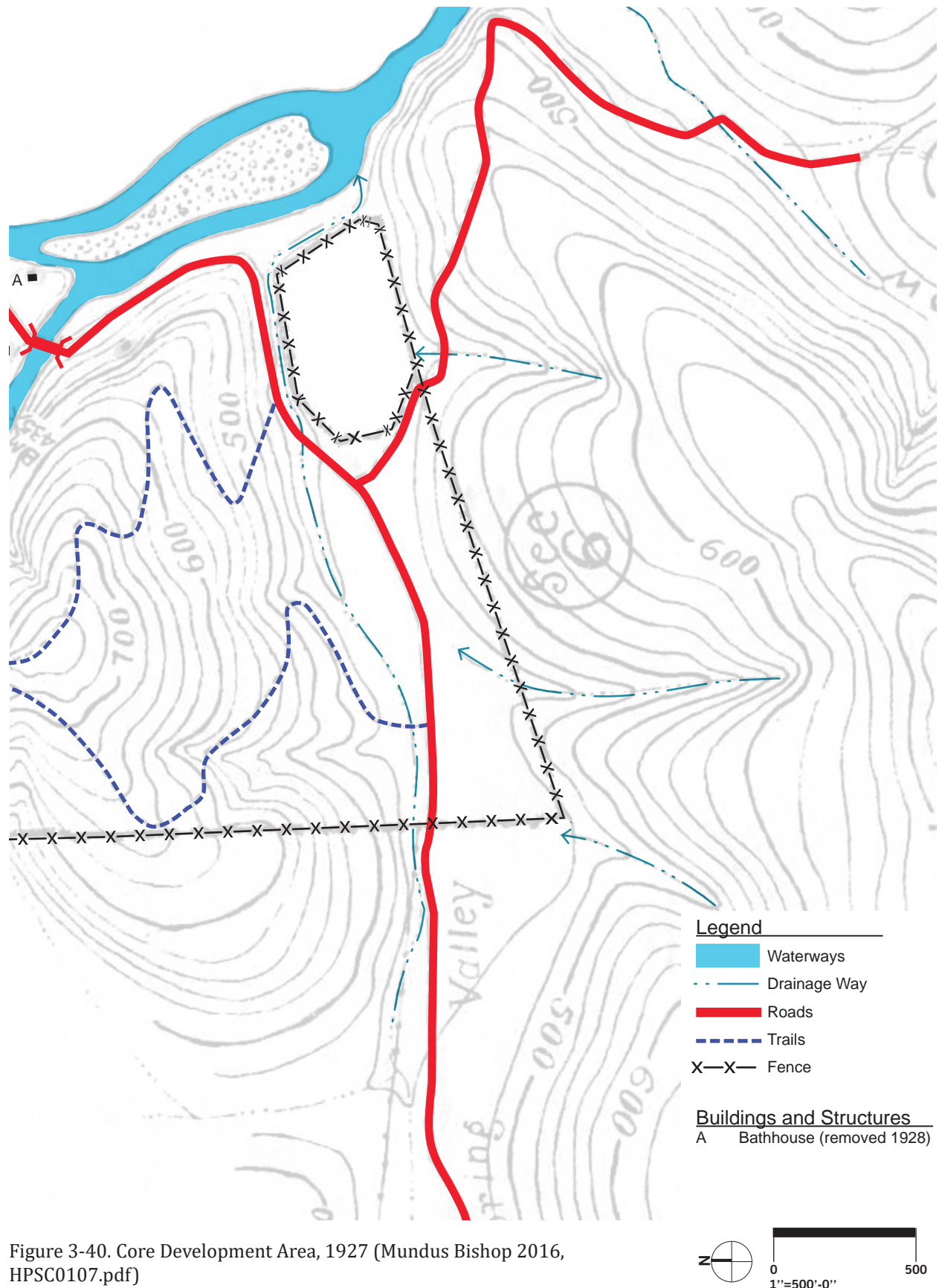


Figure 3-40. Core Development Area, 1927 (Mundus Bishop 2016, HPSC0107.pdf)

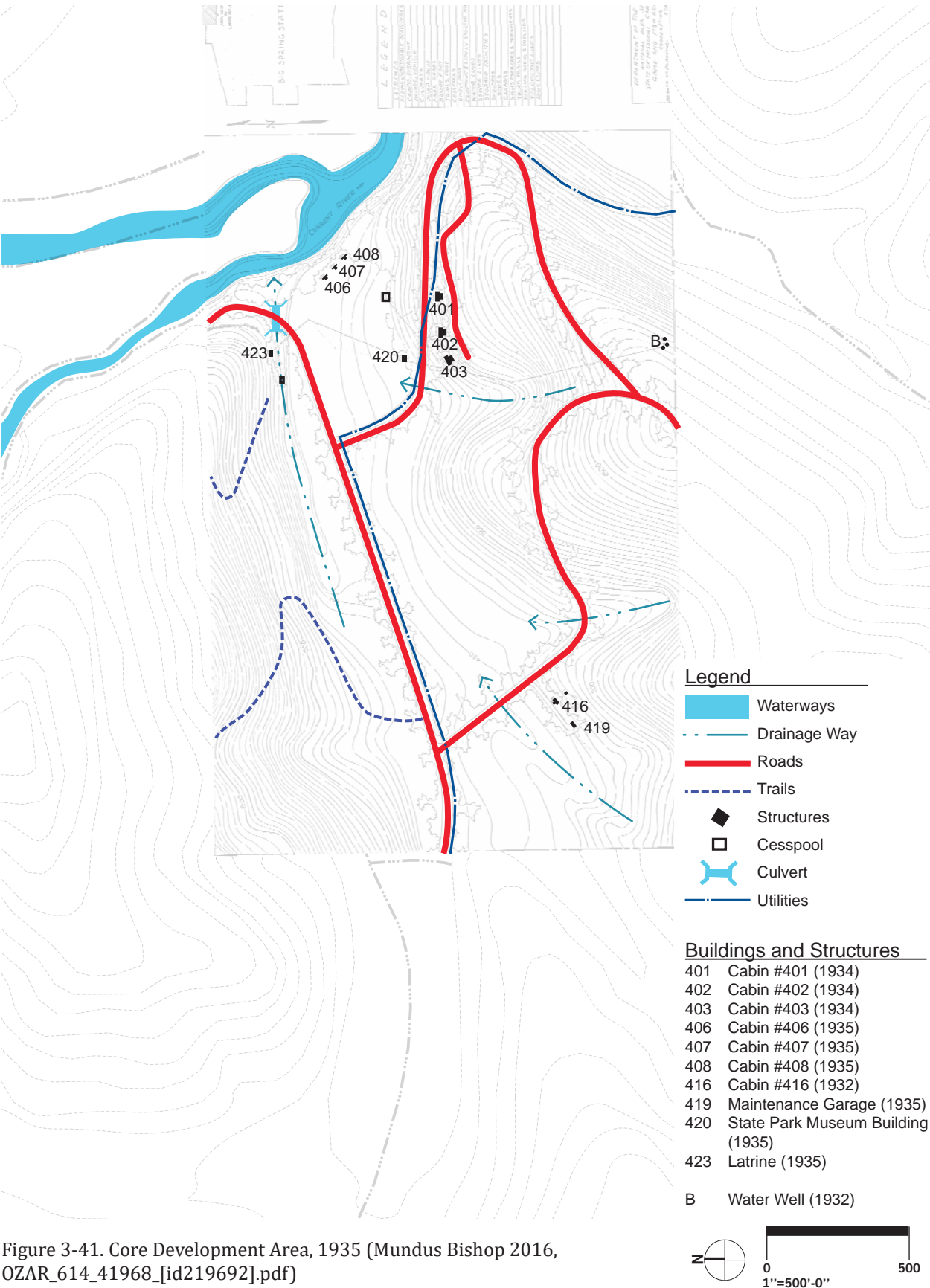
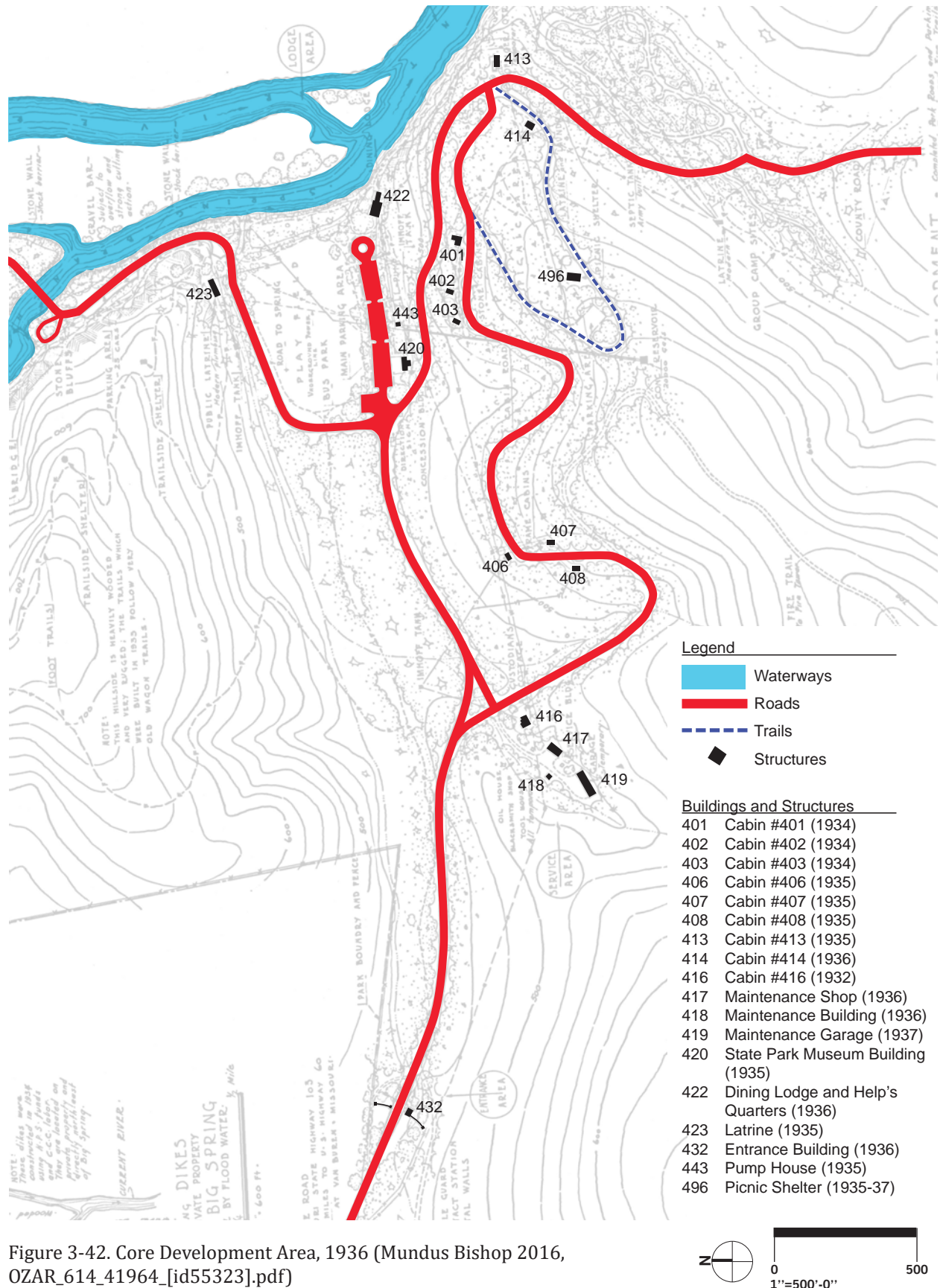


Figure 3-41. Core Development Area, 1935 (Mundus Bishop 2016, OZAR_614_41968_[id219692].pdf)



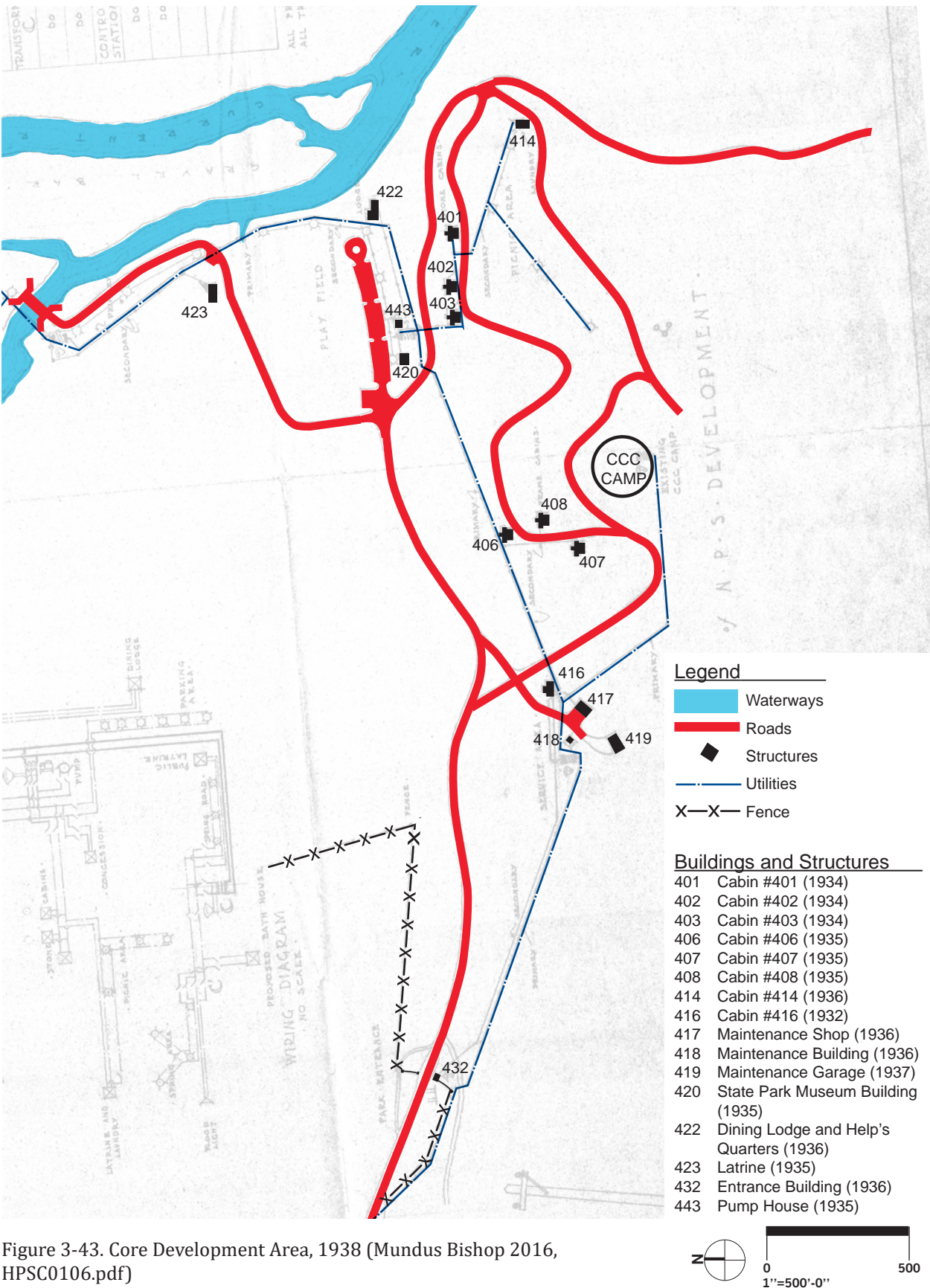
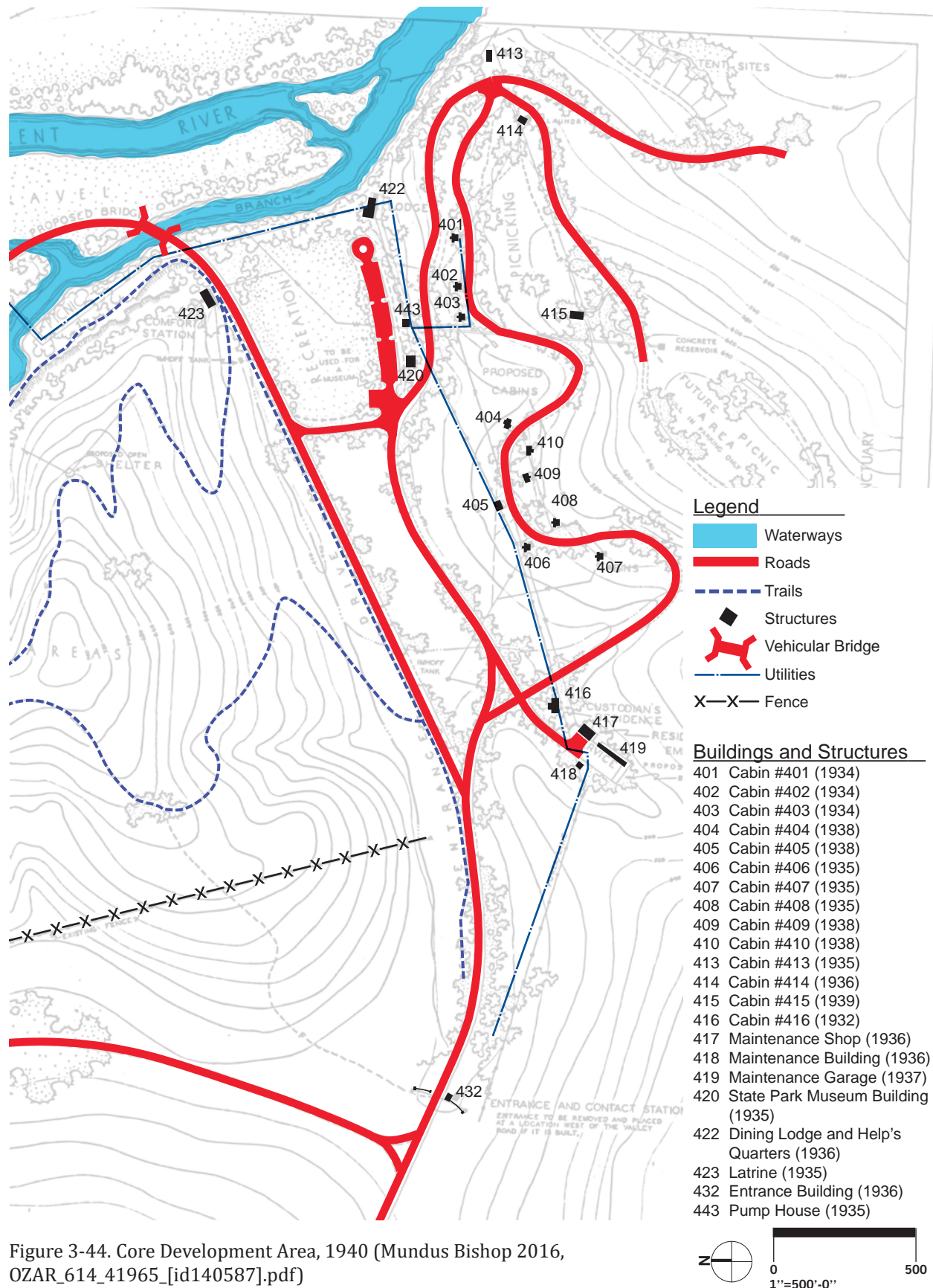


Figure 3-43. Core Development Area, 1938 (Mundus Bishop 2016, HPSC0106.pdf)



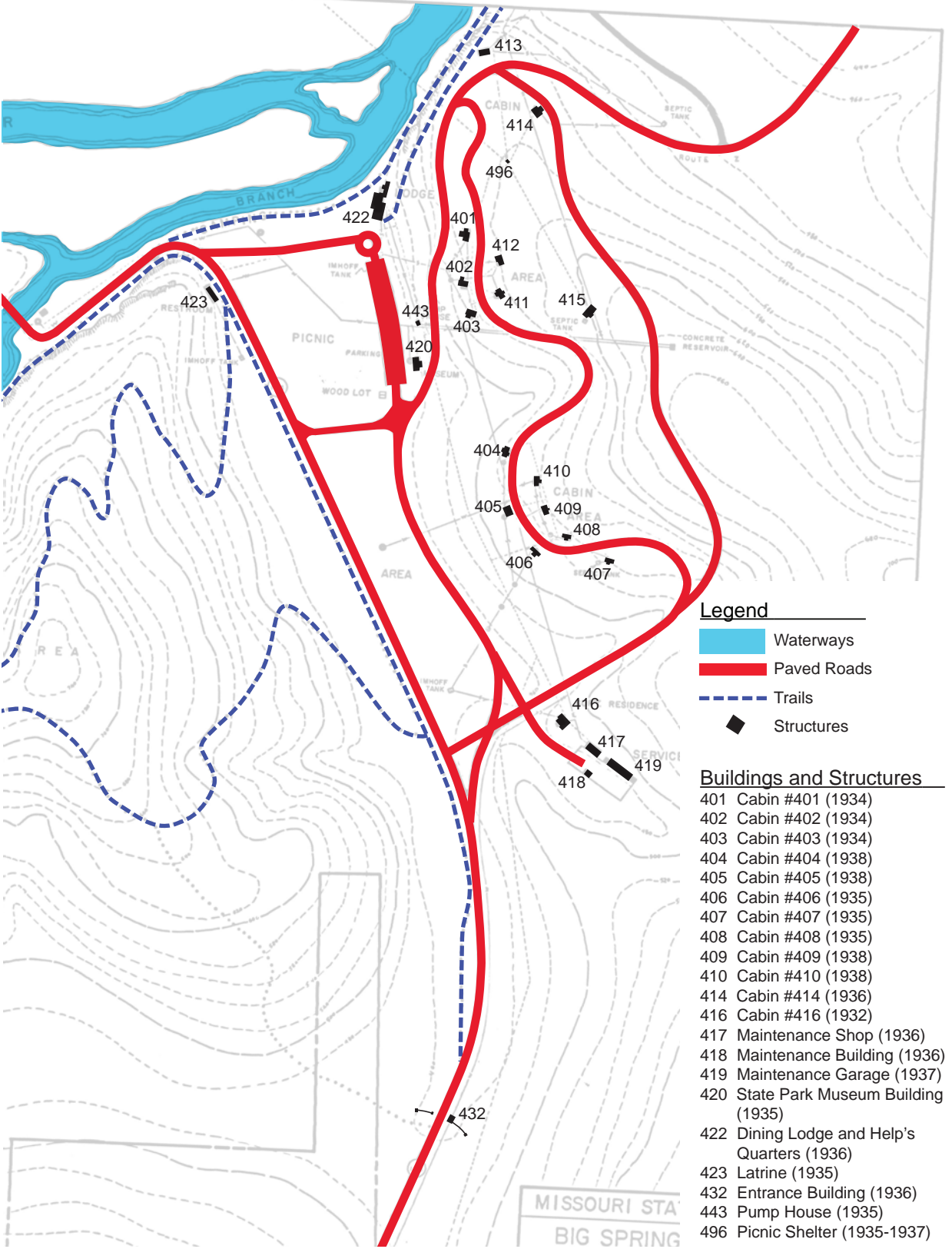


Figure 3-45. Core Development Area, 1967 (Mundus Bishop 2016, OZAR_614_41980_[id167118].pdf)

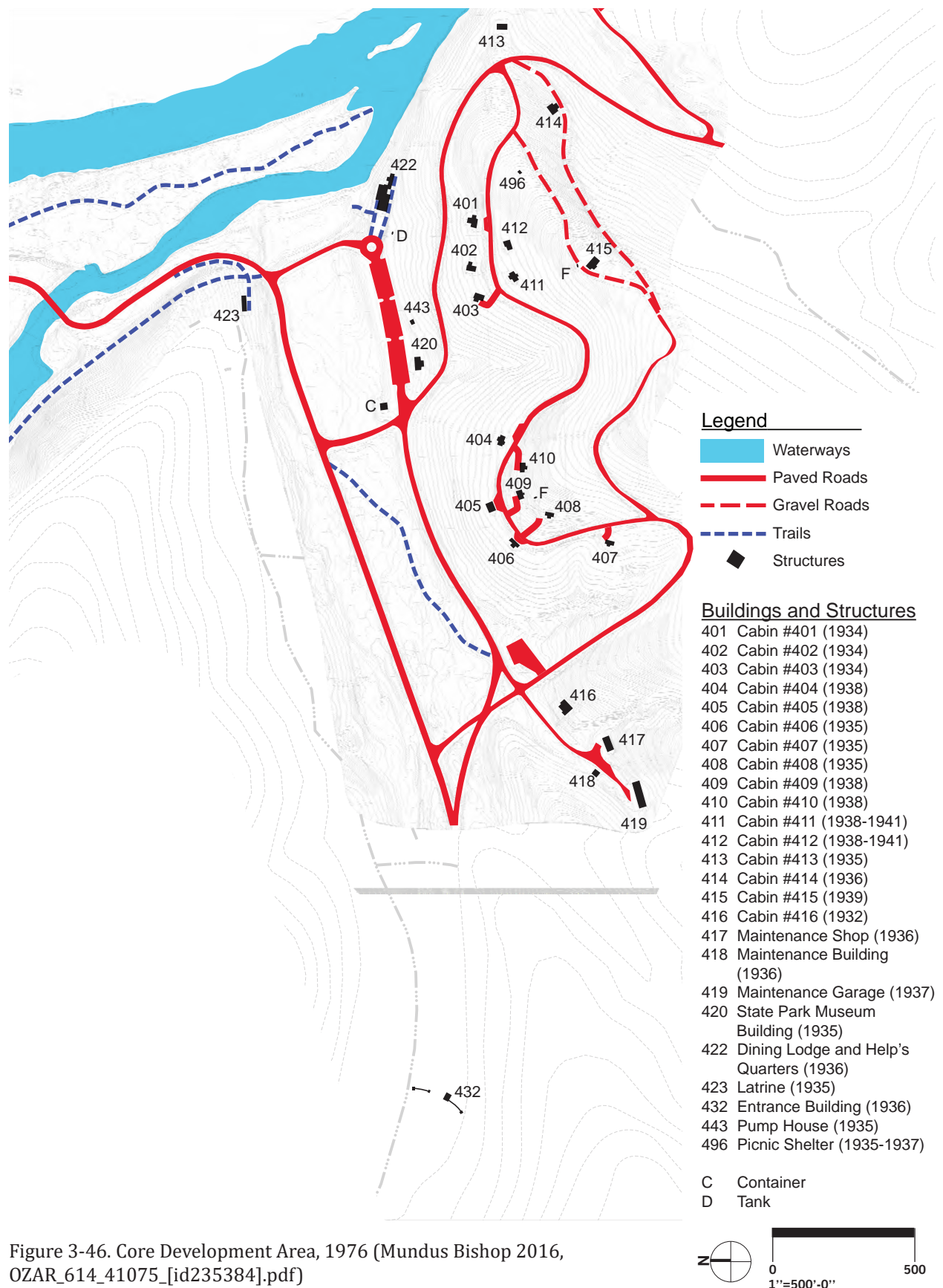


Figure 3-46. Core Development Area, 1976 (Mundus Bishop 2016, OZAR_614_41075_[id235384].pdf)