National Park Service
Cultural Landscapes Inventory

2006

Revised: 9/2021



Blackwoods Campground

Acadia National Park

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Blackwoods Campground

Resource Classification: Cultural Landscape

CLI Identification Number: 650067

Parent Landscape: 650067

Inventory Status: Complete

Park Information

Park Name: Acadia National Park

Alpha Code: ACAD

Park Organization Code: 1700

Park District: ACAD

Region: Northeast

Restricted: Yes

Landscape Description:

Blackwoods Campground is one of two campgrounds located in Acadia National Park, Maine. Acadia was the first national park established east of the Mississippi River and today encompasses over 50,000 acres across Mount Desert Island, the Schoodic Peninsula, and other smaller islands. The campground covers 198 acres on the eastern half of the island, just west of the Village of Otter Creek. Blackwoods was built according to the principles and practices of rustic park landscape design implemented by the National Park Service (NPS) and Civilian Conservation Corps (CCC) in the 1930s and 1940s, which harmonized manmade development with natural topography and the surrounding landscape. Blackwoods Campground is close to the popular attractions of the eastern side of the island, and is more heavily used than the park's Seawall Campground.

Blackwoods Campground consists of two camping loops (Loop A and Loop B) organized around a central Camp Court, an oval one-way drive that serves as a hub between the camping loops. A three-quarter mile entrance road leads to the Entrance Station and on to the Camp Court from which Campsite Loop A lies to the south and Loop B to the west. Camping is assigned to numbered campsites that are identified with painted numerals at the edges of the paved camp roads.

Loop A was built in 1938-1950 and features a typical one-way perimeter loop road, from which a series of lateral roads leads to campsites. The first 35 campsites at Loop A are link-type sites constructed in a central cluster. After World War II, spur-type campsites were constructed. Loop A currently features 160 sites, reduced from a peak of 192 in 1971. The loop is served by six comfort stations, five of which are of the standard design constructed by the CCC. Many of the prototypical steel fireplace rings used historically at Blackwoods are extant, as are the campground's water taps. Only a limited number of historic site furnishings such as signs, gates, and stone and log barriers remain, but those few, along with replacements-in-kind, contribute to the rustic character of the site. The Ocean Path, constructed in 1938, connects Loop A to the cliffs overlooking Otter Cove. Loop B was developed in 1956-1959 with funding from the Mission 66 program that aimed to improve visitor facilities and park infrastructure throughout the NPS. Loop B features 154 spur-type campsites and is organized similar to Loop A, with a one-way perimeter loop road inset with a series of roughly parallel lateral roads and five comfort stations. Tucked between the two loops is an amphitheater, originally built in 1950 and upgraded in 1977, which hosts evening interpretive programs.

A spruce/fir coniferous forest is the dominant vegetative type at the Blackwoods Campground. Characterized as "even-aged," it provides a more continuous crown closure, but allows less light to reach the forest floor, resulting in less diversity of species. Sub-dominant species include a variety of mixed hardwoods as well as birch and aspen. The forest cover is characterized as mature, with 75 to 100 percent crown closure. Undisturbed areas of the forest soil are covered with a ground layer of mosses and ferns. A variety of northern temperate shrub species populate the understory of undisturbed areas.

SIGNIFICANCE SUMMARY

Blackwoods Campground is locally significant under National Register of Historic Places Criteria A and C in the areas of Architecture, Conservation, Entertainment/Recreation, and Landscape Architecture. Under Criterion A, Blackwoods Campground is associated with the New Deal programs that provided an infusion of federal funding and labor to develop visitor facilities at Acadia NP and elsewhere. Under Criterion C, a portion of Blackwoods Campground serves as an intact example of NPS Rustic Design constructed during the New Deal era. The period of significance for Blackwoods Campground is 1935-1948, which encompasses the park's successful effort to expand automobile camping facilities in response to growing visitation and the availability of New Deal funding and labor, including CCC and WPA programs. The period begins with the preliminary investigation of the Seawall area, a similar campground, as a potential Recreational Demonstration Project in 1935, and ends with the construction of the last Rustic Design structure at Blackwoods.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

Blackwoods Campground meets the registration requirements for the Visitor Facilities and Developed Areas property type outlined in the 2017 National Register Multiple Property Documentation Form, "Historic Resources of Acadia National Park." The campground retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its significance, namely through the entrance road, camp court, Loop A circulation features and camp sites, five comfort stations, circular fire rings, water pumps, and the Ocean Path. The Loop B circulation features and camp sites, six comfort stations, amphitheater, Entrance Station, and other small-scale features are not historic, but overall do not appreciably detract from the campground's historic character. Tall trees still shade much of the campground, but there is less understory vegetation between campsites today.

The condition of the Blackwoods Campground is evaluated as "good." The property shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. Its cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Landscape Hierarchy Description:

Acadia National Park currently includes 14 landscapes (and eight component landscapes): Baker Island, Blackwoods Campground, Cadillac Mountain Summit, Historic Carriage Road System (four component landscapes), Historic Hiking Trail System (four component landscapes), Historic Motor Road System, Isle au Haut, Jordan Pond House, Picnic Areas, Sand Beach, Schoodic Peninsula, Seawall Campground, Sieur de Monts Spring, and Thunder Hole.

Landscape Type:

Historic Designed Landscape

Other Names:

Other Name: Blackwoods Campground **Other Name Type:** Both Current And Historic

Site Plan



Site map for Blackwoods Campground, 2021.

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/21/2006

Completion Status Explanatory Narrative:

The original Blackwoods Campground CLI was based on the 1996 Cultural Landscape Report (CLR) for Blackwoods and Seawall Campgrounds- Acadia National Park by H. Eliot Foulds, Historical Landscape Architect at the Olmsted Center for Landscape Preservation. The CLR provided the background for field work and field documentation conducted by Olmsted Center intern, Erica Max, in May 2006. The CLI was edited by Olmsted Center intern, Gretchen Hilyard, in September 2006. The original CLI was approved by the park superintendent in 2006, and a condition reassessment for the property was completed in 2012.

For this CLI Update, field work and mapping was completed by Clelie Fielding, Conservation Associate, in June 2019, and edits were accomplished by Jeff Killion, R1 CLI Coordinator in February 2021. The park contact for cultural resources is Gail Gladstone, Cultural Resource Program Manager, at gail_gladstone@nps.gov.

SUMMARY OF CLI REVISIONS, 2021
• The management category remains, “Must Be Preserved and Maintained.”
• National Register information is revised. The significance of the landscape is articulated in the National Register documentation approved by the Maine SHPO in 2005 and by the Keeper of the National Register in 2007. Blackwoods Campground is locally significant under Criteria A and C in the areas of Architecture, Conservation, Entertainment/Recreation, and Landscape Architecture.
• The period of significance remains, 1935-1948.
• The following sections have been reviewed and revised as needed: Chronology, History, Analysis (feature tables and FMSS data), and Impacts.
• Information on the Wabanaki – a group of northeastern Algonquian-speaking ethnic groups or tribal nations today distinguished as the Maliseet, Mi’kmaq, Passamaquoddy and Penobscot – has been expanded throughout the CLI.
• Existing condition photographs are updated, and the site plan is revised and GIS-compliant.
• The landscape condition was evaluated as “Good” in 2006 and reassessed as Good in “2012.” The proposed landscape condition evaluation for 2021 is “Good.”

Concurrence Graphic Information:

Attachment File Path

Cultural Landscapes Inventory
Condition Reassessment
2012

Acadia National Park
Blackwoods Campground
Seawall Campground

Acadia National Park concurs with the condition reassessments for the Blackwoods Campground and Seawall Campground, including:

CONDITION ASSESSMENT: Good – Blackwoods Campground
Good Seawall Campground

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

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

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

The condition reassessments for the Blackwoods Campground and Seawall Campground at Acadia National Park is hereby approved and accepted.

Superintendent, Acadia National Park — Date 8/21/12

Condition reassessment form, August 21, 2012.

ID: SEP 22'06 7:50 NO.002 P.03

Cultural Landscape Inventory

Blackwoods Campground
Acadia National Park

Acadia National Park concurs with the findings of the Cultural Landscape Inventory for Blackwoods Campground including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Good

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

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

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

The Cultural Landscape Inventory for Blackwoods Campground is hereby approved and accepted.

Superintendent, Acadia National Park — Date 9/21/06

Park Concurrence Form, 2006

Cultural Landscapes Inventory
CLI Updates Concurrence Form
2021

Acadia National Park
Blackwoods Campground, Cadillac Mountain Summit, Jordan Pond House,
Seawall Campground, Sieur de Monts Spring, and Thunder Hole

Acadia National Park concurs with the CLI updates for the Blackwoods Campground, Cadillac Mountain Summit, Jordan Pond House, Seawall Campground, Sieur de Monts Spring, and Thunder Hole, including:

CONDITION ASSESSMENT:
Good – Blackwoods Campground
Fair – Cadillac Mountain Summit
Good – Jordan Pond House
Good – Seawall Campground
Good – Sieur de Monts Spring
Fair – Thunder Hole

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

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

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

The CLI updates for the Blackwoods Campground, Cadillac Mountain Summit, Jordan Pond House, Seawall Campground, Sieur de Monts Spring, and Thunder Hole at Acadia National Park are hereby approved and accepted.

KEVIN SCHNEIDER Digitally signed by KEVIN SCHNEIDER
Date: 2021.09.28 09:08:42 -04'00'

Superintendent, Acadia National Park Date

Park Concurrence Form, 2021

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	Change in Condition	08/21/2012	Condition reassessment completed as scheduled.
Jeff Killion	Other	09/28/2021	CLI Update.

Geographic Information

State and County:

State	County
Maine	Hancock County

Size (Acres): 98

Land Tract Number(s)

Boundary Description:

The boundary of Blackwoods Campground CLI includes the entrance road, the Camp Court, Loop A, Loop B, amphitheater, and the Ocean Path. The boundary generally extends 50 feet from the edge of all camp-related roads, 50 feet on either side of the Ocean Path centerline, and 25 feet west of the amphitheater. Loop B and the amphitheater area do not include any historic resources, but are included in the CLI boundary because they are compatible with the other areas of the campground.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
USGS Map 1:24,000	Area	44.313644928	-68.2055464812	
USGS Map 1:24,000	Area	44.309666478	-68.2030925791	
USGS Map 1:24,000	Area	44.306417797	-68.202008189	
USGS Map 1:24,000	Area	44.304647918	-68.2064200418	
USGS Map 1:24,000	Area	44.313664079	-68.2083047383	
USGS Map 1:24,000	Area	44.309406025	-68.2044752613	
USGS Map 1:24,000	Area	44.313470113	-68.2063011596	
USGS Map 1:24,000	Area	44.312258371	-68.2133389999	
USGS Map 1:24,000	Area	44.313348993	-68.2148290674	
USGS Map 1:24,000	Area	44.313527314	-68.2145759162	
USGS Map 1:24,000	Area	44.31350312	-68.2110654104	

Location Map:



Blackwoods Campground is located in the eastern section of Acadia National Park near the eastern shore of Mount Dese Island, east of Seal Harbor.

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Regional Landscape Contexts:

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/21/2006

Management Category Explanatory Narrative:

As approved on by the park superintendent on September 21, 2006, Seawall Campground meets the management category “Must Be Preserved and Maintained” because the property is related to the park’s legislated significance. In the enabling legislation of Sieur de Monts National Monument from July 8, 1916, Congress cited Mount Desert Island’s distinction as Champlain’s landing place and the great scientific interest in its topography, geology, fauna, and flora. The legislation indicated the primary purpose of the monument was to protect these significant resource values, warning all unauthorized persons “not to appropriate, injure, destroy, or remove any of the features or objects included within the boundaries.” Although providing resource-based outdoor recreational opportunities was not specifically stated in the enabling legislation, such was the intent of the many people who donated thousands of acres for creation of the park.

Through the 1933 Federal Emergency Relief Act (FERA), the National Park Service (NPS) assumed new responsibilities for nationwide recreational planning. The submarginal lands program of FERA held the NPS accountable for the development of any recreational potential of the submarginal lands acquired by the federal government. These lands were developed as model parks or, “Recreational Demonstration Areas.” The FERA submarginal lands program had under study approximately 8,000 acres on the western side of Mount Desert Island as a potential Recreational Demonstration Project (RDP). (Foulds 1996: 16)

When the NPS successfully secured funding for the construction of the Otter Cove causeway and Blackwoods motor road segment in 1936, John D. Rockefeller, Jr. began preparations to transfer his Blackwoods land holdings to the Government. Concurrent with design discussions surrounding the Seawall comfort stations in 1937, Rockefeller had given his approval for campground development on the Blackwoods tracts he was preparing to give to the park. Rockefeller’s approval of siting a campground within his donation allowed the NPS to proceed with planning for the project, which was to be constructed as an RDP by the CCC. (Foulds 1996: 24)

Management Agreements:

Type of Agreement: None

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? No

Adjacent Lands Narrative:

Adjacent lands are lands outside the cultural landscape boundary, including lands inside or outside the park. The boundary includes the structures, sites, and surrounding landscapes that are historically associated with Blackwoods Campground and that maintain its integrity as a historic resource. The boundary also includes the non-historic structures, sites, and surrounding landscapes of Loop B that was designed and constructed in 1956-1959, and the amphitheater, originally built in 1950, and replaced in 1977. The boundary is sufficient to establish the woodland setting and reinforces the landscape design intent to create a sense of separation and seclusion from both Route 3 and in the layout of the individual campsites. There are no views from within the campground other than of the woodland itself. The Ocean Path provides access to the park loop road, from which there are views of Otter Cove.

National Register Information

National Register of Historic Places

Documentation Status: Entered Documented

Documentation Narrative Description:

Maine's Acadia National Park officially began with the proclamation of Sieur de Monts National Monument on July 8, 1916. The park was established as Lafayette National Park on February 29, 1919 and renamed Acadia National Park on January 19, 1929. Documentation of the Blackwoods Campground's historic significance began in 1997.

On October 4, 1995, the Multiple Property Documentation Form (MPDF) titled "Historic Park Landscapes in National and State Parks" was approved by the Keeper of the National Register of Historic Places. The MPDF identified a historic context, property types, and registration requirements with which to evaluate park resources. The context was "The Historic Landscape Design of the National Park Service (1916-1942)." The two property types were: National Parks, Parkways, and Monuments; and State Parks, County Parks, and Recreational Demonstration Areas. Registration requirements for listing properties in the National Register under this multiple property group included meeting Criteria A and/or C in the areas of Architecture, Community Planning and Development, Conservation, Engineering, Entertainment/Recreation, Landscape Architecture, Politics/Government, and/or Social History.

On July 1, 1996, the Maine State Historic Preservation Office (SHPO) concurred with the NPS that a portion of Blackwoods Campground met the registration requirements defined in the 1995 MPDF and was eligible for listing in the National Register under Criteria A and C in the areas of Conservation, Entertainment/Recreation, and Landscape Architecture. The evaluation was made under "The Historic Landscape Design of the National Park Service (1916-1942) historic context and the National Parks, Parkways, and Monuments property type. Contributing resources at Blackwoods included the link (trailer) campsites in Loop A; road system; Ocean Path; comfort stations #s 97, 98, 99, 100, and 101; and the privy. Non-contributing resources included Comfort Station #96 (1950) and the entrance station (1975).

On May 5, 2003, the Maine SHPO concurred with NPS findings that comfort station #96 (1950), #118 (1959), #120 (1959), storage shed #68 (1952), transformer building #149 (1954), and the entrance station (1975) were non-contributing. The Maine SHPO did not object with the exclusion of Loop B, which was designed and completed in 1959. The Blackwoods privy was demolished in 2004, in consultation with the SHPO, because it was in poor condition.

On October 25, 2005, the Multiple Property Documentation Form (MPDF) titled, "Historic Resources of Acadia National Park" was approved by the Maine SHPO. The MPDF identified historic contexts, property types, and registration requirements with which to evaluate park resources. The contexts were "Community Development and the Origins of Acadia National Park (1890-1937)," "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)," and "Rustic Design (1890-1958)" and its subthemes, "Picturesque Style (1890-1950)" and "Rustic Design of the National Park Service (1916-1958)." The three property types were: Circulation Systems, Visitor Facilities and Developed Areas, and Park Administration and Support. Registration requirements for listing properties in the National Register under this multiple property group included meeting Criteria A, B, and/or C in the areas of Architecture, Community Development, Conservation, Engineering, Entertainment/Recreation, Landscape Architecture, Other (Philanthropy), and Transportation.

Concurrent with Acadia's MPDF, on October 25, 2005, the National Register Registration Form titled, "Blackwoods Campground" was approved by the Maine SHPO. Under the framework of the MPDF's "Rustic Design (1890-1958)" context and its subtheme, "Rustic Design of the National Park Service (1916-1958)," and under the Visitor Facilities and Developed Areas property type, significance was identified under Criteria A and C in the areas of Architecture, Conservation, Entertainment/Recreation, and

Landscape Architecture. The period of significance was identified as 1935-1948. Contributing features described in the 160-acre historic district included comfort stations (#s 97, 98, 99, 100, 101), privy, Loop A road system (entrance road, camp court, campsite roads, parking links and spurs, pedestrian pathways), Ocean Path, and site furnishings (rustic gates, stone and log barriers, wood signs, steel ring fireplaces, and water supply taps. Comfort Station #96 was listed as a non-contributing feature within the historic district. Non-contributing features located outside of the historic district included Loop B campsites and roads; comfort stations #s 118, 119, 120, 121, 122; water tank; amphitheater; and the entrance station.

On September 9, 2006, the Blackwoods Campground CLI was approved by the Park Superintendent. The Keeper of the National Register accepted the "Historic Resources of Acadia National Park" MPDF and the "Blackwoods Campground" Registration Form on June 29, 2007.

Since the completion of the original Blackwoods Campground CLI in 2006, an amendment and update have been approved for the "Historic Resources of Acadia National Park" MPDF. On June 5, 2013, the Keeper of the National Register accepted an amendment that added Buildings and Structures as a property type to the existing historic context, "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)." The amendment did not pertain to the resources at the Blackwoods Campground. On June 26, 2017, the Keeper approved a comprehensive update, which incorporated the 2013 amendment and added two new historic contexts: "The Rusticator Period (1835-1890)" and "National Park Service Development of Acadia National Park (1916-1958)." The update identified Blackwoods Campground as part of the new NPS Development context, in addition to the previously identified Rustic Design context.

According to research conducted for the Blackwoods Campground CLI Update, and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the areas and periods of significance of the Blackwoods Campground, and major resources that contribute its significance, have been listed in the National Register. Therefore, for purposes of the CLI, Blackwoods Campground is considered "Entered – Documented."

Eligibility: Eligible -- Keeper

Concurrence Eligibility Date: 06/29/2007

Concurrence Narrative:

Significance Level: Local

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

Blackwoods Campground is locally significant under National Register Criteria A and C in the areas of Architecture, Conservation, Entertainment/Recreation, and Landscape Architecture. Under Criterion A, Blackwoods is associated with the New Deal programs that provided an infusion of federal funding and labor to develop visitor facilities at Acadia NP and elsewhere. Under Criterion C, a portion of the campground serves as an intact example of NPS Rustic Design constructed during the New Deal era.

The period of significance for Blackwoods Campground is 1935-1948, which encompasses the park's successful effort to expand automobile camping facilities in response to growing visitation and the availability of New Deal funding and labor, including CCC and WPA programs. The period begins with the preliminary investigation of the Seawall area, a similar campground, as a potential Recreational Demonstration Project (RDP) in 1935, and ends with the construction of the last Rustic Design structure at Blackwoods. Blackwoods Campground retains all the necessary associations and characteristics of the "National Park Service Development of Acadia National Park (1916-1958)" and "Rustic Design in the National Park Service (1916-1958)" historic contexts outlined in the 2017 MPDF, and meets the registration requirements for Visitor Facilities and Developed Areas property type. Note: Park resources associated with Mission 66 were evaluated in 2003 and determined ineligible for listing in the National Register, and are not addressed in the 2017 MPDF.

CRITERION A
Conservation and Entertainment/Recreation:
Blackwoods Campground is significant under Criterion A for its association with the New Deal programs, especially the CCC, which provided the federal funding and labor force and that made construction of facilities possible at Acadia in the 1930s. This resulted in the abundance of CCC labor necessary to construct the campgrounds and other park amenities according to the rustic standards developed by the NPS. Plans for campgrounds were not systematically executed until the implementation of the New Deal programs in the 1930s. Blackwoods and its counterpart campground Seawall were developed as Recreational Demonstration Projects under the submarginal lands program and reflect the significant impact these New Deal programs had on the park's landscape.

CRITERION C
Architecture and Landscape Architecture:
Blackwoods Campground is significant under Criterion C as illustrative of the NPS's dual objective to optimize the "wilderness" experience and at the same time provide basic amenities for visitors. The campground is an example of the NPS Rustic Design style constructed during the New Deal. The Meinecke approach of directing foot and automobile traffic into discrete areas to minimize soil compaction was an important step forward in the design of campgrounds and other areas subject to heavy visitor use. Meinecke's ideas were very compatible with the Rustic Design standards already developed and implemented by the NPS, and this cohesion is reflected in the design of the campground. Blackwoods constitutes an implemented historic landscape design and contains the original entrance road and historic campsites at Loop A with associated features. Five historic comfort stations remain, although the original check-in/ranger station burned in 1978 and the privy was removed in 2004. Post-historic additions at Blackwoods, including a campsite Loop B constructed during Mission 66 and the amphitheater built in 1950, are generally separated from the campground's historic resources.

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

C - Embodies distinctive construction, work of master, or high artistic values

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1935 - CE 1948

Historic Context Theme	Subtheme	Facet	Other Facet
Expressing Cultural Values	Landscape Architecture	The 1930's: Era Of Public Works	
Transforming the Environment	Conservation of Natural Resources	Origins Of The National Parks Movement	Scenic Preservation Origin and Development of the National Park Service The Conservation Movement Matures, 1908-1941
Transforming the Environment	Historic Preservation	The Federal Government Enters The Movement	
Transforming the Environment	Conservation of Natural Resources	The Conservation Movement Matures 1908-1941	
Transforming the Environment	Conservation of Natural Resources	The Great Depression And Conservation	
Transforming the Environment	Conservation of Natural Resources	Scenic Preservation	

Area of Significance:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Entertainment - Recreation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Landscape Architecture

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

NRIS Name:	Blackwoods Campground
NRIS ID:	07000612
Primary Certification Date:	06/29/2007

State Register Documentation:

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE 10500 - 5000	Inhabited	After the Ice Age, the earliest Indian hunting bands move into Maine's tundras in pursuit of caribou, musk ox, mammoth, and other wildlife. (Prins and McBride 2007: xv)
BCE 5000 - 1604	Inhabited	Indian families seasonally fish and hunt sea mammals in Mount Desert Island's coastal waters and collect shellfish on mudflats. Over many generations, shells accumulate at coastal camping sites, forming shellheaps. These sites also contain stone and bone tools, including harpoons, fishhooks, projectile points, awls, and (later) small native copper beads and thin copper blades. (Prins and McBride 2007: xv)
CE 1604	Explored	French explorer Samuel de Champlain names "Isle des Monts Deserts" for its high barren peaks. The Etchemin (later called Wabanaki) Indians guiding him know the island as Pemetic, meaning "range of mountains." (Prins and McBride 2007: i-ii; CLR 2006: 12)
CE 1620 - 1625	Settled	By the early 1620s epidemics and warfare have nearly annihilated the indigenous communities occupying the coastal territories from Mount Desert Island to Cape Cod, leading to European land claims and settlement. (Prins and McBride 2007: ii)
CE 1840 - 1870	Built	In the mid-1800s, Mount Desert Island became a well-known summer retreat and vacation place. Early visitors, known as "Rusticators" lodge in the homes of year-round residents, but in the 1860s many large hotels are built.
CE 1860 - 1929	Inhabited	From the 1860s-1920s, Indian families are encamped in Bar Harbor, north of the future Blackwoods Campground, selling crafts and canoeing/hunting services to island locals and tourists. Encampments are relocated numerous times during these years. (Prins and McBride 2007: xxii)
CE 1880 - 1885	Built	By the early 1880s summer visitors who return yearly to the island begin building grand summer homes, called "cottages."
CE 1880	Established	Beginning around this time, the groundwork for the creation of the park grows out of civic efforts by the Village Improvement Association and the Village Improvement Society to protect and provide public access to Mount Desert Island's scenic places.
CE 1903	Land Transfer	Under the leadership of Charles W. Eliot, summer resident and president of Harvard University, the Hancock County Trustees of Public Reservations is chartered for the purpose of acquiring parcels of land on Mount Desert Island, mainly to protect walking trails and scenic vistas.
CE 1909	Land Transfer	George Dorr purchases a small spring in a meadow northeast of Cadillac Mountain.
CE 1913	Land Transfer	By this time, the Trustees control over 5,000 acres on Mount Desert Island.

Year	Event	Major Event Narrative
CE 1914	Established	George Dorr begins to lobby the federal government to designate land on Mount Desert Island as a national park.
CE 1916	Established	President Woodrow Wilson establishes Sieur de Monts National Monument, with the mission to protect and preserve outstanding scenic, natural, scientific and cultural values for present and future generations. Wilson names George Dorr as custodian. At the time the monument encompasses approximately 6,634 acres, including four lakes and ten mountains, within a contiguous boundary.
CE 1917 - 1919	Established	Dorr again campaigns for national park status, which is authorized by Congress in 1919 under the name Lafayette National Park.
CE 1918	Built	John D. Rockefeller, Jr. receives approval to extend the network of carriage roads he has constructed in the area of his summer home at Seal Harbor onto park lands.
CE 1924	Built	Recognizing the arrival of automobiles on Mount Desert Island as inevitable, Rockefeller, Dorr and Eliot seek to control motorized access and minimize their impact on the landscape. Rockefeller funds construction of the first park motor road, which is completed in 1924, and consults with designers including the Olmsted Brothers firm to design a park-wide motor road system. Over the next few years, several segments that become known as the “Park Loop Road” are constructed.
CE 1926	Built	Visitation increases, prompting a need to provide facilities to accommodate a growing number of visitors. In response, Rockefeller finances construction of a private automobile campground development on his Blackwoods tract at the head of Otter Creek, which he intends to donate to the NPS.
CE 1929	Established	Lafayette National Park becomes Acadia National Park.
CE 1929	Planned	Rockefeller prepares to donate his Blackwoods land holdings to the Government, contingent upon a commitment for funding another segment of the proposed motor road system.
CE 1933	Planned	Through the Emergency Conservation Works Act, two Civilian Conservation Corps (CCC) camps are established at Acadia, made up of young men 18-25, to work on beautifying the state roads leading to the park and on other projects.
CE 1935	Platted	Initial survey work begins at Seawall Campground as a potential Recreational Demonstration Area (RDP).
CE 1936	Planned	The NPS obtains $500,000 for the construction of the Otter Cove causeway and Blackwoods segment of the motor road.
CE 1937 - 1941	Planned	CCC begins survey work for a campground at Blackwoods as a RDP on land donated by Rockefeller. Initial surveys and design for the campground provides for 400 campsites in three loops, with a formal camp court and facilities at the center. Due to insufficient funds and labor, this plan proves overly ambitious and the focus turns to Loop A.

Year	Event	Major Event Narrative
CE 1938 - 1941	Built	The CCC begins construction of “Loop A” to quickly provide about 100 campsites by 1941. Comfort Stations #s 97, 98, and 99 are constructed utilizing the NPS Rustic Design style that is also used at Seawall and prototypical of prewar comfort stations.
CE 1938	Built	Construction on the Ocean Path begins when the site for it is cleared of brush and partially graded.
CE 1940	Built	A small privy near the future site of Comfort Station #96 is likely built around this time, in conjunction with the CCC’s construction of the campground. Intended as a temporary facility, it is used in the off-season when the other camp facilities were closed.
CE 1941	Abandoned	With the approach of World War II, the focus of the CCC work shifts to civil defense and two radio stations are constructed, one at Seawall and the second on the summit of Cadillac Mountain. Camp NP-2 is permanently closed in April and development of utilities necessary to open the Blackwoods campground is halted. Only the Loop A of the campground has been constructed.
CE 1942	Built	The Blackwoods Checking Station/Ranger Station is substantially completed.
CE 1942	Abandoned	Camp NP-1 is permanently closed in July.
CE 1946	Built	Six lateral roads are constructed in Loop A during the financially lean years following the end of World War II using the simpler “spur” type campsite arrangement to the east and west of the “link” type camp sites.
CE 1946	Built	Newspaper reports indicate that Blackwoods “Loop A” is opened to the public during the summer of 1946.
CE 1947	Destroyed	The Bar Harbor Fire destroys 17,128 acres on Mount Desert Island, of which approximately 8,750 acres are within park boundaries.
CE 1948	Built	Clean up work associated with the Bar Harbor Fire delays the development of additional facilities at Blackwoods until 1948. The emphasis on Blackwoods is an effort to make a new campground widely available to the public.
CE 1948	Built	Comfort Station #101 is constructed using the prewar prototype for its design.
CE 1950	Built	The last comfort station (#96) is built near the c.1940 privy, bringing the total in Blackwoods Loop A to six. However, this building is constructed of brick, breaking away from the established precedent and illustrating the fiscal austerity affecting the NPS at this time.
CE 1950	Built	An amphitheater, originally planned for Seawall Campground, is constructed at Blackwoods. A bituminous sidewalk is built to serve the amphitheater.
CE 1953	Built	The Blackwoods water tower is built, providing 50,000 gallons of water capacity to the campground.

Year	Event	Major Event Narrative
CE 1956 - 1966	Built	In anticipation of the fiftieth anniversary of the NPS in 1966, the agency undertakes a major program, known as Mission 66, to upgrade park facilities throughout the system. Initiatives funded by Mission 66 include construction of Loop B at Blackwoods and upgrades to existing utilities and facilities.
CE 1956 - 1959	Built	The second campground loop, “Loop B,” is laid out and constructed, abandoning the “link” system envisioned in the original concept and promoted by Good in 1938 in favor of the “spur” development recommended by Meinecke in 1934. Five comfort stations (#s 118, 119, 120, 121, 122) are built in Loop B, but do not adhere to the prewar Rustic Design style.
CE 1966 - 1968	Built	Acadia Job Corps Conservation Center builds picnic tables and installs one hundred metal fireplaces in the campgrounds.
CE 1971	Altered	The last 1,700 feet of road leading to Blackwoods Camp Court is widened from two to three lanes for increased traffic queues.
CE 1971	Built	The total number of campsites is documented as 192 but will diminish to 160 in subsequent years due to various campsite realignments.
CE 1975	Built	A new entrance station is built at the northern end of the camp court. The placement of the new building along the Entrance Road allows park staff to check campers into both loops of the campground.
CE 1977	Built	In an upgrade of the Blackwoods Amphitheater, the 27-year old structure is replaced with a contemporary design.
CE 1978	Destroyed	A fire destroys the original Checking Station/Ranger Station at the entrance of Blackwoods Loop A. It had been used as a ranger residence and administration building since construction of the new entrance station around 1975.
CE 1978	Built	A triangular traffic island, which lies on axis with the camp court, is built on the site of the historic checking station/ranger station that burned in 1978.
CE 1985 - 1987	Rehabilitated	In a project to rehabilitate Blackwoods’ comfort stations and sewer system, deteriorated board and batten siding is replaced and quarry tile flooring added, along with some accessible facilities.
CE 1989 - 2021	Memorialized	Since 1989, as part of Wabanaki cultural revitalization, some Wabanaki participate in sweat-lodge and other spiritual rituals at various locations on the island. (Prins and McBride 2007: xxv-xxvi)
CE 1990	Planned	A study of physical and management problems impacting Blackwoods campground is completed, acknowledging the impact of aging facilities and increasing demand, identifying the problem associated with inadequately defined campsites.

Year	Event	Major Event Narrative
CE 2003	Planned	A multi-year rehabilitation program for Blackwoods includes rehabilitation of the site, utilities, roads, and buildings. Landscape rehabilitation efforts include a planned $280,000 site revegetation project.
CE 2004	Removed	The privy in Loop A and the campground water tower are removed.
CE 2006	Rehabilitated	Rehabilitation of the Blackwoods Campground is completed, although landscape projects continue.
CE 2007	Rehabilitated	The sewage treatment system is rehabilitated. (PMIS 105419)
CE 2008	Built	A temporary radio tower is installed adjacent to the non-historic visitor station at the entrance. (PEPC 22880)
CE 2009	Rehabilitated	Entrance road is rehabilitated in 2009 per the Pavement Management System. (PMIS 128101, PEPC 22425)
CE 2010 - 2011	Rehabilitated	Comfort Station #96 is rehabilitated. (PMIS 114288, PEPC 23606)
CE 2013	Removed	Two trailer housing units (000T0001 and 000T0002) are removed. (PMIS 201940, PEPC 46594)
CE 2013	Built	A path is constructed from the campground to Gorham Mountain parking area. (PEPC 43686)
CE 2015	Built	A septic system is designed and installed and a pretreatment wastewater system is constructed. (PMIS 191894, PEPC 43311)
CE 2016	Altered	Dumpsters and animal proof containers are replaced. (PMIS 208495)
CE 2018	Built	A new 50,000 gallon potable water tank is installed and painted forest green to blend in with the landscape. (PMIS 193656, PEPC 69332)
CE 2018	Built	Electrical service at select sites is installed. (PMIS 154276, PEPC 67793)
CE 2018	Removed	Hazardous trees are removed from the previous winter's storm damage. (PEPC 79422)
CE 2019	Planned	Designs to rehabilitate the campground amphitheater are initiated. (PMIS 241789, PEPC 75785)

Physical History:

INTRODUCTION

The following section provides information on the physical development and evolution of the site, organized by time periods. The narrative draws primarily from the 1996 Cultural Landscape Report for Blackwoods and Seawall Campgrounds, Acadia National Park by H. Eliot Foulds, and the 2004 National Register of Historic Places Registration Form, Blackwoods Campground by Jennifer Morvan and Virginia H. Adams. Development that has occurred since the original CLI was completed in 2006 is summarized under "Updates, 2007-2021."

PRE-PARK ESTABLISHMENT, to 1916

The dramatic landscape of Mount Desert Island was created when glaciers carved deep north-south valleys in the formerly east-west running granite ridge. U-shaped valleys were created, boulders were stranded precipitously atop mountains, and the coast was left jagged as the ocean level rose and flooded the foothills. (NR 2007, Sec.7: 1)

This meeting place between land and sea, between northern and temperate zones, abounds with plant and animal life. Wildlife includes 300 species of birds, such as the Common Eider, the Oceanic Duck, and the Herring Gull. Marine life is also abundant, a fact which accounts for the predominance of commercial fishing ventures. A mature spruce/fir coniferous forest dominates the inland areas. Sub-dominant species include various hardwoods such as birch and aspen. Mosses, ferns, and northern temperate shrub species populate undisturbed areas of the forest floor. (NR 2007, Sec.7: 1)

The Wabanaki and European Settlement:
The Wabanaki peoples are a group of northeastern Algonquian-speaking ethnic groups or tribal nations that today are distinguished as the Abenaki, Maliseet, Mi'kmaq, Passamaquoddy and Penobscot. Mount Desert Island was among the islands and coasts where highly mobile families of hunters, fishers, and gatherers sought out terrestrial game, fresh-water fish, and other resources. There is archaeological evidence of several seasonal villages and smaller temporary camping sites in this wider area. These sites contain material cultural (and sometimes biological) remains of Wabanakis who formed part of extended social networks customarily referred to as bands, tribes, nations or even chiefdoms. (Prins and McBride 2007: i)

When Europeans first visited the area just over four centuries ago, Mount Desert Island was seasonally inhabited by no more than a few hundred people. The Etchemin (later called Wabanaki) Indians guiding French explorer Samuel de Champlain in 1604 called the island Pemetic, meaning “range of mountains.” Because of its high barren peaks, a prominent coastal landmark for seafarers, Champlain named it Isle des Monts Deserts. With epidemics and warfare nearly annihilating the indigenous communities occupying the coastal territories from Mount Desert Island to Cape Cod by the early 1620s, much of this land was largely cleared for European settlement. Having lost most of their relatives and neighbors, Wabanaki survivors joined other decimated groups and restructured their social lives. Their existence was further complicated because of fur trade competition and the French and English claims for land. The Wabanaki’s enduring interrelationships and close ties to familiar places in a common ancestral homeland are traceable in the well-known multi-ethnic Indian encampments on Mount Desert Island from the mid-1800s through the early-1900s. (Prins and McBride 2007: i-ii; CLR 2006: 12)

The Rusticators and Cottagers:
In the mid-1800s, Mount Desert Island became a well-known summer retreat and vacation place after artists such as Thomas Cole and his pupil Frederic Church traveled to the Maine coastline to paint its scenery. The work of artists led to a greater public awareness of the scenic beauty of the Mount Desert Island landscape, and many visitors soon followed. Early visitors, who sometimes referred to themselves as “Rusticators” lodged in the homes of year-round residents, but by the 1860s many large hotels began to be constructed on the island. These early and often youthful visitors, passed their time boating among the islands, hiking and picnicking in the hills, and climbing on the slippery rocks along the coast. By the early 1880s summer visitors who had returned year after year to the island began to build grand summer homes, coyly referring to them as “cottages.” This led to social activities such as dances and parties supplementing the rugged adventuring of the Rusticators as the island entered its “Cottage Era.” As the colony of summer residents matured during this time, they also became more organized. Beginning in the 1880s and 1890s, summer residents of the island’s villages formed “Village Improvement Associations,” with the stated goal to “preserve and develop the natural beauties of the place, and to enhance their attractions, by such artificial arrangements as good taste and science may suggest…” Among other goals, these groups sought to improve the quality of development, road conditions and public health and safety within their villages. (Foulds 1996: 3-4)

Early Campgrounds:
During the late 1800s, Bar Harbor' wealthy summer residents lived side by side with an equally transient
population of Native Americans. As many as three Native American encampments existed in Bar Harbor for members of the Passamaquoddy, Penobscot, and St. John's tribes. The occupants supplemented traditional hunting, fishing and craftwork, with work at odd jobs in the community, some serving as guides on hiking and canoe trips. Initially makeshift, the encampments became subject to increasing regulation with each passing year, and by 1890 concerns of the Bar Harbor Village Improvement Society led to standardized platform tents at a newly designated "Indian Encampment" at the southern edge of town between lower Main Street and Ledgelawn Ave. Increasing development of Bar Harbor as a resort eventually caused the Native Americans to move to the quieter western side of Mount Desert Island until they were almost completely displaced by growing real estate values and social elitism of the "Cottage Era." (Foulds 1996: 11; NR 2007, Sec.7: 9; Prins and McBride 2007: 273)

ESTABLISHMENT OF ACADIA NATIONAL PARK, 1916-1932

Acadia National Park, the first national park established east of the Mississippi River, was initially created as Sieur de Monts National Monument in 1916, then renamed Lafayette National Park in 1919, and subsequently renamed Acadia National Park on January 19, 1929. The advent of personal vehicles fueled the popularity of recreational camping during the late 1920s, Acadia did not have its own public campground (Figure 1). Although both a park master plan and an alternative proposed by Charles W. Eliot II recognized the need for public campgrounds as early as 1927, it was not until the New Deal programs of the 1930s that plans for campground development were systematically implemented. (Foulds 1996: 73)

Until that time, commercial lodging, private “auto-camps,” and backcountry camping were the only options available. The former Native American encampment at Ledgelawn was soon put into service by the town of Bar Harbor as a public campground. In 1927, one of the park’s first planning documents described plans to replace Ledgelawn with a new park facility west of town at Bear Brook. The following year, the Bar Harbor Village Improvement Association sponsored a planning report entitled “The Future of Mount Desert Island,” which addressed the physical planning of the entire island, both inside and outside park boundaries. As plans continued, summer resident John D. Rockefeller, Jr., was continually sought as a patron for the development of the park’s new facilities. (Foulds 1996: 11-12; Review comments: Gladstone, 26 July 2021)

Between 1927 and 1932, the park’s superintendent, George B. Dorr, focused on the development at Bear Brook, which provided water, fire rings, and comfort stations, as well as randomly cleared areas for parking. In 1932 new plans for Bear Brook Campground were made, which involved removing discordant buildings, and adding screening vegetation and ordered parking. This layout clearly reflected the ideas of forest pathologist Dr. E.P. Meinecke, who focused on the provision of discreet boundaries for pedestrian and automotive traffic, thereby reducing damage to the surrounding vegetation and preserving the natural habitat. (NR 2007, Sec.7: 10)



Figure 1. Historic view of the Town of Bar Harbor's playing field, c.1922, that was earlier a Native American encampment. This site was among the first automobile campgrounds in Acadia National Park. (Eliot Foulds, Cultural Landscape Report for Blackwoods and Seawall Campground: Acadia National Park, 1996: 11)

CIVILIAN CONSERVATION CORPS BEGINS WORK AT ACADIA, 1933-1934

The plan for the reconstruction of Bear Brook Campground proceeded quickly after the creation of the Civilian Conservation Corps (CCC) by President Roosevelt's administration in 1933. The CCC, which was established to provide a work force for projects funded by the Emergency Conservation Works Act (ECW), was one of several programs established in Roosevelt's New Deal that was beneficial to the National Park Service (NPS). Another act, the Federal Emergency Relief Act (FERA), was also passed in 1933 to move agricultural families off of sub marginal lands and onto more productive lands. Consequently, the NPS was responsible for developing any potential recreational areas from such lands. The Public Works Administration (PWA), another New Deal program, was intended to fund major capital improvements, utilizing local contractors and labor to stimulate the regional economy. Portions of Acadia's motor road system were constructed with PWA funding. Lastly, the Works Projects Administration (WPA), established in 1935, created yet another source of funding for conservation and recreational development. At Acadia, two CCC camps located in the area, NP-1 and NP-2, undertook the construction work. (MPDF 2017, Sec.E: 35-38)

BLACKWOODS CAMPGROUND, 1935-1939

In 1935, the park's resident landscape architect, Benjamin Breeze, and Superintendent Dorr made an appeal for new campgrounds. Soon after, preliminary work was begun to investigate the suitability of a tract of Rockefeller's land in Hull's Cove as the possible site for a new campground. This site, near the location of the current visitors center, was eventually excluded from consideration in favor of a western site in the park's Seawall area. The FERA submarginal lands program had under study approximately 8,000 acres on the western side of Mount Desert Island as a potential Recreational Demonstration Project (RDP). These lands were purchased and developed for their recreational value as an extension to the park's holdings. In addition to the acquisition of land, RDP funds were expended for development of recreational facilities in the Seawall area, near lands already owned by Dorr and Rockefeller. Survey work began in November 1935 and by June 1936, WPA Job# 303 and #705 were in progress for public campground and picnic ground development at Seawall. (Foulds 1996: 18)

In 1936 NPS successfully obtained $500,000 in funding for the construction of the Otter Cove causeway and Blackwoods motor road segment. Rockefeller had helped finance the construction of a private automobile campground in the "The Black Woods" at the head of Otter Creek in 1926, and in consultation with landscape architect, Frederick Law Olmsted, Jr., had originally proposed this segment of the motor road system in 1929. Rockefeller began preparations to transfer his Blackwoods land holdings to the government only after the commitment for motor road construction funding was in place. The extent of Rockefeller's donation at Blackwoods was "bounded by the sea, on the east by Otter Creek, on the north by the Seal Harbor-Otter Creek Road, and on the west by a line somewhat to the east of Hunter's Beach Brook and parallel with it." (Foulds 1996: 13,24, citing John D. Rockefeller, Jr. to Secretary Harold Ickes, 9 September 1936)

The choice of Blackwoods as the site for Acadia's third public campground had many advantages; its proximity to both the mountains and the ocean, as well as a close relationship to the village of Otter Creek for stores and assorted supplies, would be of great benefit to the campers. Another subtle yet important political benefit of the Blackwoods site was the campground's isolation from the upscale residential areas, which were located near Bar Harbor and Seal Harbor. In an effort to make certain that the new campground would be invisible from Seal Harbor, Rockefeller had his own engineer, Paul Simpson, review the proposed location for the campground with Benjamin Breeze. Rockefeller's approval of the campground's location within his donation allowed the NPS to proceed with planning for the project, which was to be constructed as a RDP by the CCC. (Foulds 1996: 24)

The CCC transit crew conducted preliminary topographic surveys of the Blackwoods property in 1937. Initial designs were developed for the new campground featuring a formal camp court at the center, flanked by three separate campground loops. The camp court was to feature an administration/concession building on the east, perched above an open vista looking down slope to the waters of Otter Cove. Access to the campground was originally designed from both the village of Otter Creek and from the Blackwoods segment of the motor road. (Foulds 1996: 24)

The design of Blackwoods Campground evolved beyond the Meinecke system, taking the accessibility of the travel trailer into account from the earliest schemes. Albert Good best described the thinking behind these improvements to Meinecke's specifications in his work, Park and Recreation Structures, published in 1938:
"…In the pamphlet, 'Camp Planning and Camp Reconstruction,' issued by the United States Forest Service, Dr. E. P. Meinecke analyzes principles of camp planning for the automobile-and-tent campers. Until the advent of the trailer, developments based on these principles served to bring order to camping activities in natural parks and to preserve natural aspect without hobbling campers' use and enjoyment of a camping area… This arrangement when properly executed met well the needs of the tent camper. He could head into his allotted parking spur, pitch camp, and back his car out with ease whenever he wished to do so.

"But when the camper decided to live in a trailer instead of a tent, he discovered that the campsite, ideally arranged for tent camping, was far short of ideal for a trailer. After he had driven his car into

the parking spur, dragging his trailer behind him, he found his tow-car stymied by the trailer in the rear and by barriers ahead. In order to "go places" on errands he must either back out the trailer and all at great inconvenience, or try to hurdle, or worm his way between, barriers in front. The results were certain destruction of the campsite and probable damage to his car. There are two alternatives to spur parking. Herein these are dubbed the "bypass" and the "link."

"The bypass is any arrangement permitting the trailer camper to drive the tow-car-and-trailer off the traveled camp road, park, and drive onto that same road again without backing. In its simplest expression it is merely a defined widening of the camp road to allow tow-car-and-trailer to park outside of the traveled lane.

"The link is any arrangement allowing the trailer camper's rolling stock to be driven off a traveled camp entrance road to suitable and sufficient parking whence it can be driven onto another roughly parallel camp exit road without any necessity of backing (Figure 2). Variations of the link result mainly from the distance between the entrance and exit camp roads. This may be as little as 50 feet or, owing to affecting topographical conditions or desire for privacy, 100 feet or even more…" (Foulds 1996: 24-25, citing Good 1938: 5-16)

Conceptually, the Blackwoods Campground was of a very ambitious scale. With all three loops fully built, Blackwoods would feature approximately 400 campsites compared to the park's 63-campsite Seawall Campground then under construction at the same time near Southwest Harbor. Early planning efforts recognized that construction of the entire Blackwoods Campground was beyond the limits of the existing CCC program labor and funding for the entire park. Indeed today, all the elements of the campground specified in the original plan have yet to be constructed, indicative of the grand scale of the plan and the discretionary nature of many of the campground's planned elements. Awareness of the overwhelming scope of the Blackwoods project prompted a letter from park management to the Director of the NPS, seeking additional funding and program sources for the project. (Foulds 1996: 26)
"...You will readily see that these three jobs (minor roads, well drilling, and selective cutting) will actually accomplish but little in the development of a campground. It is all, however, that the CCC program could possibly undertake in this direction during the present fiscal year… It seems quite out of the question to attempt a development project of such magnitude through the CCC. The man-days necessary to do the work would be available in a two-camp program in two years, but the money would not be available, on the basis of present allotments in less than seven years, assuming in such case that only campground work were done." (Foulds 1996: 26, citing Asst. Supt. to Director, 7 December 1937)

Washington's response to the park's request for additional funds recognized the importance of initiating the Blackwoods project immediately. Beginning this work would help to justify the allotment of two CCC camps at Acadia when reductions were being made elsewhere. However, Washington refused to make any promises for either additional funds or labor, instead proposing the following: "One alternative, unless funds are available from some source other than CCC, appears to be to initiate work on a smaller scale than is outlined in your letter. Such jobs as Checking Station, Ranger's Quarters, Amphitheater, and Pavilion, might possibly be postponed until a time when funds are available... In a similar way it may be satisfactory to begin work on only one section of the entire campground, and complete in that section the necessary roads, water systems, sewage systems, and electric power facilities, thus obtaining a small but useable section of a larger development. The work would all be designed with a view toward, and plans for, the complete campground. Superintendent White at Sequoia National Park followed this method quite successfully. In addition to this being a possible solution to the problem of financing, it provides opportunity to study under actual operating conditions the use to which the public will subject the area." (Foulds 1996: 26-27, citing Acting Asst. Director to Superintendent, 27 January 1939)

Given this direction, during most of the 1938 construction season, work on the Blackwoods Campground project focused on preparatory work. This included the removal of slash from prior forestry operations, clearing for campground roads and utility lines, and drilling wells for a future water supply. During this early phase of development, special attention was paid to retaining wildlife den trees on the site. Table-bench combination units were also under construction at the CCC

company camp for eventual use at Blackwoods. (Foulds 1996: 27)

The plan was to begin on a single campground loop, referred to as Loop A, to quickly provide for approximately 100 campsites by 1941. To accomplish this goal, three comfort stations (#s 97, 98, 99) were constructed between the fall of 1938 and 1939 within Loop A, using the design recently developed for comfort stations at the Seawall Campground. Additional planning work was undertaken during this time with preparation of drawings and specifications for grading the camp court and an amphitheater, and construction drawings for Checking/Ranger buildings. Planning was also accomplished for expanding utility services. (Foulds 1996: 27)

During the fall of 1938, and prior to any large-scale construction on the Blackwoods Campground project, a reassessment of access roads planned to serve the campground occurred. This review was driven by the open question of what was to be the nature of access to the completed motor road system. The original concept for the campground provided for public access from both the village of Otter Creek and from the segment of the new motor road. (Foulds 1996: 28)

It had been John D. Rockefeller, Jr.'s expressed desire that the number of entrances to the motor road system be limited to the fewest possible. Rockefeller believed that the visitor's experience of the motor road system should contrast with the public roads of Mount Desert Island. He saw a way to accomplish this by limiting the access of local traffic to park roads. From Rockefeller's point of view, access to the motor road system through the campground would create another unwelcome entrance to the system and encourage the use of trailers on the road. (Foulds 1996: 28)

Breeze and Rockefeller decided to endeavor to keep trucks and trailers off the main park roads, requiring that they instead access campgrounds by way of public roads:
"In connection with the Blackwoods Campground, it was deemed desirable to eliminate for the time being, at least, the crescent access road off the Blackwoods road, and bring the main entrance in from the road at the side of the Otter Creek Village post office." (Foulds 1996: 28, citing Cammerer to Hadley, 22 August 1938)

Limiting direct vehicular access from Blackwoods Campground to the park's motor road system had implications for pedestrian and service vehicle access. For example, the current path from the Loop A to the ocean cliffs was originally intended as a service road for a proposed, yet unbuilt, ranger residence. (Foulds 1996: 28)

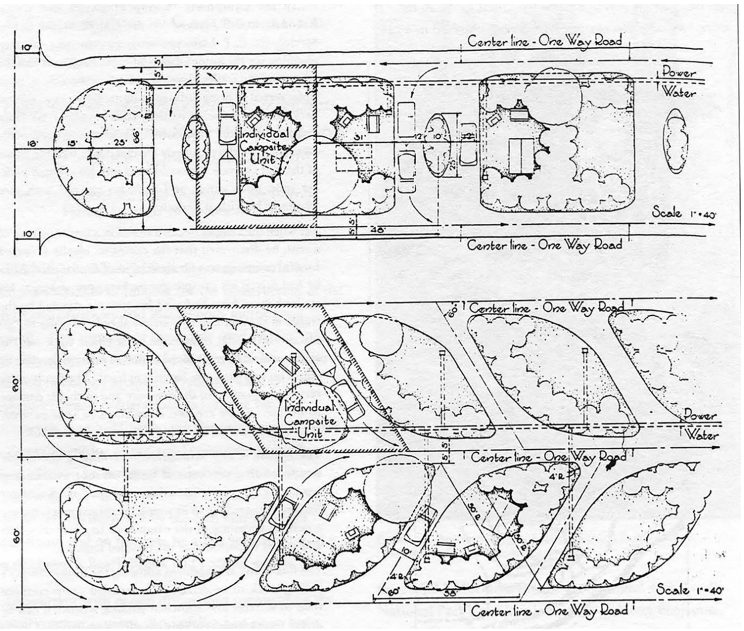


Figure 2. Diagram showing two examples of campground designs utilizing a "link" approach to campsite development. (Foulds 1996: 26)

WORLD WAR II'S IMPACT ON BLACKWOODS, 1939-1945

As the rumblings of war began in Europe during 1939, Acadia's CCC crews continued work on Blackwoods Campground. Their work included the initiation of construction on "link-type" campground roads, sewer, water, and electrical service (Figure 3). When war broke out in Europe, President Roosevelt declared a limited national emergency in 1940 to prepare the United States for an inevitable entry into the conflict. These preparations caused the diversion of resources from the CCC's emergency conservation work toward the civil defense of the United States. The new priorities led to the premature closure of CCC Camp NP-2 on Great Pond, which served to confuse and disorganize the CCC park development programs, and place a great burden upon Camp NP-1. The two camps had worked together on Blackwoods, such as the minor roads and camp court sub grade, all of which were left to be finished by Camp NP-1. (Foulds 1996: 29)

However, by July Camp NP-2 was reactivated, prompting a site visit by NPS Assistant Director Conrad Wirth. Yet by late fall of 1940 little progress had been made towards the initiation of work. On April 1, 1941 Camp NP-2 was completely abandoned and all its projects were officially reassigned to NP-1. Attention was refocused onto the remaining construction authorized for Blackwoods Campground once work was completed at Seawall Campground. In the prewar months, however, the CCC was declining in national importance and became a less attractive option for the unemployed. Yet work on Blackwoods Loop A continued, and when Camp NP-1 was disbanded in June 1942, only one comfort station (#101) and the checking/ranger station were left incomplete. (Foulds 1996: 29-31)

Tourism fell off sharply during World War II, and many recreational areas were given new military uses. Construction at Blackwoods was left at a standstill. With work halted, there was time for planning and a goal was set to "complete a full shelf of well-planned future proposals, rather than plans for immediate construction." As funding decreased severely, however, there was little money for regular maintenance, and the campground began to deteriorate. (Foulds 1996: 32-34, citing Civilian Conservation Corps Monthly Narrative Report, 12/2/41 -1/20/42)



Figure 3. The original plan for Blackwoods Campground envisioned a long term project ultimately developing three large campground loops and an amphitheater radiating off from a central Camp Court. (NPS TIC, 2006)

POST-WAR: A RETURN OF VISITORS TO ACADIA, 1946-1966

Once the war ended visitation at Acadia National Park began to surge, tripling from prewar figures. Funding, however, remained below prewar levels. Blackwoods Loop A was opened to the public in the summer of 1946, although a massive forest fire in 1947 delayed the development of additional facilities until 1948. Work was concentrated at Blackwoods because of the ease of visitor access due to its more eastern location along the motor road. In 1948 Comfort Station #101 was completed and in 1950 Comfort Station #96 and an amphitheater area were built. Comfort Station #101 was based on prewar design prototypes, but Comfort Station #96 and the amphitheater reflected the meagerness of the park's postwar budget (Figure 4). (Foulds 1996: 35-36)

In 1951 Conrad Wirth, who had been introduced to the NPS in 1928 by Frederick Law Olmsted, Jr., was appointed as the agency's director. His frustration over the changes that had occurred since the war – the lack of vitality and funding, the over-use of resources, and the deterioration of park buildings – prompted him to conceive the "Mission 66" program, which was dedicated to upgrading facilities, staffing, and resource management in time for the fiftieth anniversary of the NPS in 1966. The program captured the attention of the Eisenhower administration, which approved the ten-year program with a budget of $789,545,000. (Foulds 1996: 36-37)

Under the new program, work on Loop B at Blackwoods began in 1956-1959. Loop B was planned and the right-of-way for its perimeter road had been cleared of trees during the historic period. As such, Loop B generally followed the overall plan, but diverged from that plan mainly in the use of spur-type campsites rather than link-type sites, and in the choice of the architectural style of the comfort stations. Mission 66 generally abandoned the earlier NPS design ethic in favor of standardization and fast track scheduling. Contractors from the private sector soon introduced contemporary designs and mass-produced materials as well, often sharply contrasting with earlier work at the campground. (Foulds 1996: 42,89)



Figure 4. The original Blackwoods Campground amphitheater, built in 1950. (Foulds 1996: 36)

CAMPGROUND DEVELOPMENT, 1966-2021

Little new development has occurred at Blackwoods in the years following the Mission 66 program. Rather, emphasis has been placed on caring for existing facilities and making minor modifications as necessary. Beginning in 1965, the "Job Corps," a part of President Johnson's "War on Poverty," worked to repair damage caused by the fire of 1947, removing traces of homes and roads that were abandoned or destroyed. The enrollees of the Job Corps were also involved with the fabrication of park entrance signs, and the construction and placement of picnic tables and steel fireplaces in the campgrounds. Several surveys were also undertaken during this time. The first was part of a national survey, focusing on campground capacity and occupancy. In 1971, a second survey of "Ecological Aspects and Camper Opinions of Blackwoods Campground" ultimately recommended plans for vegetative rehabilitation. (Foulds 1996: 42)

Increased visitation, however, required that immediate attentions be given to the camp structures, utilities, and furnishings. The Blackwoods access road was widened in 1971, and a new Entrance Station was built in 1975 to replace the original Checking Station/Ranger Station at Loop A, which was subsequently destroyed by fire in 1978. The comfort stations and sewage system were upgraded in 1985 and 1987, at which time accessible camp sites were added next to several of the comfort stations (Figure 5). (Foulds 1996: 42-43)

In 1990 Charles Jacobi, Blackwoods campground fee supervisor, completed a study of physical and management problems affecting the campground. Recognizing the age of the facilities and the increasing demands that had been placed upon the landscape, the report suggests measures to reconcile the protection of the campgrounds with the expectations of a diverse group of visitors. It brought the history of camping and Acadia's development to the present, suggesting: "We must all work together giving careful consideration to what we want and what campers want, and what we have to do to achieve our vision of camping at Acadia without destroying what we have." To this end, a comprehensive rehabilitation program for Blackwoods was developed in 2003, which included an Environmental Assessment. This project –which included rehabilitation of campsites, utilities, roads, and buildings – was completed in 2006. Landscape rehabilitation projects continued into subsequent years. (Foulds 1996: 34, 45, citing Jacobi 1990: np)

Updates, 2007-2021:
Since the original Blackwoods Campground CLI was completed in 2006, several projects have been completed at the site. In 2007, the sewage treatment system was rehabilitated (PMIS 105419), and in 2015 a septic system was designed and installed and a pretreatment wastewater system was constructed (PMIS 191894, PEPC 43311). A temporary radio tower was installed adjacent to the non-historic visitor station at the entrance in 2008 (PEPC 22880), and the entrance road was rehabilitated in 2009 per the Pavement Management System (PMIS 128101, PEPC 22425). In 2010-2011, Comfort Station #96 was rehabilitated (PMIS 114288, PEPC 23606), and the Island Explorer Electronic Departure Signs were improved for the bus stop system (PEPC 24084). In 2013, a path was constructed from the campground to Gorham Mountain parking area (PEPC 43686), and two trailer housing units (000T0001 and 000T0002) were removed and recycled from the park (PMIS 201940, PEPC 46594).

In 2016, the dumpsters and animal proof containers were replaced (PMIS 208495), and in 2018 a new 50,000 gallon potable water tank was installed and painted forest green to blend in with the landscape (PMIS 193656, PEPC 69332). Also in 2018, hazardous trees were removed from the previous winter's storm damage (PEPC 79422), and electrical service at select sites was installed (PMIS 154276, PEPC 67793). In 2019, designs to rehabilitate the campground amphitheater were initiated, which had not been upgraded since it was built in 1979 (PMIS 241789, PEPC 75785). As an ongoing project, white ash trees have been girdled adjacent to the "camp court" at Blackwoods (and at Sieur de Monts Spring) for invasive non-native emerald ash borer beetle (PEPC 52720).

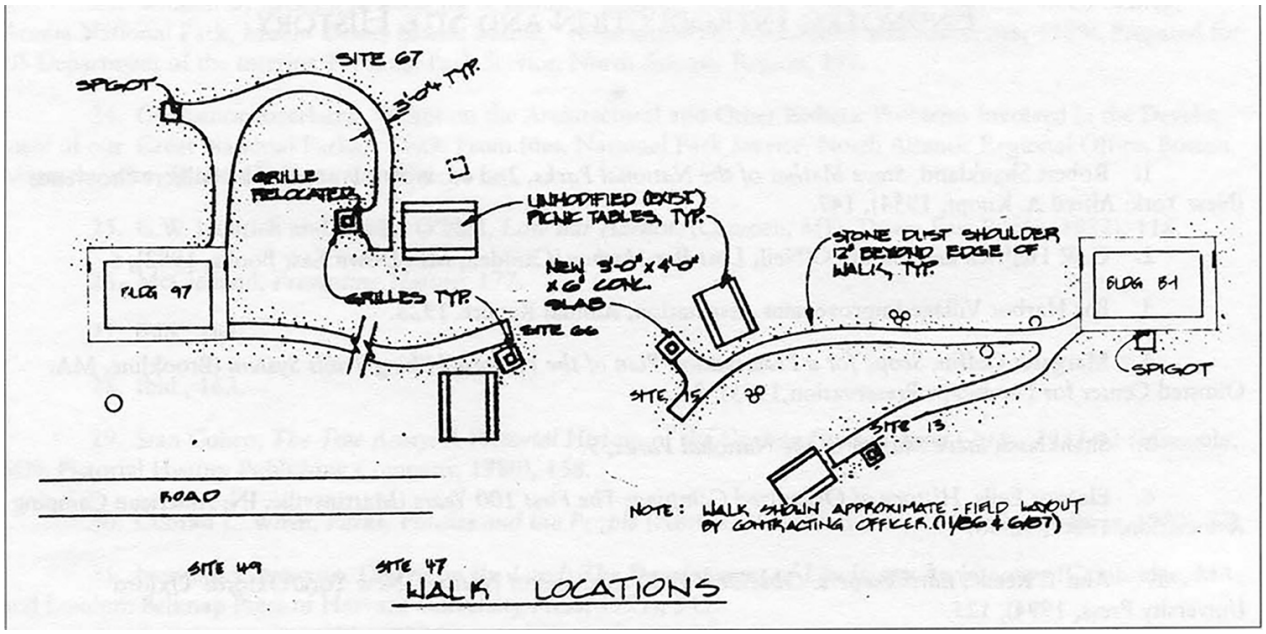


Figure 5. Handicapped accessible camp sites, constructed during the 1985-1987 rehabilitation of facilities at Blackwoods campground, Drawing 123-41046B. (Foulds 1996: 45)

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	No	Yes	Yes
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	No	Yes
Landscape	Scenic Landscape	Scenic Landscape	Yes	Yes	No

Public Access:

Public Access: Unrestricted

Public Access Narrative:

with seasonal constraints

Associated Ethnographic Group

Ethnographic Group: Taylor Family Descendants

Current: Yes

Historic Yes

Ethnographic Group: Santa Rosa Band of Cahuilla Indians, California

Current: Yes

Historic Yes

Ethnographic Group: Songish

Current: Yes

Historic Yes

Ethnographic Group: Scott Family Descendants

Current: Yes

Historic Yes

Ethnographic Study Status: Yes-Unrestricted Information

Ethnographic Narrative:

In 2007, the report, "Asticou's Island Domain: Wabanaki Peoples at Mount Desert Island, 1500-2000, Acadia National Park, Ethnographic Overview and Assessment, Volume 1 and Volume 2," was completed by Harald E.L. Prins and Bunny McBride, through the National Park Service Northeast Region Ethnography Program, under cooperative agreement with the Abbe Museum in Bar Harbor, Maine. The historical-ethnographic overview of Acadia National Park spans almost 500 years and covers a wide coastal stretch between Penobscot and Gouldsboro Bays, as well as surrounding areas. As stated in the report's Executive Summary:

"such breadth of coverage is necessary in order to take in the park's center piece on Mount Desert Island, plus Isle au Haut and Schoodic Peninsula, along with various land holding arrangements (including easements) on numerous offshore sea-islands in this area. The study explores the shifting but ongoing relationship between this habitat and Wabanaki peoples – a group of northeastern Algonquian-speaking ethnic groups or tribal nations today distinguished as the Abenaki, Maliseet, Mi'kmaq, Passamaquoddy and Penobscot." (Prins and McBride 2007: i)

The report's findings indicate that:
"Mount Desert Island has been a nexus point over the centuries for Wabanaki peoples – not only part of their prehistoric and historic hunting, fishing, gathering and trading range, but a strategic location in military maneuverings during the colonial wars and American Revolution, a prime place for marketing traditional crafts (and thereby for sustaining knowledge concerning the making of these crafts) and more recently a center point in their individual and collective efforts toward cultural reclamation. Their deep and intertwined connection to the area is reflected in traditional Wabanaki legends and place names. It is also evident in the names and genealogical information of specific 19th-century Wabanaki individuals identified in this study – most of whom have descendants associated with two or more of Maine's still existing tribal groups. (Prins and McBride 2007: iv)

The 2007 report does not specifically reference Blackwoods Campground. Other terms searched in the report included: Hunter's Head, Gorham, Little Hunter's Beach, Otter Point, Otter Cove, Otter Cliffs. For more information, please refer to Asticou's Island Domain or contact park staff.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Blackwoods Campground is significant under Criteria A and C through its association with two historic contexts described in the 2017 MPDF: “National Park Service Development of Acadia National Park (1916–1958)” and “Rustic Design in the National Park System (1916–1958).” Blackwoods also meets the Registration Requirements of the “Visitor Facilities and Developed Areas” property type, which outline the standards of integrity necessary to convey significance under Criteria A and C. The campground retains integrity of setting and design by communicating its historic use, including its principal circulation system and site organization. The site retains the majority of built features designed and constructed during the height of the New Deal programs between 1933 and 1942. Historic buildings are in their original locations and maintain their historic relationships with associated structures and objects. Integrity of materials and workmanship are clearly identifiable as NPS or CCC rustic structures, with only minor alterations to historic facades. Sufficient small-scale structures such as water fountains and fireplaces, are present to communicate the historic design vocabulary. While some loss of historic features, materials, or spaces has occurred, along with new additions, sufficient remaining historic resources are present to illustrate the historic design. Lastly, the continuity of historic use as a park campground has been sustained, which has been essential in retaining the integrity of physical features representative of the NPS Rustic Design style.

At Blackwoods Campground, the entrance road, camp court, and Loop A, and five comfort stations were largely constructed by 1942. The last CCC-designed comfort station was not constructed until 1948, although it still exhibits Rustic Design principles found elsewhere in the first phase of campground development. Post-historic period additions include an amphitheater and a sixth restroom (#96) in Loop A both built in 1950. The amphitheater does not adversely impact the historic character of the campground due to its isolated location, but the brick-constructed comfort station is a distracting feature in the Loop A development. Projects dating to the Mission 66 era include the Loop B development and its five comfort stations, while in 1975 a new entrance station was built. The station replaced the historic checking/ranger station at Loop A, which was lost to fire a few years later. In 2004 the historic watertower and privy were removed. Tall trees still shade much of the campground, but there is less understory vegetation between campsites today.

INTEGRITY

Despite certain changes, Blackwoods Campground retains integrity from its historic period (1935-1948). The essential elements of the first phase of design were constructed within the historic period including the circulation system within which the entrance and campsites are located, rustic structures designed according to NPS prototypes, as well as the detailed design expression found in the campsites created during the CCC period. Originally conceived as three large campground loops organized around the central “camp court,” the second of the three loops was not begun until 1956 as part of the Mission 66 program. The third loop was never constructed.

In 1978, the historic ranger/checking station burned down. A smaller checking station had been constructed at the entrance to the camp court three years prior, and thus the older station was not rebuilt. All of the original CCC comfort stations remain extant within Loop A, though one modern comfort station has been added in the historic loop. Bituminous asphalt has been added to the campground roads and the vegetative screening between campsites is deteriorated.

Of the seven qualities of integrity, the qualities of materials and workmanship have been the most diminished in Blackwoods Loop A, the entrance drive, and the camp court though they are still evident in the vegetation, campsites, and comfort stations. The qualities of location, association, and setting are intact. The feeling of the campground is reduced, though it still conveys the sense of a rustic campground located in the “black woods” of Acadia near the park’s spectacular mountains and coast. The historic design has been altered somewhat, though it is clearly visible in the expression of the major feature - the circulation system – as well as in the retention of the five prototypical comfort stations. While the original three-loop design concept was never realized, the first phase of work finished during the historic period retains sufficient (though diminished) integrity to have historic significance.

The next section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1935-1948), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

Landscape Characteristic: **Natural Systems and Features**

Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation. These characteristics and features are apparent in the 160-acre Blackwoods Campground, especially the areas built prior to World War II. The principles of the NPS Rustic Design, which the NPS developed and favored from 1916 to 1948, was inspired by the romantic conception of wilderness popular during the nineteenth and early twentieth centuries (Figure 6). In principle, it involved the subordination of man-made development to natural topography and landscape features, as well as the use of natural, native materials in any designed structure to harmonize with the surrounding natural scenery. At Blackwoods Campground, this resulted in the use of granite foundations, board-and-batten wood siding, hand-split wood shingles (since replaced with asphalt), and hipped and bellcast roofs, which communicated a hierarchy of building types through their pitch.

Landscape Characteristic Graphics:



Figure 6. In keeping with the principles of Rustic Design, the natural beauty of the Acadian wilderness was an ideal choice for Blackwoods Campground site. (OCLP 2019, DSC-5184)

Landscape Characteristic: **Spatial Organization**

Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces. The initial plan for Blackwoods Campground was ambitious, including plans for a Camp Court flanked by three large loops that would contain approximately 400 campsites. The Camp Court acted as the nucleus of the campground and was designed to have a vista of Otter Cove. Access to the campground would be via a three-quarter-mile-long entrance road located off of State Route 3. Loop A was built in 1938-1948, but funding shortages through the Depression and World War II prevented development of the other two loops during that period. Although some vegetation was earlier cleared for its loop road, Loop B was not built until 1956-1959 as part of the Mission 66 program. A headquarters building with enclosing stone walls in the Camp Court area and a third loop, Loop C, that were part of the original design were never built. On early planning documents, Loop B had been designated as Loop C but was renamed B when plans to build Loop C were abandoned.

The Blackwoods Amphitheater was built in 1950 and sited midway between the Loop A and the proposed B, with paths cutting in both directions crosswise to connect with the two loops. The amphitheater was rebuilt in a contemporary design in 1977. In the 1970s, access to the camp court from the main access road was redesigned to accommodate a trailer sewage dump station and a contemporary Entrance Station along its northern edge.

Today, Blackwoods Campground consists of the two camping loops (Loops A and B), the camp entrance road, the Camp Court, comfort stations (historic and contemporary), the pedestrian Ocean Path, an Entrance Station, and an amphitheater. The central oval-shaped Camp Court still serves as hub between the camping loops (Figure 7). While there have been modest changes to this centralized arrangement, the organization of the original plan is still evident.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Loop A Campsites	192383	Contributing	747763		Location	59775	No
Loop B Campsites	192384	Noncontributing – Compatible			Location	59775	No
Amphitheater Area	192385	Noncontributing – Compatible			Location	59781	No

Landscape Characteristic Graphics:



Figure 7. Camp Court, the central hub from which Loop A and B radiate. A bus stop is located just beyond image left. (OCLP 2019, DSC-5171)

Landscape Characteristic: Vegetation

Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape. Like many other CCC campgrounds developed during the 1930s and 1940s, the design of Blackwoods Campground made use of principles of campground planning developed by Dr. E.P. Meinecke. A renowned plant pathologist, Meinecke was concerned about the impact of automobile traffic and trampling of vegetation that caused root compaction on natural vegetation in various national and state parks.

The Forest Service presented Meinecke's findings and subsequent remedies in a Camp Ground Policy, issued in 1932. In addition to careful considerations of soil type, seasonal usage patterns, and types of vegetation, Meinecke proposed dividing campgrounds into individually delineated sites rather than the creation of large cleared areas for camping and utilities as was then common. In Meinecke's approach, each campsite would offer privacy, shade, and amenities such as a tent site, parking space, table, and fireplace. Roads and campsites were to be marked with natural boundaries, such as logs or boulders, to prevent damage to surrounding vegetation. Screening vegetation served as the "walls" of the campsite that Meinecke described as a "temporary home," providing the definition of an enclosure and a measure of privacy. Circulation was to be achieved via one-way roads with adjacent parking spurs, which would allow traffic to proceed smoothly while minimizing the amount of destruction to vegetation. This theory centered on the preservation of surrounding vegetation, allowing the campground to retain its inherent natural qualities.

Today, a spruce/fir coniferous forest is the dominant vegetative type at the Blackwoods Campground. The forest cover differs from that of Seawall Campground in that it is more "even-aged," providing a continuous crown cover. As a result of homogenous forest maturity, less light reaches the forest floor, resulting in less diversity of understory species in the Blackwoods Campground forest. Sub-dominant species include a variety of mixed hardwoods as well as birch and aspen. The forest cover is characterized as mature, with 75 to 100 percent crown closure. Undisturbed areas of the forest soil are covered with a ground layer of mosses and ferns. A variety of northern temperate shrub species populate the understory of undisturbed areas.

In general, the overstory vegetation at Blackwoods appears healthy and provides shade for the majority of campsites. However, Loop A's even-age forest and less varied and prevalent understory, has reduced privacy between camps and diminished the historic character (Figure 8). The problem is less severe at Loop B, but the open nature of the group campsites makes privacy issues a problem in general.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Screening Vegetation	192386	Contributing			Asset	1312409	No

Landscape Characteristic Graphics:



Figure 8. Although overstory vegetation is thriving, the general lack of understory vegetation allows views into adjacent campsites. (OCLP 2019, DSC-8104)

Landscape Characteristic: Circulation

Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape. The entrance road to Blackwoods Campground intersects with State Route 3 just west of the village of Otter Creek. Constructed by the CCC prior to 1942, the road was paved with base-sealant surfacing and edged with vegetation and stone-masonry retaining walls. The entrance road led to the central camp court and a Checking Station/Ranger Station at Loop A where campers were required to stop and check in. In the 1970s, the last 1,700 feet of road leading to the Camp Court was widened from two to three lanes to accommodate longer traffic queues.

The construction of Loop A was begun in 1938 by the CCC. The design utilized the “link” campsite approach recommended by Meinecke and others to accommodate larger trailers and recreational vehicles. The two lateral link sections were the first to be constructed and were built according to this design. The remaining six lateral roads, which were constructed both east and west of the link/bypass sections in the financially lean years following the end of World War II, were created using the simpler “spur” campsite arrangement. “Link” and “spur” designs were described in the 1938 volumes of Park and Recreation Structures, edited by Albert Good. Both links and spurs were intended to confine vehicles to a defined area and thus reduce the possibility of damage to the surrounding landscape. Parking links were designed for trailer campers, eliminating the difficulty of backing up a trailer by introducing “drive-through” campsites with separate entrances and exits. Parking spurs were designed for auto-tent campers, who could easily pull in and out of a defined space.

Construction of the Ocean Path was begun in 1938, when it was cleared of brush and partially graded. The graded portion appears to have been intended to link a proposed ranger quarters east

of the Camp Court with the motor road. The quarters was not built, and this small section of road was eventually linked into to Loop A to provide pedestrian access to the water and cliffs. Bituminous sidewalks that serve the amphitheater were constructed in 1950. The campsite loop roads were paved with gravel or a base-sealed surface.

Today, the Blackwoods Campground Entrance Road remains in its original location, at an intersection with Route 3 just southwest of the village of Otter Creek. The road, now paved with bituminous asphaltic concrete, continues for a distance of 4,200 feet southeast until it meets the Blackwoods Camp Court, creating an impression of remoteness and seclusion. Campers are required to stop at the Entrance Station located at the edge of the Camp Court, now consisting of a central oval road where campers can catch a bus to other parts of the island (see Figure 7). Loops A and B intersect with the oval Camp Court and are signed to direct vehicles in a counter-clockwise direction through each loop. From the main perimeter roads in each loop are lateral roads that lead to the campsites. A limited number of spur-type campsites have been constructed along the perimeter roads. Both the perimeter roads and lateral roads of Loops A and B are hard surfaced with bituminous asphaltic concrete on which the numbers of campsites are painted (Figure 9). Parking spurs are surfaced with crushed stone aggregate or bare soil. Neither the margins of the paved roads or the campsite parking spurs are adequately protected with boulders or logs as barriers. As a consequence, vehicles have damaged the adjacent roadside vegetation in many places. The increase in size of most recreational vehicles, as well as the desire to accommodate a wide variety of equipment, has resulted in the size of the parking spurs and links at the expense of the overall campsite area and its screening vegetation.

Loop A features 160 campsites laid out in the “spur,” “link,” and “bypass” designs. The two lateral link/bypass sites continue to be used to accommodate larger trailers and recreational vehicles. They are the most densely occupied in the campground because these large motor homes are separated by very little distance and/or vegetation. Loop B is laid out with 154 spur-type campsites, making use of this loop by larger recreational vehicles difficult. As a result, Loop B is generally occupied with a lower density of campers with smaller and less equipment than is typically found in Loop A. This offers a greater sense of privacy between sites due to distance and vegetation. The exception to this is five large group campsites within Loop B, which are large enough to accommodate more than one large recreational vehicle (Figure 10).

Today, most pedestrian traffic is directed along the same routes allocated to automobile usage. However, smaller social trails have evolved in areas such as those previously cleared for the installation of underground utilities and have become small paths surfaced with forest litter or bare soil. Heavily traveled routes, such as those leading to comfort stations, have been surfaced with wood chips. The amphitheater trail is paved leading from parking areas along both loop roads to the amphitheater (Figure 11). The surface walks and the seating area of the amphitheater is finished with crushed stone. The Ocean Path is both a pedestrian trail and service road that leads from the east side of Loop A to the cliffs overlooking Otter Cove (Figure 12).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Campground Entrance Road	199247	Contributing	747763		Location	60125	No
Camp Court	199248	Contributing	747763		Location	60125	No
Loop A Road System	199249	Contributing	747763		Location	60126	Yes
Loop A Parking Spurs and Links	199250	Contributing	747763		Asset	59542	No
Pedestrian Pathways (Loop A)	199251	Contributing	747763		Asset	1317114	No
Ocean Path	199252	Contributing	747810				No
Loop B Road System	199253	Noncontributing – Compatible			Location	60127	Yes
Loop B Parking Spurs	199254	Noncontributing – Compatible			Asset	1310849	No
Amphitheater Area –Parking	199255	Noncontributing – Compatible			Location	103279	Yes

Landscape Characteristic Graphics:



Figure 9. "Spur" and "link" parking configurations designed for auto-tent campers that could easily pull in an out of a defined spur. (OCLP 2019, DSC-8123)



Figure 10. Group campsite, Loop B. (OCLP 2019, DSC-8079)



Figure 11. Paved paths connect both Loop A and Loop B to the Amphitheater. (OCLP 2019, DSC-8090)



Figure 12. Ocean Path, which also serves as a Service Road. (OCLP 2019, DSC-5199)

Landscape Characteristic: Buildings and Structures

Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity. The original five comfort stations that served Loop A (#s 97, 98, 99, 100, 101) were constructed between 1938 and 1948 and are examples of prototypical pre-war comfort stations. Similar plans appear in the "Portfolio of Comfort Stations and Privies, the Portfolio of Park Structures, Park Structures and Facilities, and Park and Recreational Structures," all published by the NPS in the 1930s in an attempt to provide practical prototypes which could easily be adapted or reproduced by the CCC. Based on the "rustic" style that had been popular since the mid-nineteenth century, the NPS Rustic Design style used on the comfort stations embraced their natural environment by utilizing native woodland materials, echoing the color and texture of their surroundings. Rectangular in plan, these buildings were constructed upon granite ashlar masonry foundations, and featured board-and-batten walls fascia boards and hipped, bell-cast roofs. The wooden exterior elements were originally finished in a dark brown stain with wood-shingled roofs. A small privy near the future site of Comfort Station #96 was built in c.1940.

In 1942 a Checking Station/Ranger Station was built in the just inside Loop A, its Rustic Design identical to the same facility at the Seawall Campground. In 1975 a new Entrance Station was built at the Camp Court, which allowed park staff to easily check in campers into both loops of the campground. The original Checking Station/Ranger Station burned in 1978.

Comfort Station #96 was constructed in Loop A in 1950. With its restrained design and inferior craftsmanship, the brick comfort station illustrates the severe fiscal shortages that faced the park at this time. The five comfort stations in Blackwoods Loop B (#s 118, 119, 120, 121 and 122) were funded by the Mission 66 program from 1956 to 1961. Although the six post-war comfort stations were clad in board-and-batten siding similar to the pre-war prototypes, they featured plain gable roofs that made them easily distinguished from the earlier hip roof prototypes.

The amphitheater was originally built in 1950 and consisted of a simple stage/screen structure and projection booth flanked by two matching stone campfire rings. This structure was replaced in 1977. A series of benches surrounded the stage in rows and were made of half-round logs, supported by low concrete piers. The surface walks and the seating area of the amphitheater was finished with crushed stone.

A water tower, with a 50,000 gallon capacity, was built in 1953 to provide water to the campground. The riveted steel tank was located in a forested area outside of the campground limits to the northeast and accessed via an unpaved road. The water tower was removed in 2004, along with the privy.

Today, both the early and more contemporary comfort stations are all in fair to good condition (Figure 13). Comfort Station #96, the brick bathroom, is kept open for off-season campers (Figure 14). The Entrance Station and Blackwoods Amphitheater remain in regular use and are in good condition (Figures 15, 16).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Comfort Station #97	199256	Contributing	041078		Location	59784	Yes
Comfort Station #98	199257	Contributing	041079		Location	59785	Yes
Comfort Station #99	199258	Contributing	041080		Location	59786	Yes
Comfort Station #100	199259	Contributing	041081		Location	59787	Yes
Comfort Station #101	199260	Contributing	041082		Location	59788	Yes
Comfort Station #96	199261	Noncontributing – Incompatible			Location	59783	Yes
Comfort Station #118	199262	Noncontributing – Compatible			Location	59803	Yes
Comfort Station #119	199263	Noncontributing – Compatible			Location	59776	No
Comfort Station #120	199264	Noncontributing – Compatible			Location	59802	Yes
Comfort Station #121	199265	Noncontributing – Compatible			Location	59787	No
Comfort Station #122	199266	Noncontributing – Compatible			Location	59788	No
Entrance Station (B-167)	199267	Noncontributing – Compatible			Location	59782	Yes
Amphitheater Area –Structure	199268	Noncontributing – Compatible			Location	59781	No

Landscape Characteristic Graphics:



Figure 13. Comfort Station #98. (OCLP 2019, DSC-5180)



Figure 14. Comfort Station #96. (OCLP 2019, DSC-5175)



Figure 15. Entrance Station at Blackwoods Campground. (OCLP 2019, DSC-8076)



Figure 16. View of the Blackwoods Amphitheater. (OCLP 2019, DSC-8133)

Landscape Characteristic: Small Scale Features

Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape. Although pre-war signs and picnic benches have been lost, others remain from the historic period and contribute to the significance of the campground. They include fireplaces, entrance gates, stone and log barriers, wood signs, and water taps (Figure 17).

A variety of rustic gates were designed and installed throughout Acadia during the period of historic significance, although none survive. The gates that were designed for Blackwoods Campground were never constructed. Instead, a simple solution was adapted and may have been used historically: the entrance is flanked by two massive boulders with steel rings anchored into place, connected by a chain. Within the campground, stone and log barriers, which were recommended in the Meinecke plan, were used historically to define all campsites and circulation routes. These stones and logs were partially buried beneath the surface of the soil to simulate a natural appearance. Campsites themselves were marked by wood post-markers.

CCC records indicate that stone was quarried and prepared for fireplaces at Blackwoods, but they were never constructed. As an alternative, a steel-ring fireplace developed by the Cook County Forest Preserve of Illinois was used as a prototype for the units and can be found throughout other areas of Acadia. It is likely that the steel fireplaces at Blackwoods Campground were in use in Loop A during the period of significance and later in Loop B. A second type of fireplace was also used in Loop B, featuring rectangular steel fireplaces and marked with plates identifying the Job Corps of the 1960's as the fabricator.

Water supply taps are another character-defining feature of the campground. In 1938, Albert Good discussed the pros and cons of concealing the water tap or pump by various devices, including its camouflage inside a hollow log or small building. However, he also recognized the misleading and false nature of such principles. As a result, water supply taps at Blackwoods were two-and-one-half to three feet high, featuring common hose bibs. Near Comfort Station #96 is a steel hand pump that may have been used during the end of the period of significance.

Current site furnishings provided for each individual campsite consist of steel circular or rectangular fire rings and picnic tables constructed of wooden boards for sitting and eating surfaces, joined together with bent steel tubing. In some instances, picnic tables and fireplaces are inconveniently located on the side of the parking spur opposite the passenger door. Most fireplaces and picnic tables are in good to excellent condition.

The historic entrance gate remains intact and in use. Other gates serving the campground are modern utilitarian steel gates that are not character defining. In many cases these gates may have replaced earlier rustic gates that were designed to limit access to fire roads. Few historic stone or log barriers remain; those that do are located at the end of a row of individual parking spurs. Historic campsite markers survive only at the intersection of lateral and perimeter roads. Where the original markers do survive they reflect the conditions that existed during the period of significance. The contemporary method of painting numbers on an asphalt surface would not have been possible on the earlier gravel or chip sealed surfacing. However, the painted campsite numbers are wearing away in many places and should be repainted to remain legible. Many of the campsites on Loop B have been renumbered and are reflected on the site map.

Today, the campground's water supply taps are simple and unadorned, with a gravel pad to provide a dry footing for those using the fixture. The pump near Comfort Station #96 allows the surrounding area of the campground to be used in the late season after the site-wide water system has been drained. It differs from other taps in the area only in its mechanics, not in its site or presentation.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Steel-Ring Fireplaces	199269	Contributing			Asset	59534	Yes
Rustic Gates	199270	Contributing	747840		Asset	1426068	Yes
Stone and Log Barriers	199271	Contributing	747840				No
Wood-Post Signs	199272	Contributing			Asset	59290	No
Water Supply Taps	199273	Contributing	747840				No
Rectangular Steel Fireplaces	199274	Noncontributing – Compatible					No
Picnic Tables	199275	Noncontributing – Compatible			Asset	59541	Yes

Landscape Characteristic Graphics:



Figure 17. A Loop A campsite with steel ring fireplace and picnic table. (OCLP 2019, DSC-5173)

Condition

Assessment Interval (Years): 8

Next Assessment Due Date: 09/28/2029

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 09/28/2021

Condition Assessment Explanatory Narrative:

Blackwoods Campground is in “good” condition. The property shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. Its cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Condition Assessment: Good

Assessment Date: 08/21/2012

Condition Assessment Explanatory Narrative:

In consulation with Rebecca Cole-Will, Cultural Resource Manager at the park, and with concurrence from the Superintendent, the Blackwoods Campground landscape is currently in good condition. The definition of "good" is as follows: "the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit’s cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition."

Condition Assessment: Good

Assessment Date: 08/31/2006

Condition Assessment Explanatory Narrative:

Upon the recent completion of a $4.5 million rehabilitation project of the site, roads, utilities and buildings in 2006, the condition of the Blackwoods Campground is now “good.”

Impacts

Type of Impact: Disruption/Loss of Plant Species

Other Impact:

External or Internal: Internal

Impact Narrative: Some campsites require vegetation treatment between campsites to provide campsite privacy through the rehabilitation of understory plantings.

Date Identified: 09/27/2021

Type of Impact: Soil Compaction

Other Impact:

External or Internal: Internal

Impact Narrative: Soil compaction from vehicles and camping equipment damage roadside and campsite vegetation and exacerbates erosion.

Date Identified: 09/27/2021

Type of Impact: Visitation

Other Impact:

External or Internal: Internal

Impact Narrative: Damage to roadside and campsite vegetation by visitors is an ongoing issue.

Date Identified: 09/27/2021

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: Yes

Document Type: Cultural Landscape Report

Title:

IRMA Link:

Narrative:

Major rehabilitation of the Blackwoods Campground was initiated in the mid-2000s and continues today. Treatment recommendations were developed for the 1996 “Cultural Landscape Report for Blackwoods and Sewall Campgrounds,” based on the management goals outlined in the park’s 1992 General Management Plan. The purpose of the CLR was to guide the multi-year treatment of the cultural resources at the Seawall and Blackwoods campgrounds and preserve the overall character of the cultural landscapes. The CLR recommendations include guidelines for parking and service areas, vegetation, drainage, circulation, campsite privacy, architecture, and utilities. The 2003 “Environmental Assessment, Blackwoods Campground Rehabilitation & Policy Changes,” further informed ongoing rehabilitation efforts of the site, the majority of which were completed in 2006. Landscape revegetation work is mostly complete.

In the park’s 2016 Foundation Document, the cultural landscape at Blackwoods Campground is identified as one of the park’s other fundamental resources and values. (FD 2016: 9-10)

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

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Paige, John C.	The Civilian Conservation Corps and the National Park Service, 1933-1942: An Administrative History	1985	National Park Service			
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n/a	Acadia National Park. Record Group 79. Records of the National Park Service. Central Classified Files.		National Archives. New England Region			
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Meinecke, E.P.	Camp Planning and Camp Reconstruction	1934	U.S. Department of Agriculture			
Meier and Terzis	Historic Resources of Acadia National Park Multiple Property Listing	2001				
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Landscape Documents:

File Name	Date	Attachment Type
ACAD Blackwoods Campground CLI_Concurrences 2006-2021.pdf		

Source