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Cultural Landscape Report for Blackwoods and Seawall Campgrounds

Acadia National Park

History, Existing Conditions, Analysis
& Treatment Recommendations



Olmsted Center for
Landscape Preservation

National Park Service

U.S. Department
of the Interior

CULTURAL LANDSCAPE REPORT
FOR
BLACKWOODS AND SEAWALL CAMPGROUNDS

ACADIA NATIONAL PARK

History, Existing Conditions, Analysis
& Treatment Recommendations

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FOREWORD



For many park visitors, a stay at Acadia National Park's campgrounds is both a enjoyable and affordable way to vacation on Mount Desert Island. Since the construction of the campgrounds before World War II, recreation has changed greatly, but we still love to camp. While the campgrounds remain almost unchanged, the world has turned and what was then a modern campground seems almost quaint now with the predominance of tent sites and small recreational vehicle sites.

It was recognized in the 1992 General Management Plan that it was important to retain this flavor, but it was unclear how it could be defined. The history had been forgotten and the builder's intent was unclear. Through this effort, we have reclaimed the story and now understand much more clearly what we are trying to preserve. As a result of many, many hours of research and days of discussions with park staff, we have melded the sometimes competing demands of preservation and continuing operations.

If all goes as anticipated, implementation and refinement of this plan should take place in the near future. I am proud to have been a part of this effort and applaud the park and Olmsted Center staff for a job well done. I believe that it will not only serve us well for the campgrounds, but will also serve as a model for preservation of other historic resources in Acadia and elsewhere.

Paul F. Haertel
Superintendent
Acadia National Park

PREFACE

The *Cultural Landscape Report for Blackwoods and Seawall Camprounds* has demonstrated that increased knowledge about a cultural landscape resource can greatly facilitate decision-making. In this case, the CLR reclaimed forgotten aspects of Acadia National Park's history, especially the detailed and unique evolution of each campground. It has also raised interesting issues related to landscapes that were only partially completed as originally designed, and has documented the continuing history of the campgrounds such as work undertaken during the Mission 66 initiative. Most importantly, this cultural landscape report reveals the breadth of work accomplished by the Civilian Conservation Corps (CCC) and the central role of Franklin Roosevelt's New Deal programs in the development of facilities at Acadia National Park. To this end, the park shares a great tradition with national and state parks throughout the country.

This project is by no means the work of one individual. NPS staff at Acadia National Park and team members at the Denver Service Center have participated in all aspects of the project, from its initial scope to research assistance, and finally development of issues and recommendations. The rehabilitation guidelines contained in the cultural landscape report are intended to help guide the forthcoming design phase of the rehabilitation project, ACAD-232, by providing recommendations aimed at preserving the rustic character and historical features of the campgrounds. In particular, a campground mission statement developed by the park, provides the framework for future decision-making. The Olmsted Center has been pleased to have been asked to play a continuing role in both documenting the history and informing the stewardship for several cultural landscapes at Acadia National Park. This role has been collaborative, drawing upon the specialized knowledge and talents of park staff and the Denver Service Center. The Cultural Landscape Report for Blackwoods and Sewall Campgrounds is the eleventh publication in the Cultural Landscape Publication Series. This series includes a variety of publications designed to provide information and guidance to park managers, resource specialists and other professionals involved in the stewardship of cultural landscapes.

Lauren G. Meier
Project Manager

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INTRODUCTION

INTRODUCTION

..."Why look at those cars! There must be close to two hundred of them. Where's your imagination man? Some day there'll be a thousand!"[1]

—Steven Mather to prospective park concessionaire

THE PURPOSE OF THIS REPORT

Seawall and Blackwoods campgrounds at Acadia National Park are scheduled for an extensive program of rehabilitation as part of a park-wide plan to upgrade public facilities and utilities. This program, entitled "Package ACAD-232," proposes that rehabilitation work be undertaken over a four year period, beginning in 1997 and extending through the year 2000.

In anticipation of a comprehensive repair program, the park and the Denver Service Center have initiated this Cultural Landscape Report (CLR) to guide the rehabilitation of the cultural landscape at the Seawall and Blackwoods campgrounds. The policies of the National Park Service, as outlined in "NPS-28: Cultural Resource Management Guideline," have established the CLR as the primary supporting document guiding the treatment of any cultural landscape.

Construction of Seawall and Blackwoods campgrounds began in the mid-1930's utilizing resources available through several Depression era "New Deal" programs. Both campgrounds are now approximately sixty years old, and serve as the only two places within the park boundary where visitors may spend the night. Backcountry camping has long been carefully controlled at Acadia, and has been totally prohibited since the devastating fire of 1947, which destroyed hundreds of homes and burned thousands of acres of forest on Mount Desert Island (Figure 1). As a result, both campgrounds have been popular with the public, and have deteriorated due to years of heavy use.

The following report is organized first to introduce the historical events and trends which gave rise to the



Figure 1: Early back country camping at Acadia National Park prior to establishment of park campgrounds, c. 1920.

campgrounds, and then briefly present the chronological history of their development. This is followed by a summary of existing physical conditions, an analysis of historic significance and integrity, including potential National Register eligibility, and an inventory of character-defining features. The final section of the report consists of treatment recommendations which were developed at the request and with the cooperation of the park and the Denver Service Center. These recommendations address issues identified during a series of round-table discussions with park staff familiar with the campgrounds. Recommendations in this section do not necessarily represent a park-wide consensus towards treatment of various features, but are presented as recommendations aimed at preserving the rustic character and historical features of the campgrounds.

ORIGINS OF ACADIA NATIONAL PARK

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 in the mid- 1800's. 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.[2]

By the early 1880's 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 1880's and 1890's, 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..."[3] Among other goals, these groups sought to improve the quality of development, road conditions and public health and safety within their villages.[4]

Concerned that the separate efforts of various village improvement societies and associations were insufficient to protect the island from over development, a small group of summer residents, including Charles Eliot, president of Harvard University, proposed the creation of the Hancock County Trustees of Public Reservations (HCTPR). This group, modeled after a similar group founded in Massachusetts by Eliot's son in 1897, was active in securing lands for conservation through donation and purchase.

In 1916, George B. Dorr, the HCTPR executive secretary, successfully lobbied the federal government to accept a large gift of land from the Trustees, becoming the superintendent of the newly established Sieur de Monts National Monument. These lands were granted National Park status in 1919 as Lafayette National Park, the first national park east of the Mississippi River. The park was eventually re-named Acadia National Park in 1929. George Dorr remained superintendent of the park until his death in 1944, having served twenty eight years for a symbolic salary of one dollar per year.

The Role of the Automobile in the Development of the National Parks

Preceding the creation of the National Park Service in 1916, the nation's collection of parks was far from what might be called a "system." The parks had been under constant threat for almost forty years. Administration was shared by the three Executive departments of Interior, Agriculture, and War. Frequent utilitarian proposals were put forward for the protected lands of the parks, such as opening the areas up to the grazing of livestock, or the extraction of minerals. Proposals had been put forward to sell the park lands outright, as much of the public lands in the American west had been sold.

Before the introduction of the automobile, those wishing to travel to the great western national parks relied upon the transportation and lodging services of the large railroad corporations. The railroads often played a role in the development of hotels and other attractions within the parks to create destinations for the traveler. After arrival at the closest depot, the park visitor would then embark upon a lengthy stagecoach ride, arriving at lodgings within the park boundaries. Only very wealthy travelers could afford such adventure, and "a very insignificant number of the people of America were in any position to indulge in park travel."[5]

The growth of the "Fresh Air" movement in the late nineteenth and early twentieth centuries had encouraged the beginnings of organized camping in the United States. The idea of fresh air acting as a panacea began to replace the misconceptions of the ill effects of "night air." Religious organizations such as the YMCA and YWCA began to introduce young people to the pleasures of outdoor living, providing the setting for their religious and social educational programs.[6] Theodore Roosevelt, as President of the United States from 1901 to 1909, used his "bully pulpit" to extol the virtues of the out-of doors and the "wise use" brand of conservation during the first decade of this century. In 1902, nature writer Ernest Thompson Seton founded the League of Woodcraft Indians, an organization promoting nature study and conservation among boys. In 1910, Seton helped bring the Boy Scouts organization to the United States, an

organization that would help make camping even more popular with a new generation of Americans.[7]

While many in the United States were introduced to camping by organized groups, only the development of the automobile gave individuals the freedom to pursue camping independently. Through the automobile, camping exploded in popularity as a recreational activity and a visit to one of this country's national parks became a real possibility for average middle class Americans. The development of the affordable automobile and the isolationist leanings of the United States before the First World War also helped to popularize the slogan "See America First". The new accessibility afforded by automobile travel in turn began to create a greater enthusiasm among Americans for the protection of the nation's parks.

President Woodrow Wilson, who was the last president-elect to ride to his inauguration in a horse and carriage, helped to usher in the automobile age for the national parks when he directed Secretary of the Interior Franklin Lane to "find another millionaire with an itch for public service." In 1914, Secretary Lane followed the President's instructions. When Lane's former classmate Steven Mather wrote to the Secretary to complain of the condition of the national parks, Lane's legendary reply was; "Dear Steve, If you don't like the way the national parks are being run, come on down to Washington and run them yourself."[8]

Mather had earned the reputation as an able and tireless promoter, building his own fortune in the mining and distribution of borax. When he focused his business skill on his new job as the first director of the newly created National Park Service, he easily recognized the automobile as a great promotional opportunity. Automobile clubs throughout the nation were lobbying hard for the construction and improvement of highways. Mather himself was an automobile enthusiast, an early member of the American Automobile Association, and the Chicago Automobile Association, and helped inspire the National Park-to-Park Highway Association in 1915.

The purpose of the National Park-to-Park Highway Association was to promote the creation of a great circuit drive between the western parks.[9] Dedicated in 1920, the Park-to-Park Highway existed only as a linkage of



Figure 2: The National Park-to-Park Highway Map.

previously existing roads, some in dubious condition (Figure 2). Nevertheless, the popularity of automobile tourism had become an inescapable fact:

> "It is significant that almost as rapidly as automobile trunk lines were established the motor caravansary appeared, at first sparsely scattered along the principal sections of the routes west of the Mississippi, but to-day located in almost every city and town on the main thoroughfares, so that one may march his autotent from one end of the land to the other and spend every night under his own canvas in a municipal motor camp. In a little more than twenty years the automobile has revolutionized the average American's vacation, it has brought about a renaissance of the outdoors, and it has firmly planted a brand-new outdoor sport. Between five and ten millions motor-gypsied last year" —*The Outlook* 16 July 1924

Inside park boundaries, the conditions of the roads were not up to the new challenges placed on them. In 1924, a three-year 7.7 million dollar Congressional appropriation for park roads would only begin to repair existing ruts, let alone construct new paved surfaces.

Mather discovered an opportunity to do something about the condition of national park roads in 1925, during a chance meeting in Jackson Hole with a young road engineer working with the Bureau of Public Roads. The young man and Mather shared an affiliation with the Sigma Chi fraternity and their fast friendship eventually led to the creation of an Inter-Bureau Agreement



Figure 3: Advertisement, Burlington-Northern Pacific Planned Vacations.

between the two Federal agencies for the construction of many state of the art automobile roads in the national parks. Acadia National Park's Cadillac Mountain Road, begun in 1929, was the first of many roads at Acadia constructed under the NPS/BPR Inter-bureau agreement.

The lament that accompanied the impacts of expanding tourism on the national parks was wasted on Mather. The first Director of the National Park Service combined his business training and interest in conservation, and found a way to accommodate the automobile tourist. Simultaneously, he encouraged the publicity that the railroads continued to lavish on the western attractions (Figure 3). Pragmatically, Mather recognized the political value of the support of a larger pool of national park advocates. Idealistically, he believed that the national parks belonged to all citizens. He saw his job as ensuring that nobody avoided the parks because they could not afford to visit, that all were entitled to the inspiration and recreation that the parks offered. When confronted with complaints that automobile tourists, sometimes refered to as "tin-canners," had strewn paper and cans on the landscape. Mather is known to have replied; "What if they do? We can pick up the tin cans. It's a cheap way to make better citizens."[10]

Origins of National Park Service Design Principles

Early designers and engineers working for the National Park Service owed much to their nineteenth century predecessors, Andrew Jackson Downing and Frederick Law Olmsted, Sr.

Downing and Olmsted, through their writings and professional practice translated English landscape gardening principles into an American dialect. Because of their efforts, American public parks and scenic reservations began to reflect the democratic ideals of the people of the United States. Their designed landscapes respected the "genius of the place" in terms of both the landscapes' native character and the romanticism that altered the American concept of wilderness in the nineteenth century (Figure 4). The artists Thomas Cole, Frederick Church and writer Henry David Thoreau among others had helped to change the idea of wilderness from that of a fearful entity, to a source of inspiration to be preserved and treasured.[11] American landscape designers gave themselves the challenge of creating outdoor places that were sympathetic to the land's native character and scenery. Specific methods for accomplishing this included subordinating development, whether roads or structures, causing the least disruption of natural topography, blending artifice with natural surrounding.[12]

At the turn of the twentieth century, leading up to the creation of the National Park Service, the American design ethic was in part influenced by the Arts and Crafts Movement which appreciated the beauty of handicraft, pioneer and native prototypes, and natural materials.[13] "Shingle Style" architecture was also popular as an essentially American development which drew upon vernacular building forms, making use of native materials that helped to join the building to the landscape.[14]

In 1916, the National Park Service was born of and into this intellectual and aesthetic environment. That same year, the lands tendered to the Government by the Hancock County Trustees for Public Reservations, were given the name, "Sieur de Monts National Monument." Two years later, the Secretary of the Interior Franklin Lane would formalize design policy for the development of facilities in national parks. This policy stated the following:

> "In the construction of roads, trails, buildings and other improvements, particular attention must be devoted always to the harmonizing of these improvements with the landscape. This is a most important item in our program of development and requires the employment of trained engineers who either possess a knowledge of landscape architecture or have a proper appreciation of the esthetic value of park lands. All improvements will be carried out in accordance with a preconceived plan developed with special reference to the preservation of the landscape, and comprehensive plans for future development of the national parks on an adequate scale will be prepared as funds are available for this purpose."[15]



FIG. 13.—Example of the Beautiful in Landscape Gardening.

FIG. 16.—Example of the Picturesque in Landscape Gardening.

Figure 4: Graphic representation of the Beautiful and Picturesque. From Downing, 1875.



SITE HISTORY: THE DEVELOPMENT OF ACADIA'S PUBLIC CAMPGROUNDS

SITE HISTORY: THE DEVELOPMENT OF ACADIA'S PUBLIC CAMPGROUNDS

"Good walkers can go anywhere in these hospitable mountains without artificial ways, but most visitors have to be rolled on wheels with blankets and kitchen arrangements."[16]

—John Muir, 1912; speaking of campers at Yosemite

EARLY CAMPGROUNDS AT ACADIA NATIONAL PARK

During the late 1800's, Bar Harbor's 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, providing seasonal housing for up to two hundred and fifty of the Passamaquoddy, Penobscot and St. John's tribes.[17] These camps consisted of large canvas tents, organized in orderly rows (Figure 5). In 1884, the local paper reported that; "Arrangements are making [sic] to light the Indian encampment at the foot of Holland Avenue, by electricity. This new feature is due solely to Indian enterprise, Mr. Peter J. Gabriel being the leader of the movement."[18] 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.

Before leaving Mount Desert Island altogether, these groups of Native Americans appear to have moved out of the populated environs of Bar Harbor for the quieter western side of the island. Native Americans, a part of the region since before white settlement, were eventually displaced by the growing real estate values and social elitism prevalent during the "Cottage Era."[19] One abandoned encampment, between Park Street and Ledgelawn Avenue was put into service by the town as a public campground. This site, owned by the Town of Bar Harbor, is today a public park, featuring a large playing field (Figure 6).

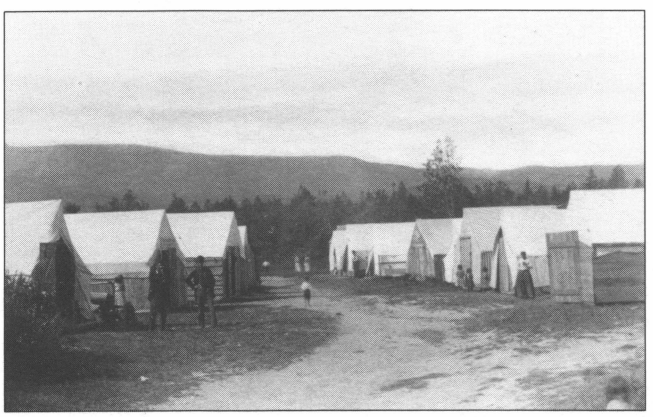


Figure 5: Indian encampment near Ledgelawn Avenue, Bar Harbor, Maine, c. 1880.

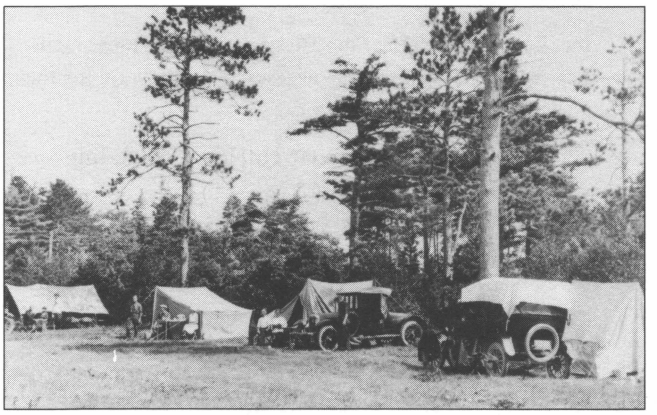


Figure 6: Historic view of the Town of Bar Harbor's playing field, c. 1922. Formerly a Native American encampment, this site was among the first automobile campgrounds serving visitors to Acadia National Park.

In spite of the growing popularity of recreational camping during the late 1920s, Lafayette National Park, as Acadia was then known, did not have its own public campground. Visitors to the park desiring accommodations falling between commercial lodgings and back country camping made use of private "auto-camps" and continued to occupy Bar Harbors Ledgelawn Avenue Indian encampment. The town made the Ledgelawn site available to the park's visitors through an informal arrangement with park administration, which was eventually discontinued as the numbers of park visitors grew.

One of the park's first planning documents, written in 1927, described plans for the replacement of the Ledgelawn campground with a new park facility to be built west of town at Bear Brook.

> "... is unavoidable that we must recognize existing provisions for the accommodations of the motor guests at this time. The authorities of Bar Harbor have been operating a public campground for the motorist on an excellent site near the Athletic Field which is opposite the park's administrative headquarters... It is centrally located, near stores, has excellent water supply and sewage disposal facilities, electric lights all indispensable essentials in such development. It is not known, however, whether this camp will be continued for another year or not.
>
> The only public camp that is being now developed on park land is one near Morrell Park. Inspection has shown that there are other sites on park land that can be used...
>
> ...The Morrell Park campground will house about one hundred cars when fully developed and the landscape engineer has studied the site with the superintendent with the view of having simple sanitary facilities and water supply installed this year.
>
> It cannot be foretold at this time whether any more facilities than these will ever be necessary at Lafayette for the accommodation of the motorist."[20]

The following year, the Bar Harbor Village Improvement Association privately sponsored their own planning document entitled "The Future of Mount Desert Island." This report, written by landscape architect Charles Eliot 2nd of Boston, addressed the physical planning of the entire island, inside and outside park boundaries (Figure 7). With respect to camping facilities, Eliot's master plan reported with a tone of reluctance towards the issue of public campgrounds:

> "It has been the experience of the National Park Service in the West that the demands of the auto camper are increasing. They are no longer satisfied with just shelter and minimum sanitary facilities, but want "housekeeping" camps, or what might better be called a small, cheap "cottage." In the west, the supply of groups of such cottages has proved a profitable business venture. If we do not want a number of camps of this kind on the Island it will be necessary to have either some influential group of private citizens or the National Park Service establish one or two particularly fine, attractive and well equipped camps which will stall-off competition.
>
> During the past few seasons a campground has been provided west of the Athletic Field in Bar Harbor. The space here is limited and when the Approach to the Park is developed as previously proposed, this site will be inappropriate to use as a camp site. The National Park Service has done some preliminary work towards opening a campground just south and east of the race track at

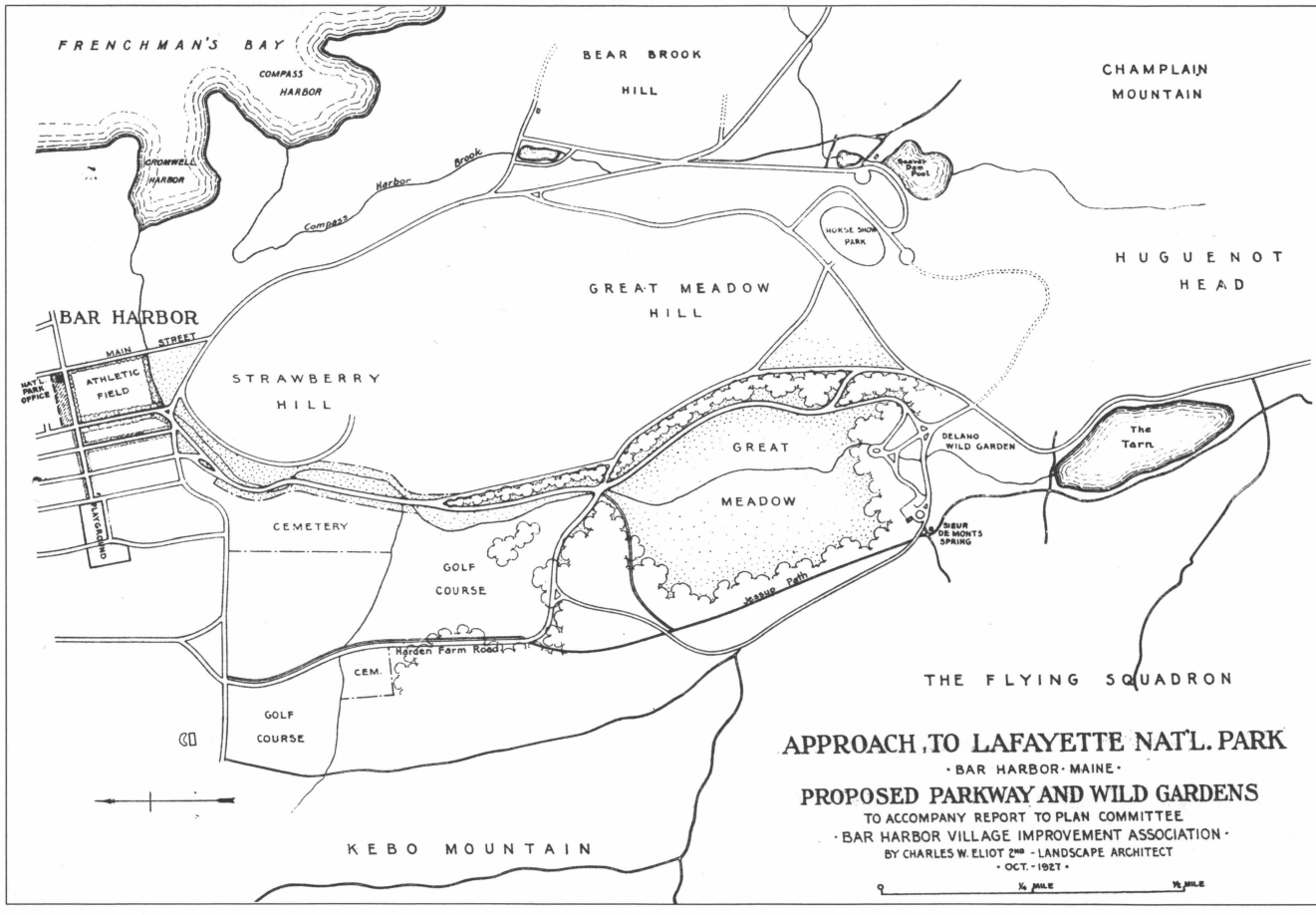


Figure 7: Map from "The Future of Mount Desert Island," by Charles Eliot 2nd, 1928.

Morrell Park. It is hoped that water and sanitary facilities can be supplied at this site for use this summer.

Neither the site by the Athletic Field nor the site behind Morell Park offers a permanent solution of the problem. It may very well be that the problems will solve itself by the supply of reasonably priced lodgings at hotels or boarding houses. If such a happy result does not obtain, a location with good drainage, sanitary facilities, water supply and fairly level and not too rocky ground must be found. A well managed camp might bring a considerable business to the stores of a village and provide useful and gainful occupations for the permanent residents."[21]

John D. Rockefeller, Jr. and Park Development

As plans for the development for the fledgling park matured, John D. Rockefeller, Jr. was increasingly sought out as a patron for the development of the park's new facilities. While there is no evidence to suggest that JDR, Jr. was involved with the creation of the new park campground at Bear Brook, he was intimately involved with accommodations for the automobile tourist by advocating an entirely separate and distinct motor road system. Earlier, Rockefeller had helped finance the construction of a private automobile campground in "The Black Woods" at the head of Otter Creek.

Bar Harbor Times 6 June 1926

The new automobile camp ground in the Black Woods at Otter Creek will be ready for use within a few days. Work has been under way for some time under the direction of Edgar Walls as foreman of construction.

The approach to the camp ground is by the way of the road leaving the Otter Creek road near the village schoolhouse. It is conveniently located for tourists coming from either Bar Harbor, Seal Harbor or Northeast Harbor.

The site is one of the finest. The sanitary arrangements will be perfect. Water will be supplied from a spring nearby. The development this year will be on a scale large enough to take care of present needs. There is ample room for expansion in future years if the number of tourists using the site warrants such expansion.[22]

During 1929, just before the stock market crash of November, Rockefeller sponsored a study tour and critique of the development in the western parks by architect Grosvenor Atterbury. Rockefeller's patronage of the tour, and the report which followed, was directed through the official channels of the National Park Service. His motive for sponsoring the report was to assist Atterbury in developing an architectural style befitting the Acadia landscape.[23] Atterbury's trip was successful and he would later complete plans for a grand park lodge on Eagle Lake and two gate lodges at entrances to Rockefeller's carriage road network. Through his critique of park development elsewhere, Atterbury began to articulate and reinforce an ethic which would help to shape the future development of Acadia National Park. This ethic placed the primacy of the landscape over any particular style of architecture.

"...Better for them physically, better for their appreciation of its beauty - and , of course a great deal better for those others who have managed to shake off the nervous grip of our great cities and might, perhaps, "invite their souls" in peace in the shade of the great trees that have stood silently looking out over the canyon for hundreds of years.

And they can not do that if the ground is trampled to dust like the outside of a circus tent and the air redolent of gasoline and carbon monoxide and noisy with the grinding of gears and the honking of motor cars.

Except to meet the requirements of older people and those in delicate health, for whom the conventional comforts and luxuries are really a necessity, I believe it would be better to keep Park accommodations extremely simple. The whole atmosphere might better harmonize with the "out- of-doors" idea - the "back-to-nature" concept - than to satisfy the artificial, conventional standards by which such a great and increasing majority of us habitually rate our comfort, happiness and well being...

...If we allow the atmosphere of these sanctuaries to be disturbed by discordant notes that recall the very conditions from which one is trying to escape - even if they be but echoes - the charm is broken. Every sight and sound that is reminiscent of the old environment is consciously or subconsciously a drag on the recuperative impulses of nature..."[24]

E. P. Meinecke and the Development of Bear Brook Campground

Superintendent Dorr pressed on between 1927 and 1932 with the development of the new campground inside the park boundary at Bear Brook, behind Morrell Park (Figure 8). Morrell Park, sometimes referred to as Robin Hood Park, was formerly owned by Colonel Edward Morrell of Philadelphia and had been used for annual horse shows and fairs during the last week of August from 1900 to 1912.[25] When no longer used for horse shows, historic photographs indicate that the grounds were used as overflow space for the park's new campground (Figure 9). Typical of national park campgrounds of the 1920's, Bear Brook campground provided water, fire rings and comfort stations. Campsites and



Figure 8: "Entrance to Public Camp Ground, Acadia National Park, Bar Harbor, Maine," postcard of Bear Brook campground, c. 1930.

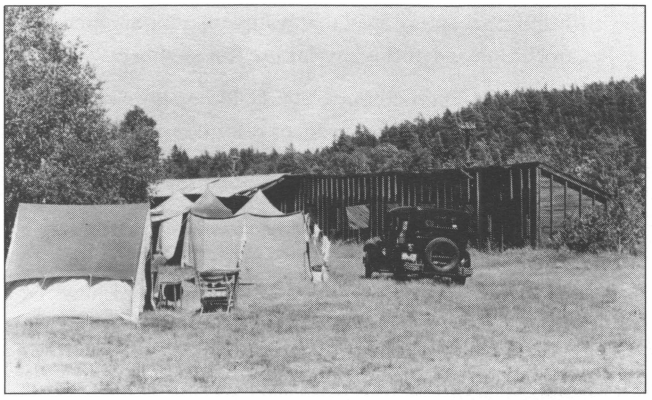


Figure 9: Campers at the Bear Brook campground occupying space directly behind the abandoned stables of Morrell Park.

parking were provided randomly at the edge of clearings or in areas where the forest understory had been removed. No plans have been located for the original development of this campground between the time it is first mentioned in 1927 and 1932.

The first plan for the Bear Brook campground was initiated in 1932 under the direction of Charles Peterson, Chief Asst. Landscape Architect of the NPS Landscape Division, located in Yorktown, Virginia. The Employment Stabilization Act of 1931 appears to have provided the initiative for this plan, requiring that all government bureaus develop detailed plans for construction projects for a relief workforce in the event that the economic depression continued.[26] The plan for Bear Brook campground called for the obliteration of discordant buildings and roadways, and the introduction of screen plantings. The plan also specifies the location of a new amphitheater, recreation area, office and toilet. Parking for campsites was provided at an angle to the campground roads (Figure 10).

The layout of this redesign clearly reflects the ideas of forest pathologist E.P. Meinecke. Director Mather had first contacted Meinecke in 1926 to study the deteriorating campgrounds in Sequoia National Park, and his early findings pointed to the destructive impact of years of human and vehicular traffic. This traffic damaged both the understory vegetation and the sensitive roots of the giant trees.[27] Meinecke later consulted with the United States Forest Service and the California State Parks, and in time developed a unique specialty in the

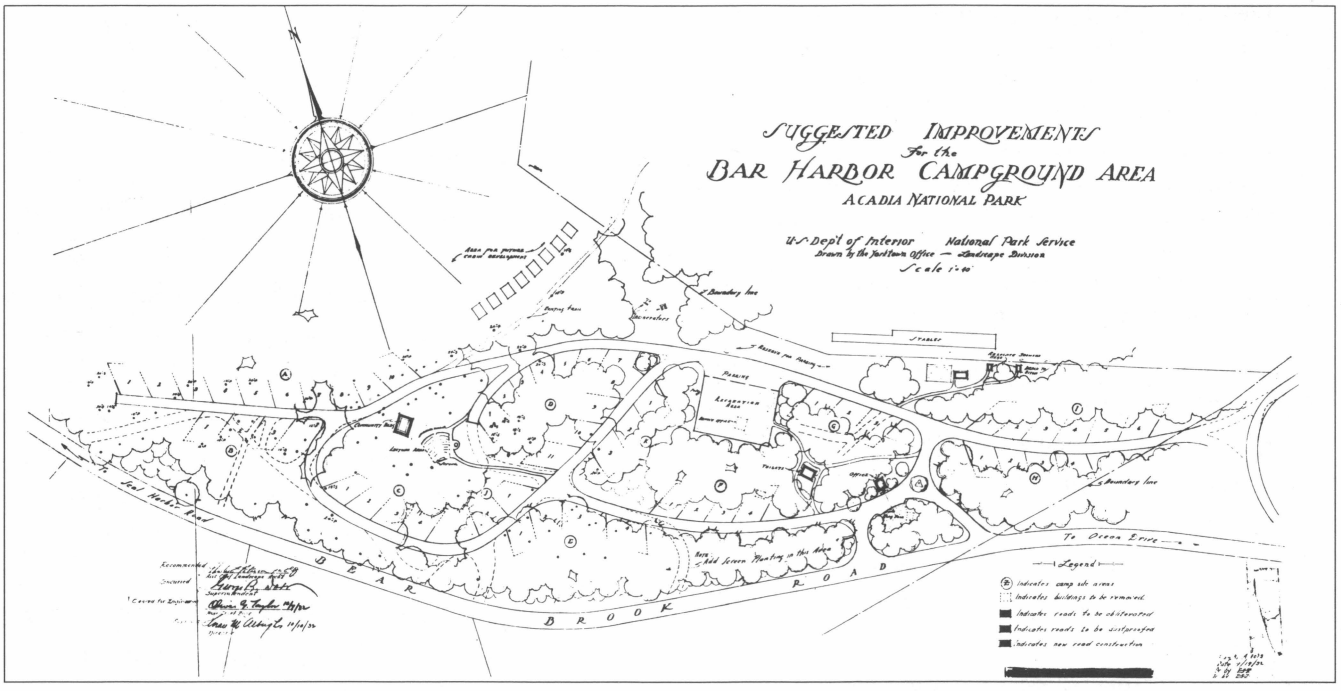


Figure 10: "Suggested Improvement for the Bar Harbor Campground Area," Drawing A1073, 1932.

pathology of compacted forest soils. His recommendations for the reconstruction of damaged camping areas, and the planning of new campgrounds were adopted as policy by the Forest Service in 1932. Meinecke's recommendations for the planning of new campgrounds focused on the provision of discreet boundaries for both automobile and foot traffic.

Automobiles were to be kept to narrow one way roads, which naturally held down speeds and decreased impermeable surface area. Boulders and logs were placed naturalistically at the shoulders, half buried in the soil. These barriers provided a subtle barrier to those motorists who would otherwise leave the road surface and park in the undisturbed forest. Special attention was directed to the design of the individual campsite. Meinecke believed that by adequately providing for the campers needs, one would not feel compelled to seek out the forest for the satisfaction of basic requirements. The three features of Meinecke's prototypical campsite included a well defined parking spur, which was to serve as an open air garage, the fixed immovable fireplace, and the fixed picnic table (Figure 11). The Forest Service circulated their new policy containing Meinecke's thinking among landscape designers in the National Park Service. His ideas soon began to appear in new NPS campground design (Appendix A).[28]

The creation of a plan for reconstructing the Bear Brook campground late in 1932, allowed the project to proceed quickly given the events of the following year.

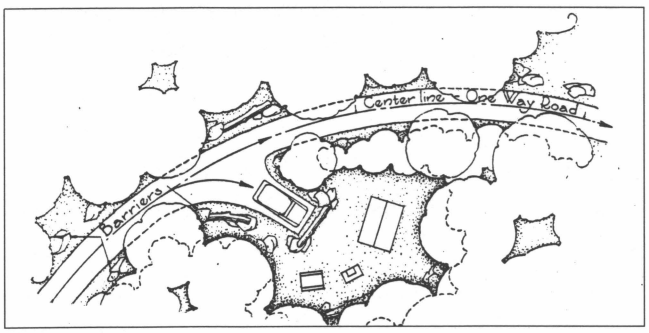


Figure 11: Drawing of the typical spur camp site as specified by E.P. Meinecke.

Franklin Delano Roosevelt's inauguration as President of the United States in 1933, brought about the creation of the "New Deal" which included the creation of the Civilian Conservation Corps (CCC). At the time of the CCC's establishment, countries such as Great Britain, Canada, and the Netherlands had already established work camps for unemployed youths in response to the worldwide economic depression.[29] A longstanding conservationist, FDR's inauguration and the creation of many New Deal programs began an unprecedented nine year era of national park development. The work of the CCC continued six months after the 1941 attack on Pearl Harbor, which initiated the United States' entry into World War II.

The Civilian Conservation Corps and Acadia's Campgrounds

"Whatever laws the President thinks he may need to end the Depression, Congress will jump through a hoop to put them through."[30]

—Montana's Senator Burton K. Wheeler

Franklin Roosevelt's inauguration on March 4, 1933 began the fabled "First 100 Days" of his first presidential term. His first official act, initiated during the beginning hours of his presidency, was to decree a national bank holiday which closed every financial institution in the country and convened a special session of Congress. Between March 9 and June 16, FDR and his "brain trust" proposed over fifteen emergency acts to Congress, all of which were passed. The time table below is provided to illustrate the speed with which these new programs went into effect.

March 4th: Franklin Roosevelt inaugurated President of the United States.

March 21: Legislation creating the CCC and the Federal Emergency Relief Act is introduced.

March 31: CCC Legislation is approved by Congress.

April 17: The first 200 man CCC camp is established at Luray, Virginia (Figure 12).

May 20: CCC camp for Company 154 - NP-1 is established on McFarland Field west of Bar Harbor.

June 1: CCC camp for Company 158 - NP-2 is established on Long Pond near Southwest Harbor.

July 1: Nationwide, the enrollment in the CCC for the first six-month period exceeds 300,000.



Figure 12: President Franklin Roosevelt's attendance at the dedication of the first Civilian Conservation Corps camp in Virginia.

Under the Roosevelt administration, the Civilian Conservation Corps had been established to provide a work force for projects funded by the Emergency Conservation Works Act (ECW). The ECW was administered by an inter-agency group from the Departments of Labor, Army, Interior, and Agriculture and was intended as a temporary measure. However, in 1937 the program was reviewed and extended for several more years. At this time the name was changed to the Civilian Conservation Corps, omitting all reference to Emergency Conservation Work.

The Federal Emergency Relief Act (FERA) was proposed to Congress on March 21, 1933 and passed on May 12. A portion of this legislation was intended to move agricultural families off of submarginal lands, such as those of the "Dust Bowl", and resettle them on more productive lands. Through FERA and what became the Resettlement Administration, the National Park Service assumed new responsibilities for nationwide recreational planning. The submarginal lands program of FERA held the National Park Service 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 (RDA)." RDAs not specifically identified as an extension of an existing national park unit, were transferred to the authority of a local states' park agency upon completion.

The Public Works Administration (PWA) was another of Roosevelt's New Deal programs which positively affected the development of Acadia National Park. Intended to be separate from the CCC, the PWA was intended to fund major capital improvements, utilizing local contractors and labor to stimulate the regional economy. Many segments of Acadia's Motor Road System constructed under the supervision of the Bureau of Public Roads were funded by appropriations from the Public Works Administration

In 1935, the creation of the Works Projects Administration (WPA) created yet another source of funding for conservation and recreational development. The WPA provided the initial funding for the first improvement projects for the Acadia National Park Extension, Recreational Demonstration Project on the western lobe of Mount Desert Island.

For the National Park Service, managing the swelling budgets and personnel brought on by FDR's New Deal programs forced then Director Cammerer to "regionalize" the Service. This added layers of mid- level management and diminished the historic autonomy of individual park superintendents. Moving to regionalization was seen as absolutely vital to the efficient management of new responsibilities delegated under the Roosevelt administration.[31]

As organized by FDR, the enrollees of the CCC were recruited and selected by the Department of Labor, housed, fed, educated and disciplined by the Army, and their work supervised by the appropriate "technical" agency. In the case of Acadia National Park, the technical agency was the Department of the Interior. During the initial six month enrollment period, selection of enrollees was limited to single men between the ages of 18 and 25 who were willing to send up to $25 of their monthly $30 wage check back to their families. The typical workday of a CCC enrollee began at 6:00am with reveille. By 6:30 they were ready for morning calisthenics and after that an ample breakfast. Following the morning meal, the enrollees engaged in housekeeping activities around the barracks and by 8:00am were on their way to a project supervised by the National Park Service. At 12:00pm, work would stop for a one hour lunch, and then resume until 4:00 p.m., when they returned to camp and back to the supervision of the U.S. Army. The maximum hours allowed for work activities was an eight-hour day/forty hour week. During their non-work hours, enrollees were expected to participate in the recreation and educational

activities planned for them. Many disadvantaged young men first learned to read while participating in CCC programs.[32] The "typical" CCC enrollee was between 18 and 19 years of age when first enrolled, educated through the eighth grade, and had been without a job for seven months before entering the Corps. Length of service ranged from nine to 12 months. In 1940, it cost the government $1,000 per year to supply each enrollee with food, clothing, shelter, and pay.[33]

Acadia National Park's two 200 man CCC camps were periodically assisted by Company 1104, located near Ellsworth Maine. Company 1104 was a state park camp under the supervision of the National Park Service. One of the Ellsworth camps first major projects was the beautification of state roads leading to the park (Figure 13). This project followed the policies set out in the Department of the Interior's Manual of Emergency Conservation Work which stated, that native species of plants were to be used- except for lawns, military parks, and cemeteries where exotic grass seed was acceptable. The grass-seed mixture used for the Acadia National Park approach road work consisted of a mixture of "Chewings Fescue, Sheeps Fescue, Rough Stalk Meadow, Red Top, Winter Vetch, and a small amount of white clover."[34] This third camp was later detailed to work on the park development of the Schoodic Peninsula, after the U.S. Navy moved its radio station there from Otter Cliffs. This allowed NP-1 at Bar Harbor and NP-2 in Southwest Harbor to focus solely on park related projects on Mount Desert Island.

Some of the typical accomplishments of Acadia's Camps NP-1 and NP-2 were reported in the 1937 Annual of the First CCC District, headquartered at Ft. Williams, Maine.

NP-1

"...The company has remained at its present site on MacFarland Field in Acadia National Park during its entire history. Various work projects have occupied the men such as: blister rust control, fire hazard reduction, landscaping, trail construction, vista cutting, selective pruning, and general clean-up of Acadia National Park."[35]

NP-2

"...To aid the Acadia National Park in preserving this beauty and in opening new views, was the work of the 158th Company. The company has aided in suppressing two terrific forest fires, built several miles of fire trails to facilitate the moving of fire-fighting apparatus in the thickly wooded park lands. It has built many beautiful trails on the park mountains, developed recreational facilities on the beaches of lakes, cleared acres of burned trees on the mountain slopes, trees that were an added fire menace."[36]

The infusion of approximately 600 CCC enrollees, as well as independent contractors of the PWA, made the work of carrying out the plan for improving Bear Brook campground a relatively small matter within a much larger program of park development projects. During the first enrollment period of 1933, the proposed amphitheater at Bear Brook campground was completed using CCC labor (Figure 14). This area was used by park naturalists as an outdoor lecture area. Electric lighting and a projection screen were provided to accommodate illustrated presentations, and a place for a camp fire was provided to the left of the stage.[37]



Figure 13: CCC enrollees engaged in roadside clean-up.

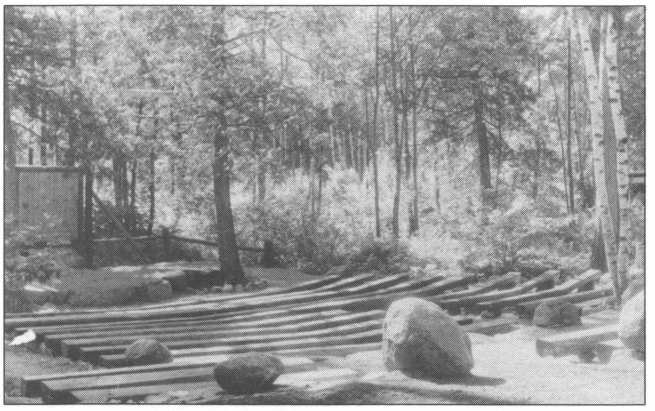


Figure 14: Amphitheater at Bear Brook campground constructed by Acadia's CCC company NP1 in 1934.



Figure 15: Crushed stone aggregate placed on the surface of Bear Brook campground to mitigate soil compaction, c. 1934.

In 1934, Dr. Meinecke visited Bear Brook campground and the area of Sieur de Monts Spring to advise the park on both improving existing conditions and further improvements to the Bear Brook campground. Meinecke also provided consultation on the location and development of additional campgrounds. Site specific recommendations regarding the expansion and reconstruction of Bear Brook were carried out by the CCC Company, NP-1, during 1935 (Figure 15). Meinecke recommended the placement of a layer of crushed stone aggregate mixed with topsoil over the exposed feeder roots of trees in the older sections of the campground, to prevent further damage where trees had suffered from compaction of their root zones.[38] Word of this project reached Assistant Director H. C. Bryant in June, and brought the following response to the desk of Chief Landscape Architect Thomas Vint:

> "I am informed the camp ground at Acadia has been raked clean of all litter and graveled. Must we look forward to this type of artificialization of all park camp grounds? I get enough gravel around a city to make me want to set foot on sod![39]

Acadia's Asst. Landscape Architect answered Bryant's complaint, adding a plea for new, well-designed campgrounds.

> "The fundamental principle that "areas used by the public (unless most carefully planned for several decades of time) tend to destroy themselves for the particular park purpose for which they are used." ...In conclusion, I would recommend that studies be made within the near future at the following points with a view toward having a public campground at Acadia which can be made a source of pride to the Park and the Service in general."[40]

The Development of Seawall Campground

The Park's motor camping needs are growing beyond all anticipation, accelerated greatly now by the development of the trailer, which has undoubtedly come to stay."[41]

George B. Dorr to A.E. Demaray Associate Director, 26 June 1937

Soon after the park resident landscape architect's appeal for new campgrounds, 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 visitor's center, was eventually excluded from consideration in favor of a western site in the 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. These lands were purchased and developed for their recreational value as an extension to the holdings of Acadia National Park. 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 George Dorr, and John D. Rockefeller, Jr. (Figure 16). Survey work began in November of 1935 and by June of 1936, WPA Job# 303 and #705 were in progress for public campground and picnic ground development (Figure 17).

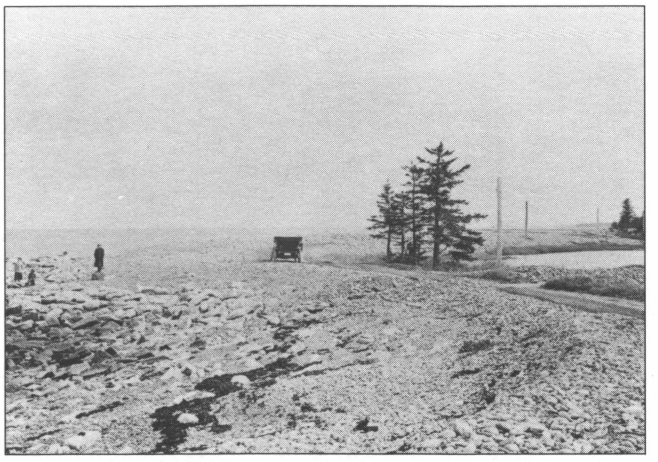


Figure 16: The Seawall area was identified as a possible Recreational Demonstration Area by the submarginal lands program.

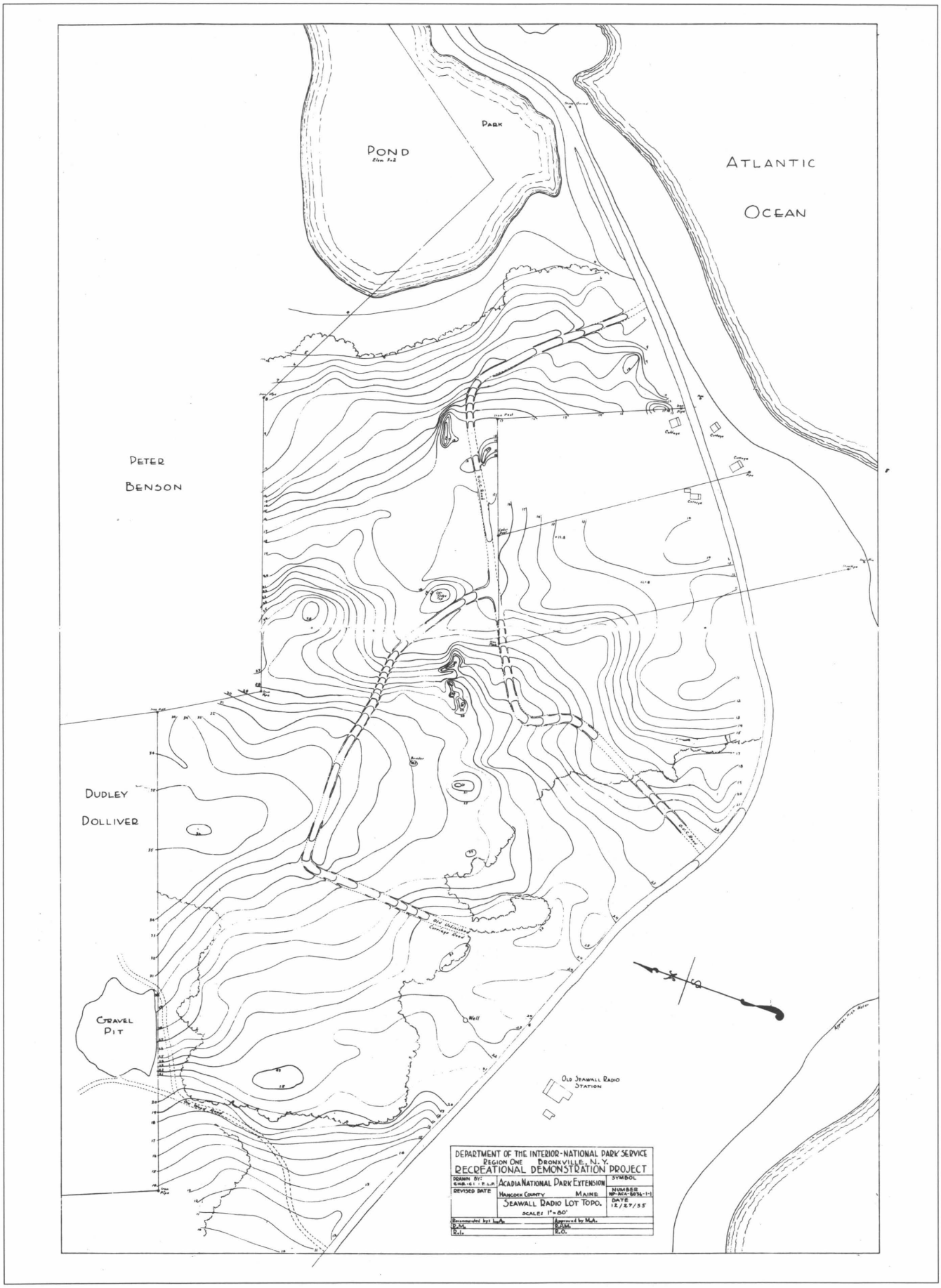


Figure 17: "Seawall Radio Lot Topo," Drawing NP-ACA-8036-1-1. Drawing shows conditions prior to campground development, 1935.

The initial development of Seawall campground consisted of two separate one way loop roads, featuring parking spurs and camp sites laid out using the Meinecke system of campground development. Drawing #NP-ACA-8030-1-1 titled: "Seawall Auto-Tent Campground Development" illustrates an "A" loop consisting of "32 Auto-Tent Camping Sites and a "B" loop consisting of "31 Auto-Tent Camping Sites." It is important to recognize that "A" and "B" loops were not designed to accommodate trailers. The plan originally featured a single "Latrine, Washroom and Shower Bldg" at the center of each loop. To the north of the "A" and "B" loops, the drawing made reference to two possible future loop developments, including a loop reserved for trailers (Figure 18). Notes on the drawing describe what was intended:

> "Each individual Auto-Tent Campsite is planned to occupy a glade or clearing in the woods roughly 35 feet in diameter, surrounded by an ample buffer zone of woods, - to grant some degree of seclusion from the surrounding campers. Including the buffer strips, each site will occupy an area approximately 80 feet by 100 feet (or about 1/5 of an acre). Each site will provide an auto parking spur, a tent site, a fireplace, a hewn log table, etc. Loop A and Loop B will be 12' wide with one way driving. The east and West Entrance Roads and the main line to the Trailer Camp (Loop C), will be 18 feet wide, - two way driving."

WPA appropriations for campground development were insufficient to cover the cost of the latrine, washroom, and shower buildings or for the community & administration building described in the original plan drawing. However, by February of 1937, development of the campground by local men employed by WPA funds had progressed to the point where it had become necessary to obtain the additional funding necessary to complete the job. This prompted the following exchange of correspondence between Thomas Vint, Chief Landscape Architect for the National Park Service, and Assistant Superintendent Hadley, who had been taking an increasingly central role, as the elderly Superintendent Dorr grew more frail.

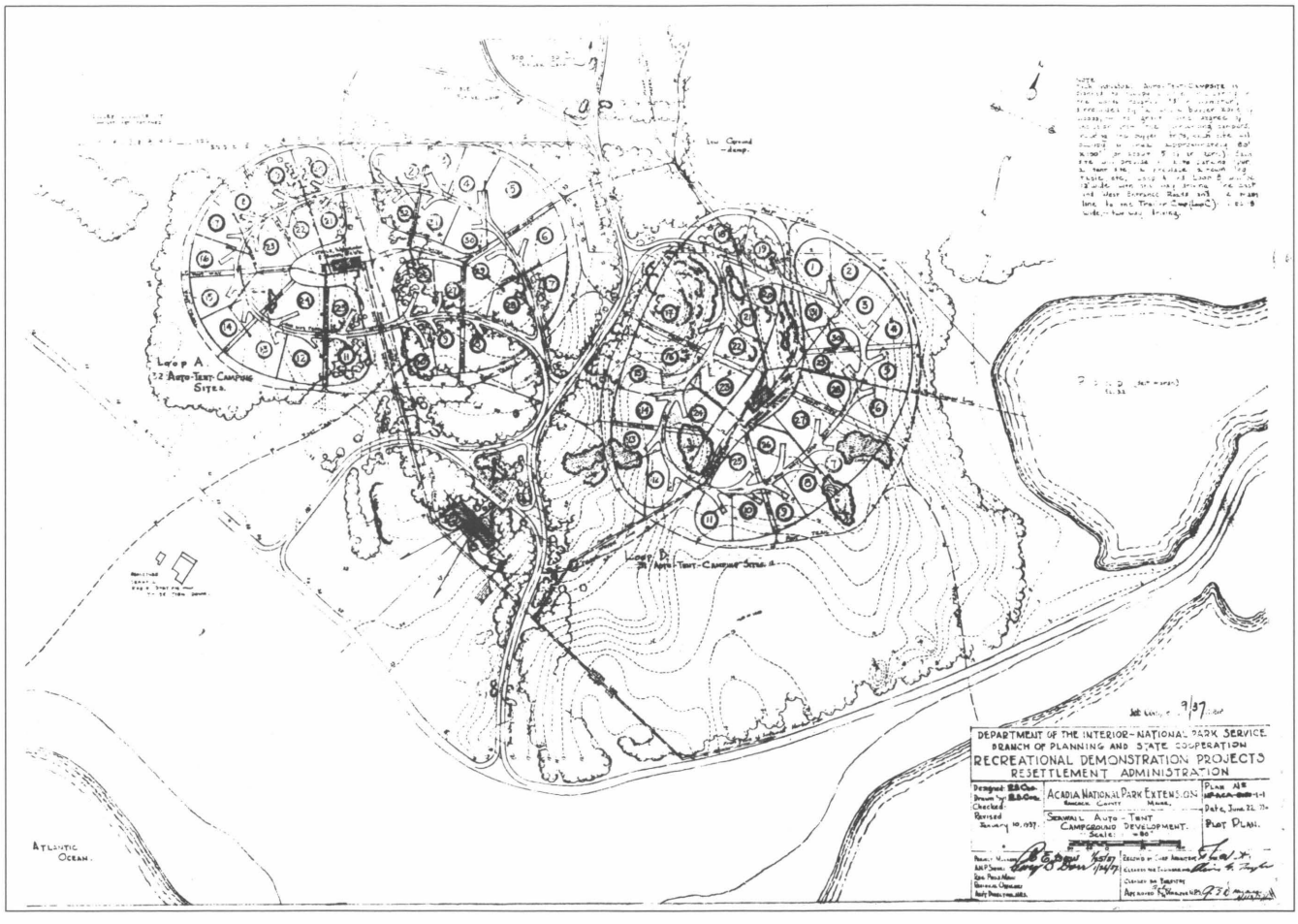


Figure 18: "Seawall Auto-Tent Campground Development," Drawing NP-ACA-8030-1-1, 1937.

> Vint to Hadley 2/9/37: "I was talking to Mr. Wirth on the subject this morning, and suggested that the Seawall Campground might be made available if you could construct one or two comfort stations in it this year ...It appears there are plans available for the comfort stations...It is important from Mr. Wirth's standpoint that if a CCC job (for comfort station construction) is authorized at Seawall Campground that it would not be in conflict with the WPA work program. I have explained that I thought the WPA had gone practically as far as it could in this particular campground and if an allotment for materials were made for the CCC camp, it may be possible to put the campground in operation this season."[40]

Assistant Superintendent Hadley wrote back to Mr. Vint confirming that road construction in Loop A was far enough along to reasonably expect that it could be made available for the coming season. Hadley enclosed a preliminary study for the latrine, washroom and shower building for review and refinement by Vint's design team. Hadley and Vint exchanged the following correspondence.

> Hadley to Vint 2/13/37: "...Third, I enclose a layout plan for the latrine and washroom...The community building has not been taken into account in these figures. We could get along for a season without it... The campground ranger could, for this season, occupy the old radio station building nearby, which is in good condition. Mr. Dorr and I earnestly hope that this project can go forward. It will relieve a difficult situation on the present overcrowded conditions at the existing campground."[42]

> Vint to Hadley 3/5/37: "We have your drawing # NP-ACA 8051-1-1 with the title "Study for Latrine, Washroom and Shower Buildings, for Seawall Auto-Tent-Camping Sites" which upon review seems to be much more building than would be necessary.
>
> In substitution for a building of this type, we would suggest that two buildings be built in the western unit (Loop A) of the campground development, following the plan which has been used formerly at Platt National Monument. It is our thought that two buildings of this size would more efficiently take care of the toilet facilities in the Campground Development than could be done by the installation of a large structure such as suggested by the plan you submitted."[43]

The National Park Service had published a "Portfolio of Comfort Stations and Privies" during 1934 in an effort to provide design guidance to the Civilian Conservation Corps. This volume was especially valuable to those CCC companies at work in the state parks and forests that did not have the luxury of a team of designers working on their behalf. The circulation of this "pattern book" served designers as a source of inspiration. Because of these published materials, is not surprising that the comfort stations constructed at Acadia would have been derivative of National Park Service designs elsewhere (Figure 19). The original "Portfolio of Comfort Stations and Privies" was updated and expanded between 1934 and 1938. The final publication, edited by architect Albert Good, consisted of a three volume, comprehensive document titled: *Park and Recreation Structures*. These volumes document many regional examples of CCC era construction, and the design motives behind the work.

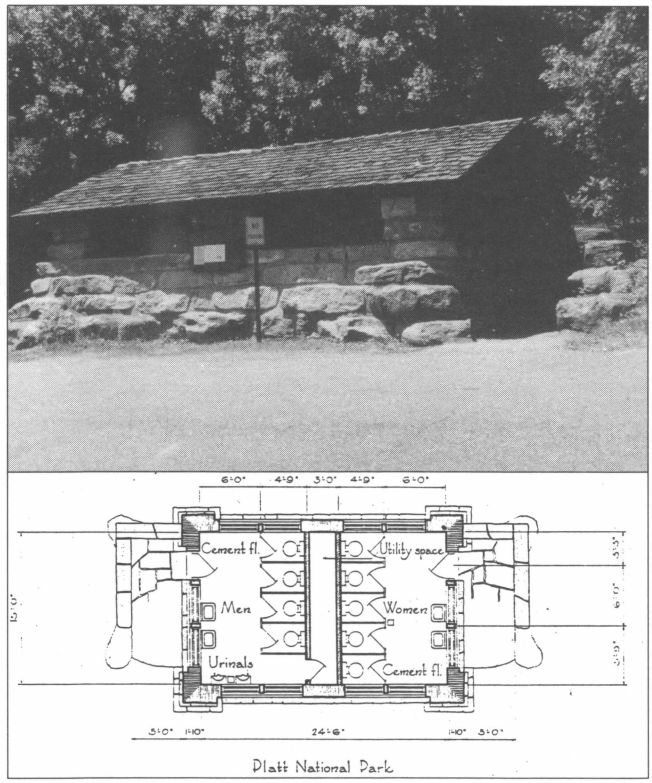


Figure 19: Platt National Monument Comfort Station.

> Hadley to Vint: 3/10/37: "I also concurred in the Platt plan, except for the stone exterior. This was after consulting with Mr. Breeze. We both felt that in a wooded area a stone building would not harmonize with its surroundings. Our opinion is that a log-finished structure will be much more appropriate, especially with hand-split shingles on the roof."[44]

Thus the first new comfort station prototypes were designed and constructed in Loop A of Seawall campground (Bldg. #102 and #103) during 1937 (Figure 20). They were constructed with a special allotment of $5,000 of ECW funds, with separate projects authorized to provide for both sewer and water service. Investigations



Figure 20: Seawall campground development in 1937.

were made into connecting the campground to the water system of Southwest Harbor, but dismissed for reasons of cost. A drilled well supplied the water. Sewage from the restrooms was piped directly into the ocean without treatment.

Additional CCC/ECW projects associated with the new Seawall campground were completed for the construction of the immovable fireplaces and heavy timber picnic tables that were specified by Dr. Meinecke's system of campground development (Figures 21 and 22). By September of 1937, the two loops of the Seawall campground had been completed except for a comfort station to serve Loop B (Figure 23). The B Loop comfort station, (Bldg #104) was constructed between 1938 and 1939 as funds became available.

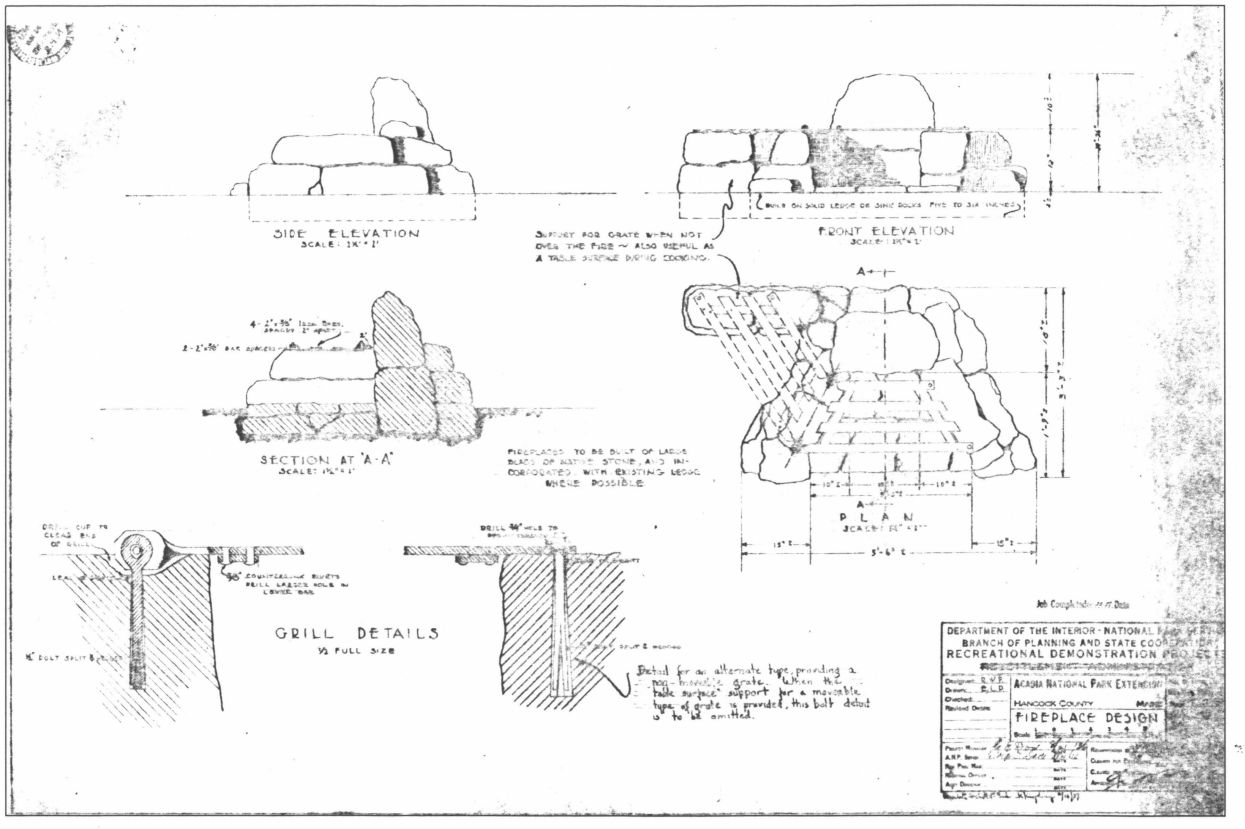


Figure 21: "Fireplace Design," Branch of Planning and State Cooperation, Recreational Demonstration Projects.

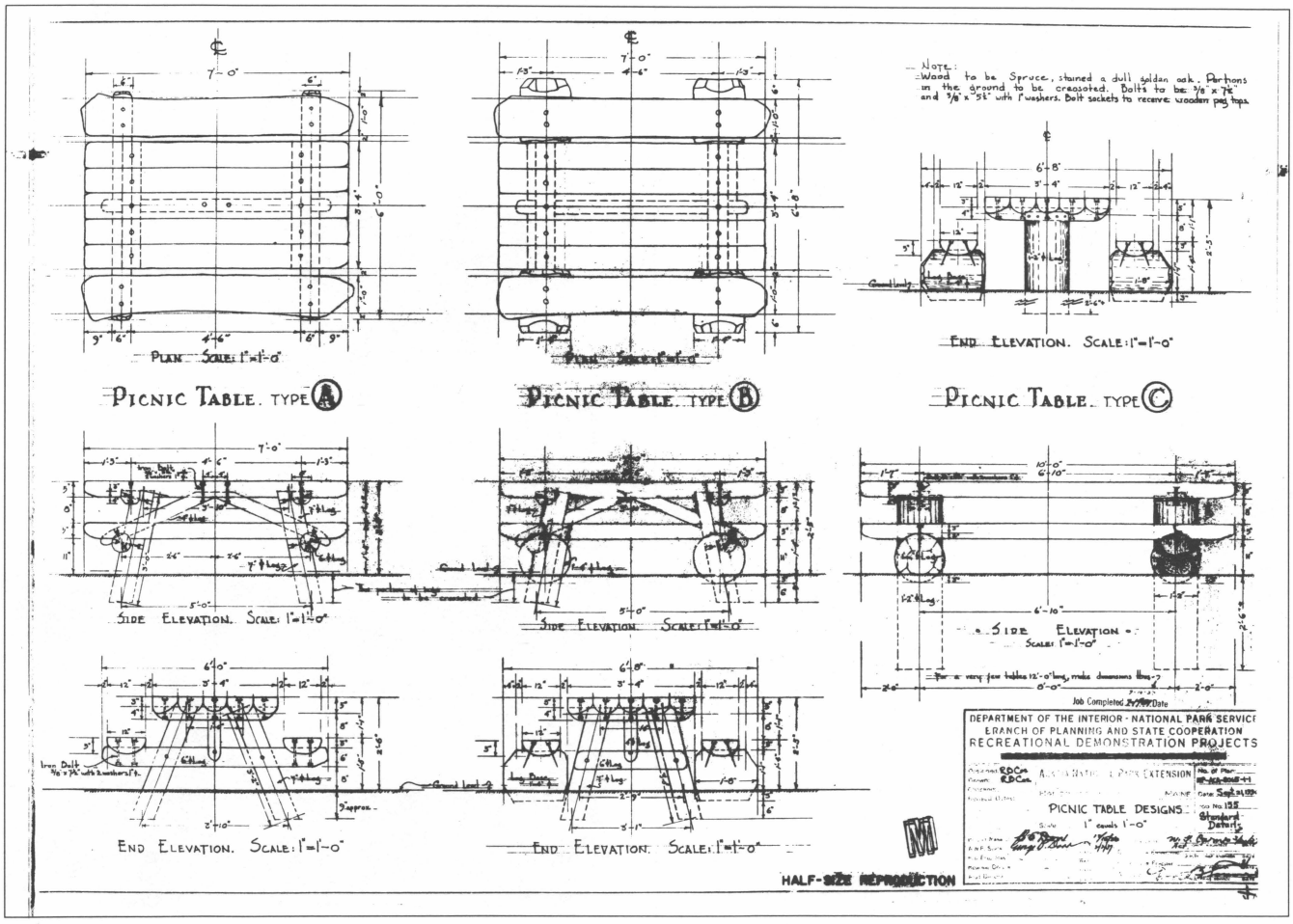


Figure 22: "Picnic Table Designs," Drawing NP-ACA-8065-1-1, 1936.

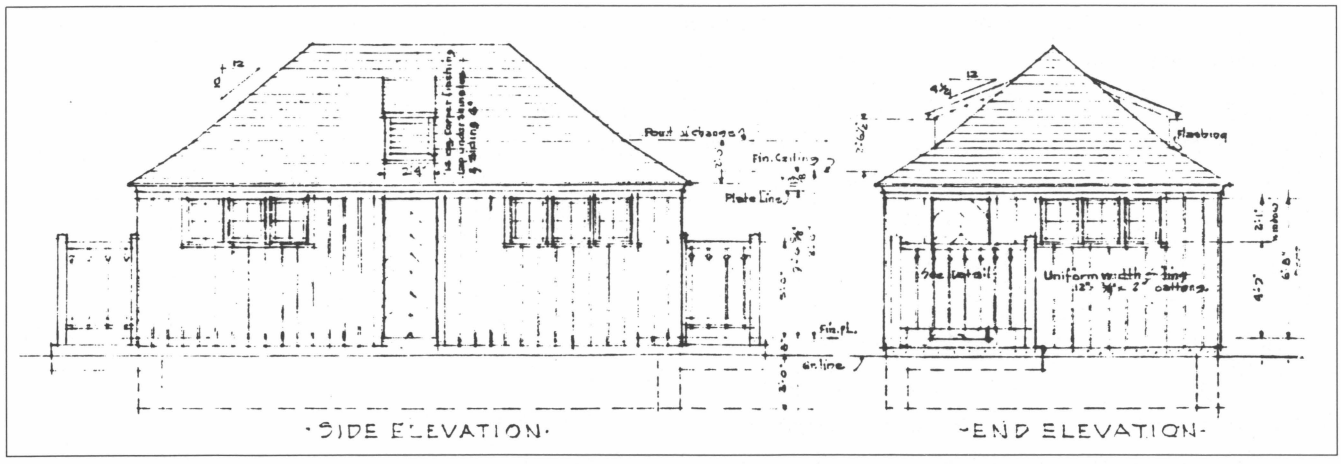


Figure 23: Prototypical comfort station design, used from 1937 to 1948, Acadia National Park. Drawing NP-ACA-1128, 1937.

The Development of Blackwoods Campground

"I take pleasure in sending you, under separate cover, the deeds to the Black Woods property, together with the abstracts of title thereof."[46]

John D. Rockefeller, Jr. to Secretary of the Interior Harold L. Ickes, 10 December 1936

In 1936, the National Park Service successfully obtained $500,000 in funding for the construction of the Otter Cove causeway and Blackwoods motor road segment. This segment of the motor road system, was originally proposed in 1929 by Rockefeller in consultation with landscape architect, Frederick Law Olmsted, Jr. 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."[47]

Concurrent with design discussions surrounding the Seawall comfort stations, Rockefeller had given his approval for campground development on the Blackwoods tracts he was preparing to give to the park.[48] Rockefeller's approval of siting a campground within his donation, allowed the National Park Service to proceed with planning for the project, which was to be constructed as a Recreational Demonstration Project by the CCC.[49] The choice of Blackwoods as the site for Acadia's third public campground had many advantages. 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 finer residential sections of the summer people" which were located near Bar Harbor and Seal Harbor.[50] In an effort to make certain that the new campground would be invisible from Seal Harbor, Rockefeller had his own engineer Paul Simpson, review

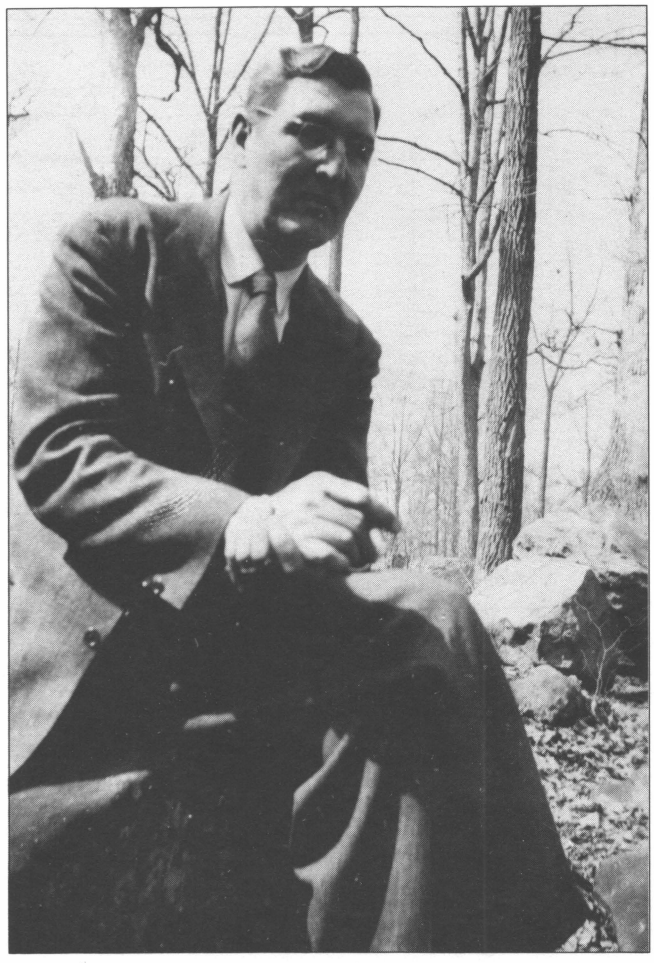


Figure 24: Benjamin Breeze, Acadia National Park's resident landscape architect, March 1945.

the proposed location for the campground with Acadia National Park's resident landscape architect Benjamin Breeze (Figure 24).[51]

The CCC transit crew conducted preliminary topographic surveys of the property in 1937. Preliminary designs were developed for the new Blackwoods 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 (Figure 25). Access to the campground was originally designed from both the village of Otter Creek and from the Blackwoods segment of the motor road (Figure 26).[52]

The design of Blackwoods campground went beyond the Meinecke system, taking the accessibility of the travel trailer into account from the earliest schemes. The thinking behind these improvements to Meinecke's

specifications is best described by Albert Good in the work *Park and Recreation Structures* published in 1938.

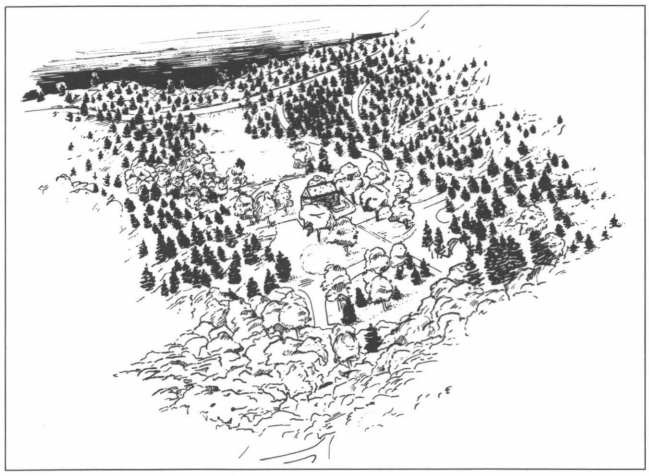


Figure 25: Conceptual drawing of the Blackwoods campground "Camp Court," 1937.

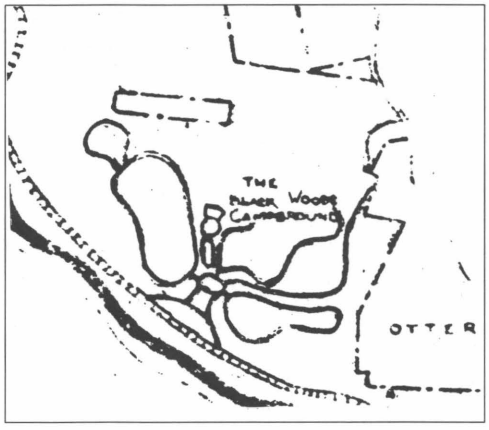


Figure 26: Small location diagram for Blackwoods campground showing proposed crescent shaped access road from the park motor loop road. From drawing NP-ACA-5353-1-1, 1938.

"...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 casual 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 tow-car-and-trailer off the traveled camp road, park, and drive onto that same road again without backing [Figure 27]. In its simplest expression it is merely a defined widening of the camp road to allow tow-car-and-trailer to park out 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 28]. 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 greater privacy, 100 feet or even more..."[53]

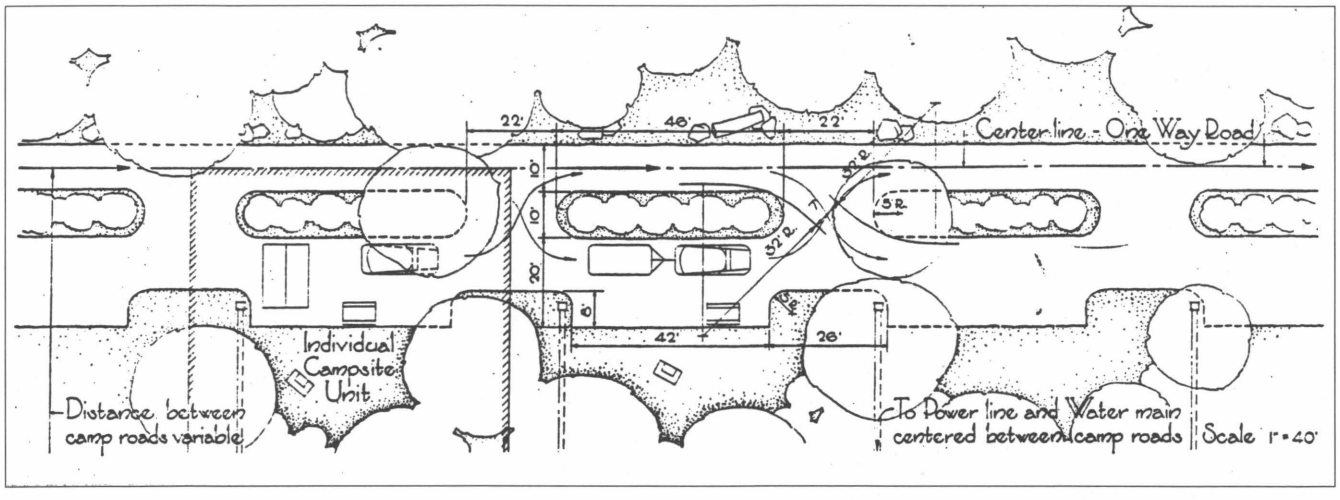


Figure 27: Diagram showing example of campground design utilizing a "bypass" approach to campsite development.

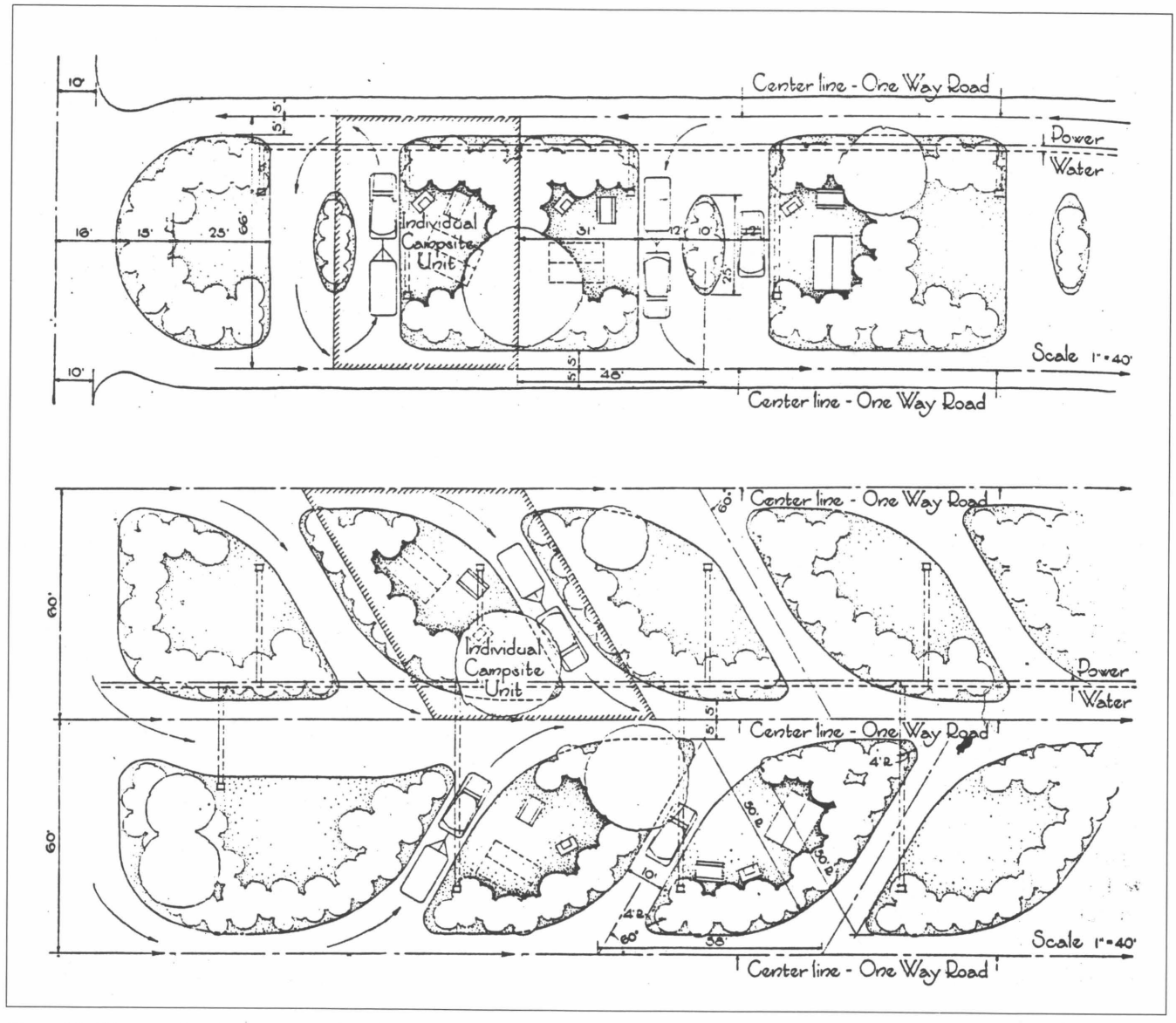


Figure 28: Diagram showing two examples of campground design utilizing a "link" approach to campsite development.

Conceptually, the Blackwoods campground was of a very ambitious scale (Figure 29). With all three loops fully built, Blackwoods would feature approximately 400 campsites compared to the 63 campsite Seawall campground then under construction. 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, after fifty seven years and two generations of major development campaigns, all the elements of the campground specified in the original plan have yet to be constructed, indicative of 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 National Park Service, seeking additional funding sources for the project.

> Asst. Superintendent to Director 12/7/37: "...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."[54]

Washington's response to the park's request for additional funds recognized the importance of initiating

the campground work 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 camp ground. This method has been followed quite successfully by Superintendent White at Sequoia National Park. 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."[55]

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.[56] Table- bench combination units were also under construction at the CCC company camp for eventual use at Blackwoods (Figure 30).[57]

The plan was to begin on a single campground loop referred to as "Loop A" and quickly provide for approximately 100 campsites by 1941.[58] To accomplish this goal, three comfort stations, (Bldgs #97, 98, 99) were constructed between the fall of 1938 and 1939 within Loop "A," using the design 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 amphitheater and construction drawings for Checker/Ranger buildings for both Blackwoods and Seawall (Figure 31 and 32). Planning was accomplished for expanded utility service for both campgrounds at this time.

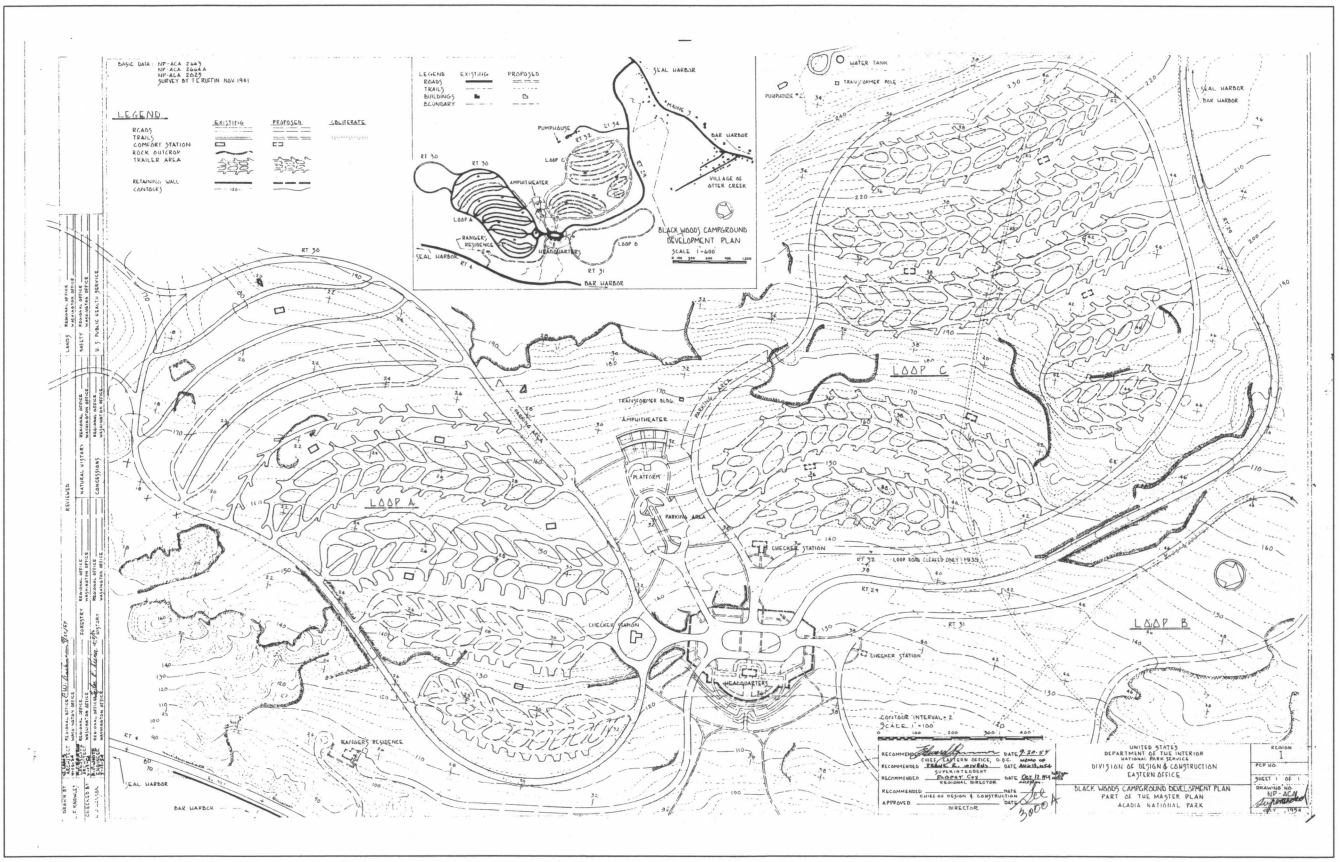


Figure 29: "Black Woods Campground Development Plan," part of the Master Plan for Acadia National Park. Drawing NP-ACA-3000, 1954.



Figure 30: Civilian Conservation Corps enrollee fabricating benches and rustic furniture at Acadia National Park.

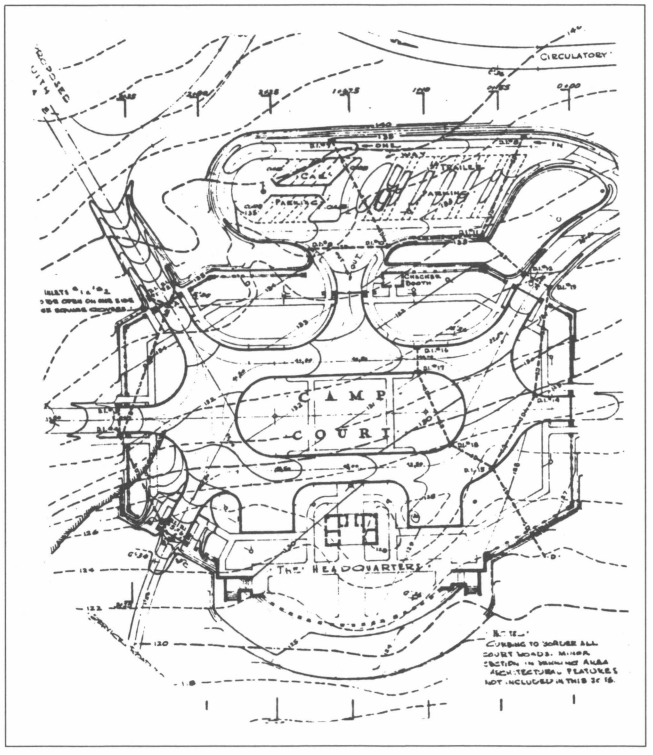


Figure 31: Grading and drainage plan for the camp court showing extensive subsurface stormwater drains.



Figure 32: Checking station for Seawall campground. Building design was later duplicated at the Backwoods campground.

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 occured. 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.

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.

> Cammerer to Hadley 8/22/38 [underlining is Cammerer's emphasis] "During conferences the last two days by me with Mr. John D. Rockefeller, and Mr. Breeze, yourself and myself (Mr. Grossman of the BPR sitting in on certain items), the following conclusions were reached:
>
> To keep trucks and trailers off the main Park roads, the same to have access to campgrounds by way of regular highways, and posting Park roads accordingly to effect this.
>
> In connection with the Black Woods Campground, it was deemed desirable to eliminate for the time being, at least, the crescent access road off the Black Woods road, and bring the main entrance in from the road at the side of the Otter Creek Village post office...[59]

Limiting direct vehicular access from Blackwoods campground to the park's motor road system had implications also for pedestrian and service vehicle access. 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.

> Breeze to Carnes 11/28/38
>
> ...I have also discussed with Mr. Hadley the road eliminations to be made on the Black Woods Plan regarding connections with the Park motor road now under construction there. The only exception I would breach is the retention of road construction on the original "left fork" proposal between the camp court and the location which Mr. Hadley and I agreed on for ranger quarters. The pro-

posed road is grubbed past this point and has been used as a tote road by the contractor. Also having long had the ranger quarters site in mind, we have permitted the contractor to clear it and use it as his machine shop center during the entire period of road construction...in the light of the Director's decision to eliminate campground road connections with the Park road I would go only so far as to suggest a closed, gate-controlled minor road connection...[60]

Today, this short segment of road is a pedestrian route allowing campers to walk from the campground to the granite cliffs overlooking Otter Cove (Figure 33).

As the rumblings of war began in Europe during 1939, Acadia's Civilian Conservation Corps would continue work on both the Blackwoods and Seawall campgrounds. Their work included the initiation of construction on Seawall's Loop "C" trailer loop, a checker/ranger building, "link-type" campground roads at Blackwoods and sewer, water and electrical service for both campgrounds.



Figure 33: Path/access road leading from Blackwoods loop "A" to cliffs overlooking Otter Cove.

Pre-War Pressures on Acadia's CCC Programs

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 shifting priorities during the months leading to the United States' entry into war led to the premature closure of the CCC camp NP-2 on Great Pond. While NP-2 was only closed between March and July of 1940, its closure worked to confuse and disorganize the CCC park development programs. The one remaining camp was pressed to make progress on the unfinished projects of both camps. At the time when NP-2 was decommissioned in March, the two camps had been working cooperatively on many campground projects. This included the trailer loop of Seawall campground (Figure 34), minor roads in Blackwoods campground, (Figure 35) and the establishment of the sub-grade for the "camp court." The rough framing and sheathing for the Seawall checker/ranger station had recently been completed. The CCC Company at MacFarland Hill, NP-1, working alone until July, rose to the challenge and completed the finish grading work on the Blackwoods camp court, and the Seawall trailer loop (Loop C).

The reactivation of Camp NP-2 in July, resulted from a visit to Acadia by NPS Assistant Director Conrad Wirth, who had responsibility for all Recreation Demonstration Projects within the National Park Service. Wirth instructed the park to make the completion of the Seawall RDA a top priority.[61] The plans for Seawall had been revised to include the development of wash house and laundry facilities, and an amphitheater, similar to the one then in use at the Bear Brook campground. The earlier Bear Brook campground was at this time providing visitors with cold water shower and laundry facilities. Similar or better facilities were desired for Acadia's new campgrounds. The "Camp Services" regional design team organized by the NPS for the design of CCC projects, had developed plans to add on to the existing prototypical comfort station, providing additional space for bathing and laundry (Figure 36). However by late fall, little progress had been made towards the initiation

of work on either Seawall's amphitheater, or bath house/ laundry. This lack of action prompted annoyed letters from Washington to Acadia's management. The park management's lengthy and frustrated response to what it certainly perceived as mixed messages from Washington, provides an excellent overview of the circumstances effecting CCC development projects at this time (Appendix B). The park's memo explains the extent to which the CCC program had overextended itself. Projects that had been approved, funded and partially completed would have had to be dropped in order to merely begin work on the bath house and laundry facilities at Seawall.

Superintendent Hadley's explanatory memo made clear the hopelessness of completing the wash house/ laundry and ampitheater for Seawall campground by the planned April 1st deadline even if all the resources of the CCC were directed at these projects. This had the effect of easing the pressure from Washington to complete these new projects, allowing the park to utilize remaining CCC labor and funds to complete the backlog of unfinished work. In preparation of the park's master plan, landscape architect Benjamin Breeze's monthly narrative report for February of 1941 included reference to the wash house and laundry buildings.

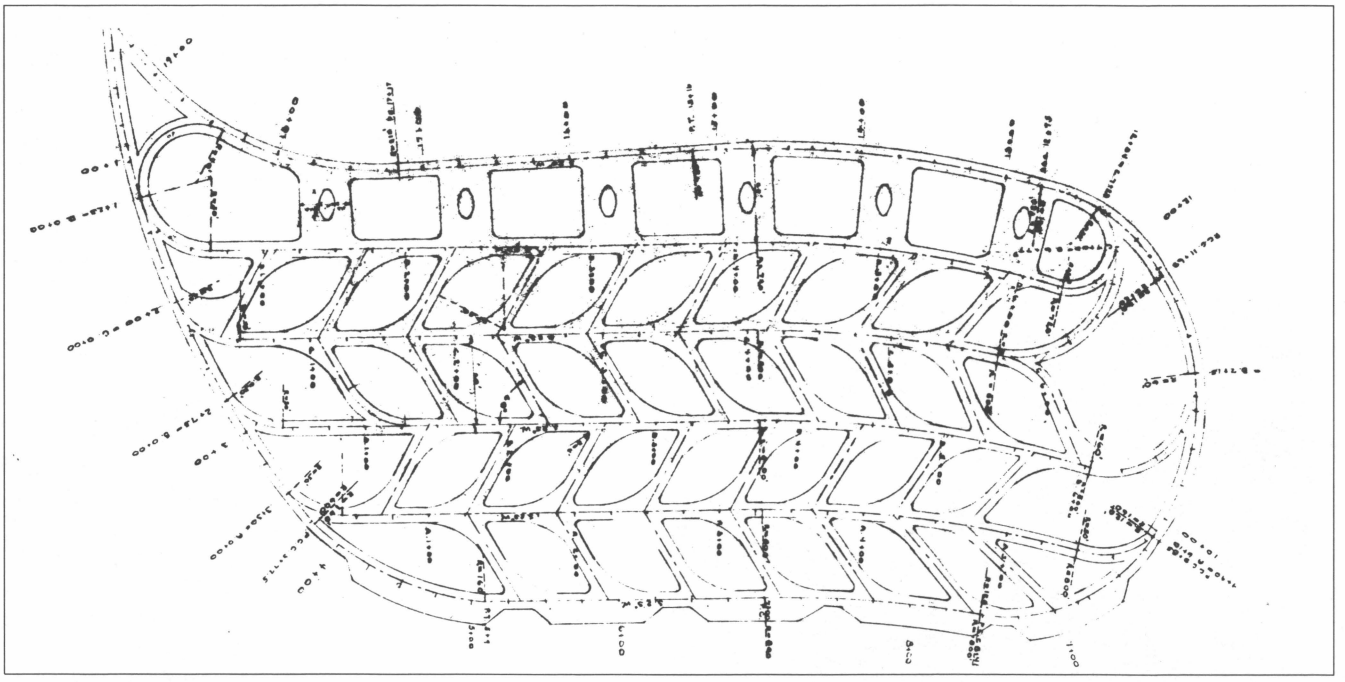


Figure 34: Seawall campground's trailer loop (loop "C"), Drawing NP-ACA-5357-2-6, 1939.

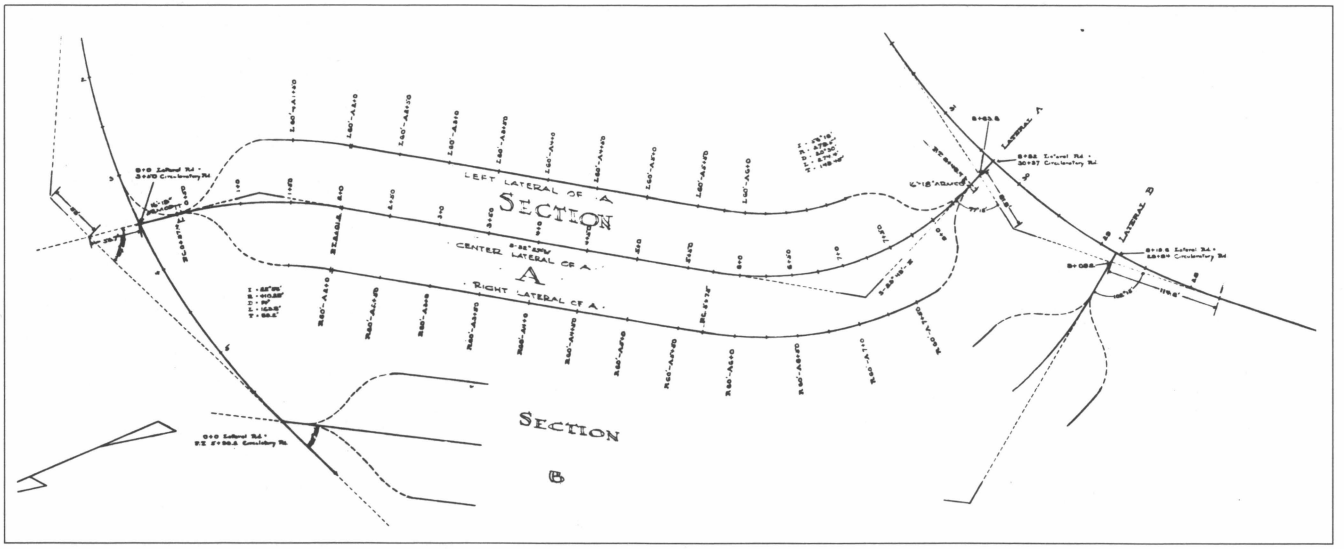


Figure 35: "Minor Road Development at Black Woods Campground, Loop A." Drawing NP-ACA- 5353-6-17. Image shows the typical layout of the first 35 campsites at Blackwoods, built before the CCC program was dissolved in 1942.

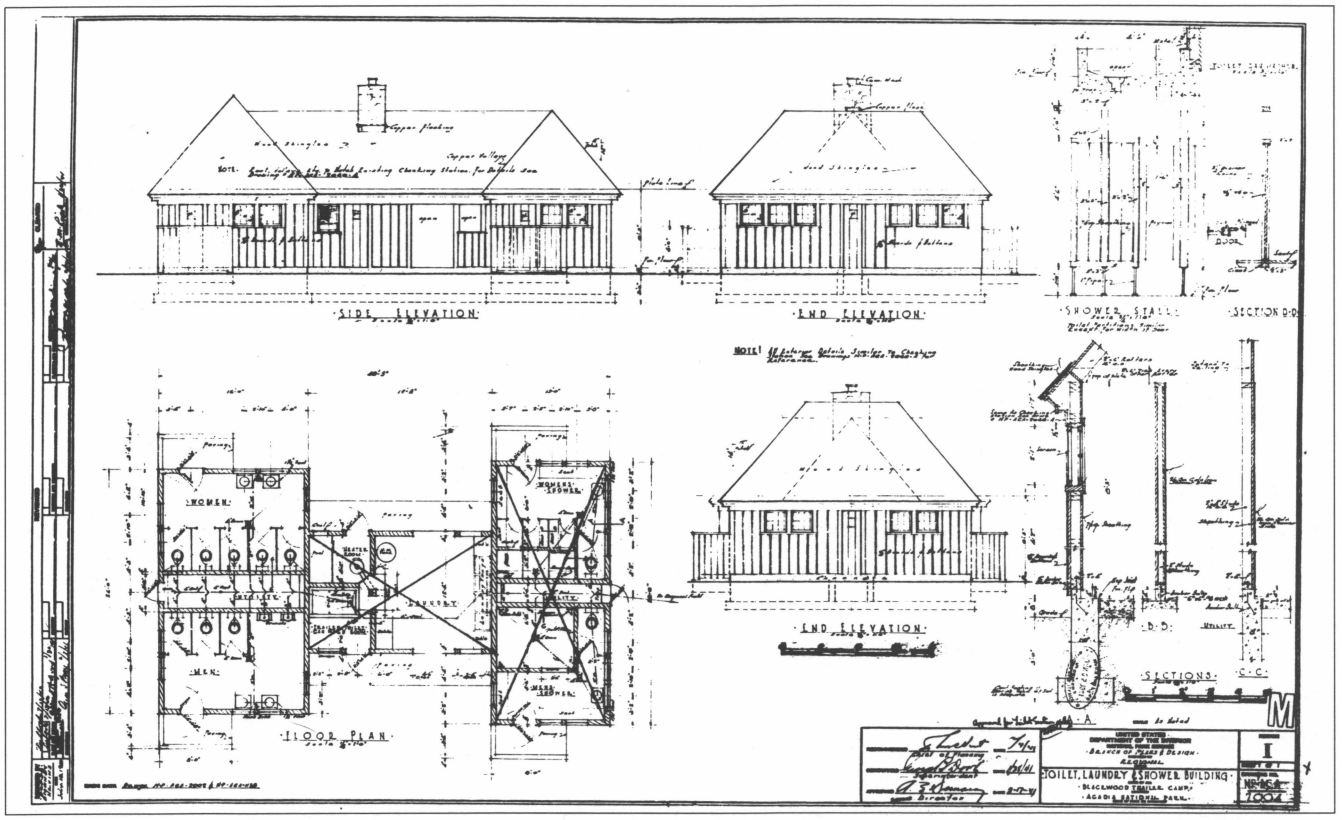


Figure 36: "Toilet, Laundry & Shower Building." Design for a bathing and laundry addition to existing campground comfort stations, Drawing NP-ACA-2004, 1941.

> "...the utility plan of the Black Woods Campground was being revised when it was learned that no "Showers and Laundry Buildings" are to be included in any campground. Such buildings were placed on the plan only a few weeks ago..."[62]

Upon final abandonment of NP-2 on April 1, 1941, all work projects formerly assigned to this camp became part of the work program of the remaining camp, NP-1 on MacFarland Hill. Camp NP-1 would press forward trying to bring to completion the many unfinished projects of the two camps. Projects involving the development of Acadia's campgrounds included, completion of the playing field (Figure 37), trailer loop comfort station and checker/ranger station at Seawall. Following the conclusion of work at the Seawall campground, attention was refocused back onto the remaining construction authorized for Blackwoods.

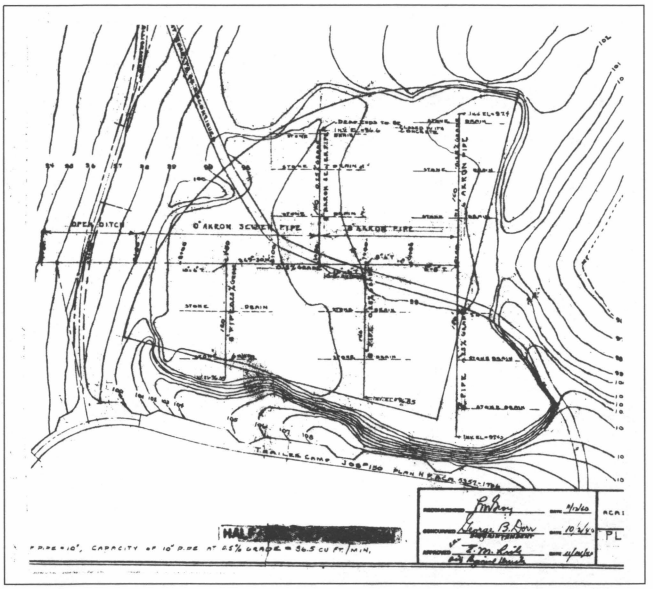


Figure 37: "Playground - Seawall." Playing field constructed at Seawall Campground, is now the site of the group camping area, Drawing NP-ACA-5366-1-1, 1940.

Unfortunately for the Blackwoods project, during these prewar months the CCC program was experiencing a decline in its national importance. The easing of the Depression, and the country's preparations for war were making the CCC a less attractive option for the nation's unemployed. The monthly narrative of the resident landscape architect reflected these realities:

> Monthly Narrative Report 9/21-10/20 1941:
>
> "...CCC accomplishments remained at low ebb. With 110 men enrolled camp overhead, including AWOL's results in about a 60-65 man turnover for jobs. The Camden side camp reduces this figure by 20 men and their remainder is swamped with unfinished work and maintenance. In the next month, for instance, the taking of a deer census will account for most of the available labor. During

the past two months some concentration on the Black Woods Campground has been possible."[63]

Work on the Blackwoods campground consisted mainly of construction of minor campground roads, and site preparation for link and spur camp sites. Work also resumed on construction of a checker/ranger building serving the "A" loop. By November of 1941, lateral and spur roads serving 35 camp sites were near completion.[64]

Following the United States entry into World War II in December of 1941, CCC forces became further distracted from campground development. Plans for reactivating the Naval Radio Station at Seawall had begun in October. After the declaration of war, the construction of the new radio stations at Seawall and on Cadillac Mountain occupied much of the remaining resources of CCC camp NP-1 (Figure 38). Campground projects that received the attention of CCC forces included utility work on Seawall's trailer loop, the continued construction of the Blackwoods checker/ranger building and an additional comfort station for the Blackwoods "A" loop. When NP-1 was disbanded in June of 1942, the fourth restroom at Blackwoods was 75 percent complete. The checker/ranger buildings exterior was mostly complete, lacking one third of the interior finish work. The monthly narrative reports of the resident landscape architect show that additional work remained in completing the utility system, indicating that at the end of CCC's tenure at Acadia, the Blackwoods site was not operational.



Figure 38: Former Seawall Naval Radio Station and Garage, constructed 1941. Converted to NPS employee housing following the end of World War II.

World War II and Acadia's Campgrounds

In the meantime, although our staff of professional men has necessarily been reduced to a very meager number since Pearl Harbor, some progress has been made on completing a portion of the plans and surveys that were partially accomplished before the war...
We expect to resume, at the point where they were left off, the completion of well planned projects, many of which have been under execution for some years..."[65]

Newton B. Drury, to John D. Rockefeller, Jr., 14 July 1944

The imposition of gasoline rationing caused automobile tourism to fall off nationally for the duration of the war. In some areas of the country, military uses were found for recreational areas of both state and national park systems. One of Acadia's small islands was used for torpedo practice. Some recreational areas in national parks served the military both as training grounds and as rest areas for troops suffering from fatigue.[66] Seawall campground played a small role in this way by hosting a new Naval Radio Station, constructed in 1942. The new radio station fronted on the state road running to the east of the campground. Security measures for this military facility forced the closing of the state road and re-routing traffic around the radio station by creating a detour east via the campground access road, then south using loop "A" and a new segment of roadway to rejoin the state road south of the radio station. This traffic pattern remained in place for the duration of the war (Figure 39). Less is known about Blackwoods campground during World War II, but by reviewing aerial photographs from 1944, little development progress was made, construction remaining at a standstill for the duration (Figure 40). An unusual photograph shows boys playing on an Army tank parked in the Blackwoods campground (Figure 41). Nothing is known at this time concerning the reasons for the placement of the tank or of the nature of any military presence at the site.

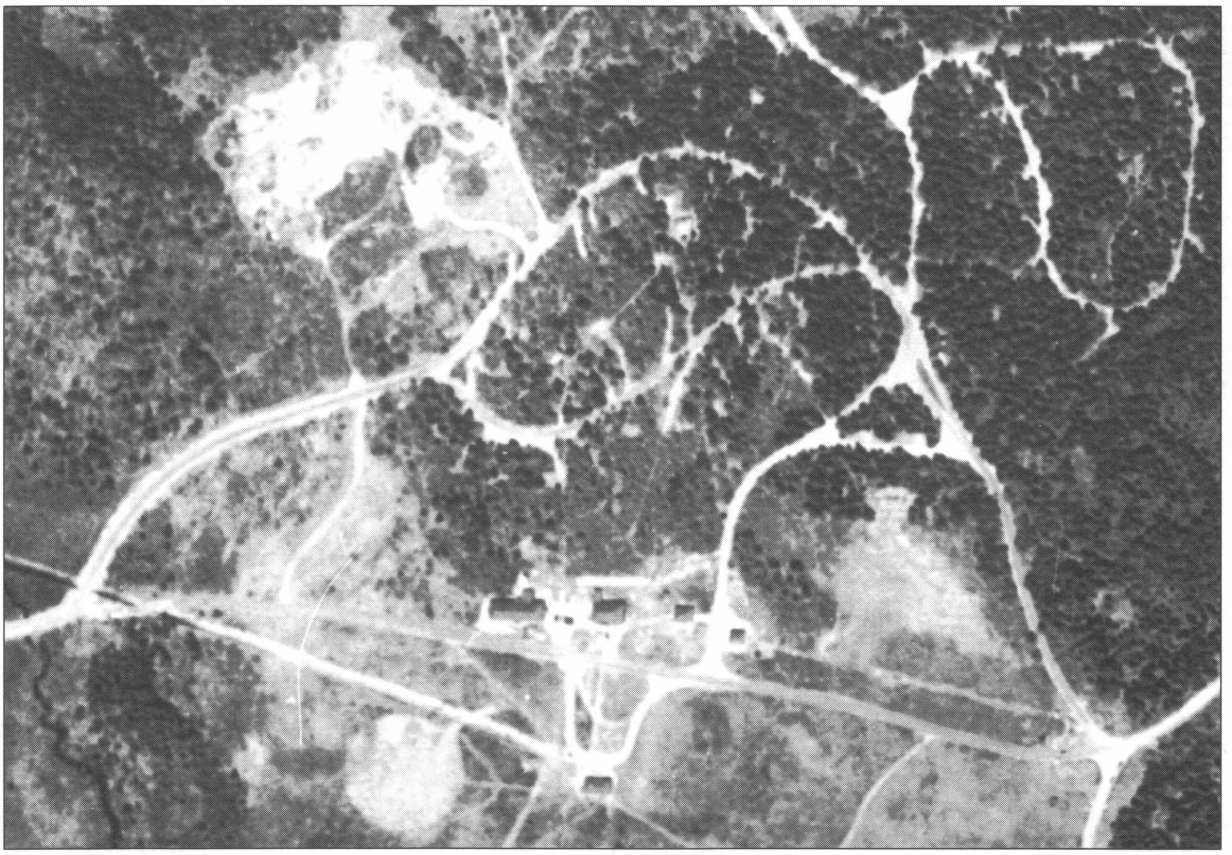


Figure 39: 1944 aerial photograph showing Naval Radio Station and antenna installation in the vicinity of Seawall Campground.



Figure 40: World War II era aerial photograph of Blackwoods campground. C1685, 4 June 1944.



Figure 41: Boys playing on Army tank at Blackwoods campground.

While little campground construction took place during war time, a great deal of planning work was accomplished, aided by a program of advance work by the NPS sometimes referred to as "plans for the shelf." The purpose of this effort, which began in 1942, was to "complete a full shelf of well-planned future proposals, rather than plans for immediate construction."[67] These advance planning projects included plans for a recreational swimming area at Otter Cove, an amphitheater and pavilion for Blackwoods campground, and a headquarters building for Blackwoods. These advance planning projects were never carried out as originally conceived (Figures 42 and 43).

In 1940, funds available to the National Park Service, including those directed to 109 national park CCC camps had totaled, $33,577,000. By 1945, total NPS appropriations were cut to a mere $4,740,000.[68] Beyond austere, these cuts did not allow for simple periodic maintenance required by any facility, regardless of visitation. Buildings went unpainted, roofs began to leak, roads were not maintained, and drainage culverts became blocked with debris and resulted in erosion problems.

Post-war Campground Development

"During the past year the areas of our national parks have been expanded and new wildlife refuges have been created. The visits of our people to the parks have increased much more rapidly than have the facilities to care for them. The administration will submit recommendations to provide more adequate facilities to keep abreast of the increasing interest of our people in the great outdoors."[69]

— President Eisenhower in his 1956 "State of the Union Address"

The deferral of vacations and travel for most Americans during World War II, caused a surge in national park visitation once the war had ended. By 1955, national park visitation had tripled from prewar

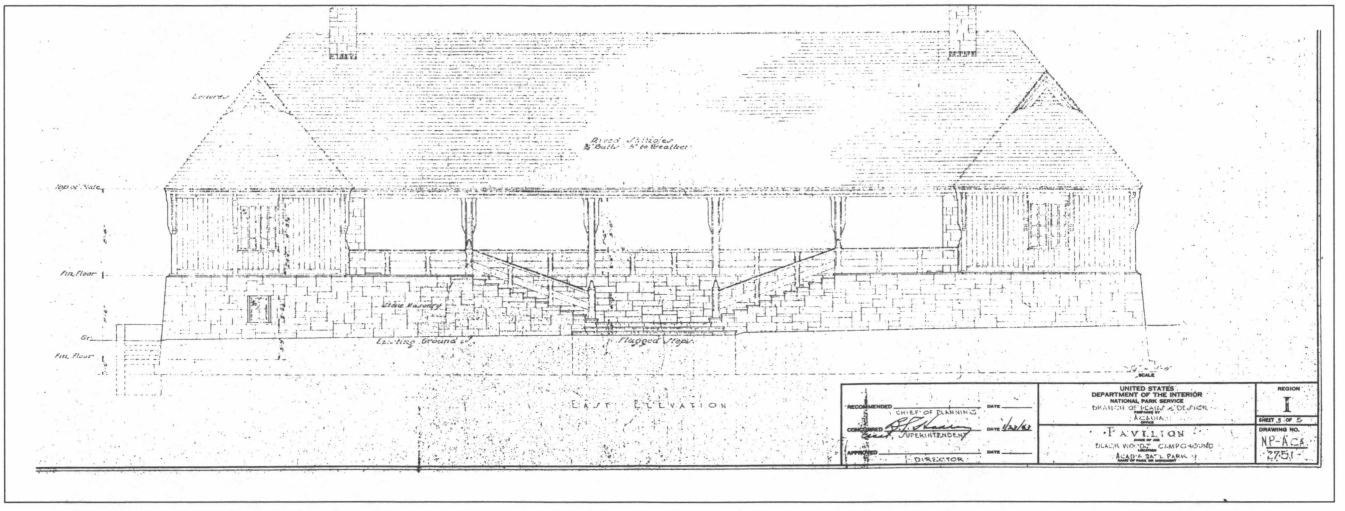


Figure 42: Plans for the Blackwoods amphitheater pavilion, never implemented, part of the NPS "plans for the shelf" initiative during WWII. Drawing NP-ACA-2751, 1943.

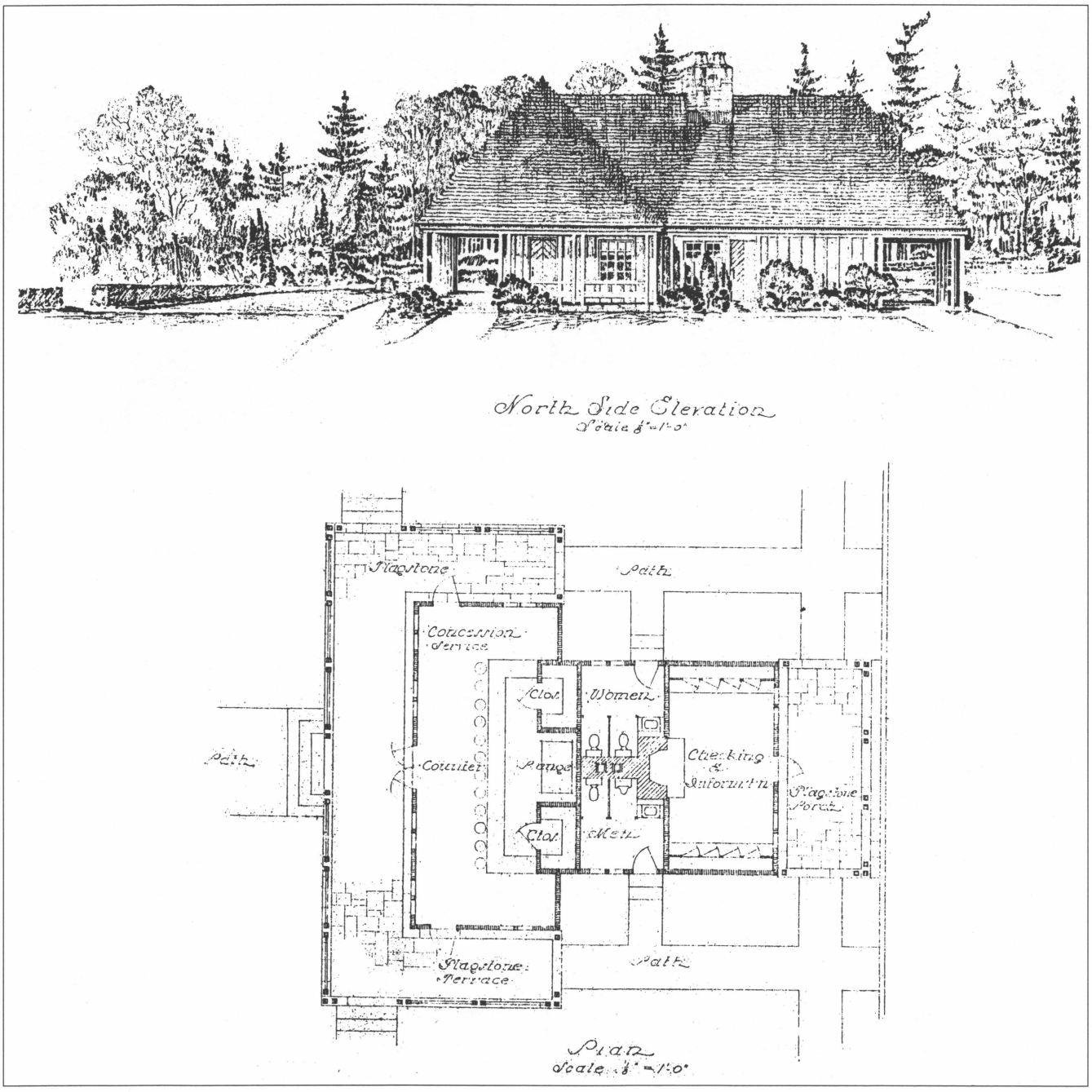


Figure 43: Plans for the Blackwoods campground headquarters building, never implemented. Drawing NP-ACA-2757-D, 1943.

figures, up to 56,573,000 visitors per year, and included visitation to 20 additional units of the national park system. Unfortunately, in spite of these increases in park units and visitation, funding for the National Park Service remained below prewar levels.

Following the end of the war, Acadia National Park resumed piecemeal work on campground development, emphasizing the repair of war time neglect. Newspaper reports indicate that Blackwoods "Loop A" was first opened to the public during the summer of 1946.[70] The massive Mount Desert Island forest fire of 1947, and the clean up work associated with that disaster, further delayed the development of additional facilities until 1948. When work on the campgrounds was eventually resumed, priority was given to further developing the facilities of the Blackwoods campground. It appears that this emphasis on Blackwoods was an effort to make a new campground widely available to the public. As of 1949, the park brochure publicized only two campgrounds as available, "one near Bar Harbor [Bear Brook], and one at Seawall, near Southwest Harbor" indicating that access to the Blackwoods campground

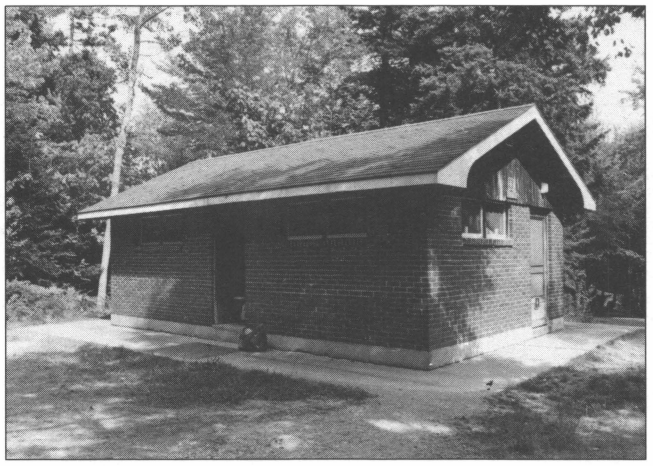


Figure 44: Blackwoods campground comfort station, Building #96, constructed 1950.

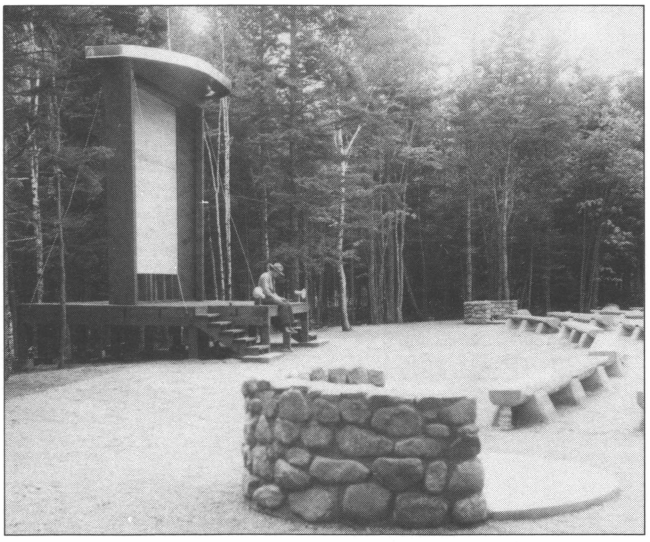


Figure 45: Blackwoods campground amphitheater, constructed in 1950.

was still limited at this time.[71] Acadia's campground development projects during the late 1940's and early 1950's included the construction of two additional comfort stations in Blackwoods loop "A" and the development of an amphitheater with associated parking. The construction of two additional comfort stations brought the total in loop "A" to six. One of these two comfort stations (Bldg #101) was constructed in 1948 using the prewar prototype for its design. The second of the two (Bldg #96) was constructed of brick during 1950, breaking away from established precedent (Figure 44). The low level of design and craftsmanship of this later comfort station is illustrative of the austere fiscal circumstances that affected the National Park Service at this time.[72]

The construction of an amphitheater, which had been an unachieved goal of the Seawall Recreational Demonstration Project before the war, was instead completed in 1950 at the Blackwoods campground. The development of a new amphitheater at Blackwoods may have been given higher priority in an effort to quickly replace the aging facilities at the Bear Brook campground, as Blackwoods was in closer proximity to the majority of park visitors than the western facilities at Seawall. Beginning with advance planning projects undertaken during the war, several grand proposals were put forward concerning the new amphitheater. These great plans were never realized in the meagerness of postwar development budgets. The new amphitheater, as constructed, featured a simple stage/screen structure and projection booth flanked by two matching campfire rings (Figure 45). Benches were of half-round logs, supported by low concrete piers. The surface of walks and the seating area was crushed stone.

During 1951, NPS Director Arthur Demaray retired and was succeeded by Conrad Wirth, a Fellow of the American Society of Landscape Architects, and a twenty-year veteran of the NPS.[73] Frederick Law Olmsted, Jr. had introduced Wirth to public service in 1928 as staff of the National Capital Parks and Planning Commission. Beginning work with the National Park Service in 1931, Wirth quickly proved himself an able administrator as Assistant Director in charge of all ECW/CCC programs in both state and national parks.[74]

During Wirth's early years as Director, he became frustrated with the park development process as lacking the vitality common during the years he had directed the efforts of the Civilian Conservation Corps. Existing facilities were being over-used, demand far outstripping supply. In keeping with a long tradition that began with Stephen Mather, Director Wirth began a public relations campaign directed at the national press. In July of 1954, Wirth published an article in Audubon Magazine entitled "Threats to Our National Parks." Other articles and interviews by Director Wirth were directed at representing the shameful treatment of America's national parks:

> "It is not possible to provide essential services. Visitor concentration points can't be kept in sanitary condition. Comfort stations can't be kept clean and serviced. Water, sewer and electrical systems are taxed to the utmost. Protective services to safeguard the public and preserve park values are far short of requirements. Physical

facilities are deteriorating or are inadequate to meet public needs. Some of the camps are approaching rural slums. We actually get scared when we think of the bad health conditions..."[75]

Wirth's answer to the problems plaguing the Service during his early years as Director, was the synthesis of a program that became known as "Mission 66." This program took its name from the goal of upgrading facilities, staffing, and resource management throughout the system in time to celebrate the fiftieth anniversary of the National Park Service in 1966. Wirth's goal was to "overcome the inroads of neglect and to restore to the American people a National Park System adequate for their needs."[76]

Throughout 1955, a special panel selected by Director Wirth developed and formulated the Mission 66 program. The findings and recommendations of the panel were assembled into an illustrated booklet entitled, "Our Heritage," and accompanied a full report from the Mission 66 study panel. This work captured the attention of President Eisenhower, who reported on the plans for improvements to the national park system in his "State of the Union Address" in January of 1956.

The Eisenhower Administration submitted the Mission 66 program to Congress later that month citing a budget of $789,545,00 for the ten-year program. Congress approved this budget, however, due to cost increases during the life of the program, the actual figure exceeded one billion dollars.

The Mission 66 program had a major influence on the on Acadia National Park's campgrounds. Beginning in 1956, Mission 66 was responsible for the development of a second campsite loop in Blackwoods campground. Before this project, construction of a second loop had only progressed to the point of clearing the right of way for its circumferential road. According to historic aerial photographs, clearing for the utilities to serve the second loop's comfort stations began in 1956. The design and construction of the new comfort stations, completed in 1961, featured an entirely new elevation and roof pitch, yet retained the board and batten exterior siding similar to the comfort stations constructed by the CCC (Figure 46). The layout of roads and campsites for the second campground loop at Blackwoods occurred between 1958 and 1961, abandoning the "bypass" and the "link"

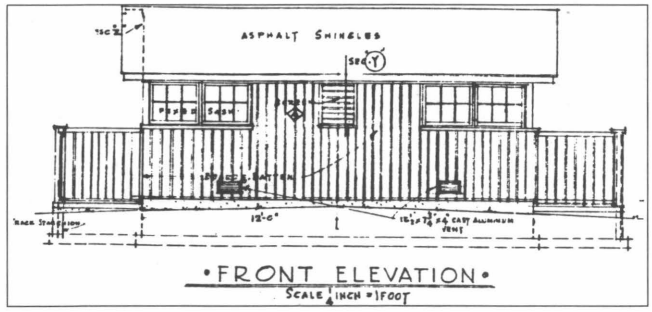


Figure 46: Blackwoods campground loop "B" comfort station design.

systems detailed by Albert Good in 1938, in favor of the earlier spur type of development recommended by Dr. Meinecke in 1934 (Figure 47).

In 1958, "Life" magazine listed Seawall Campground as one of Americas "50 Best Camping Areas." However, acquisition of an in-holding adjacent to the campground soon made additional improvements possible. During 1959, plans were underway for the development of an additional campground loop (Loop "D") for the exclusive use of "walk in" campers (Figure 48). This walk in campground loop, features a spur road off the main campground road that ends in a parking area. Three comfort stations were placed at the perimeter of this parking area to serve individual campsites located farther back in the woodland, accessible by foot. The design of these comfort stations reflects an attempt to standardize similar structures throughout the National Park Service (Figure 49). This effort at standardization contrasted sharply with older structures, that had been specifically developed to provide a regional architectural expression.[77]

Mission 66 has often been criticized for abandoning the earlier design ethic of the National Park Service in a rush to complete its multimillion dollar park development projects by the 1966 deadline. The harshest critics of Mission 66 hold up park development projects of this program at best, as banal, and at worst, the result of poor design and administration which helped to undermine the natural and cultural values that the National Park Service had been working forty years to preserve. One by-product of the program's haste was the tendency to standardize many details of construction. The other regrettable effect was the loss of site and regional specificity in the design of major features. Managing large budgets and fast-track schedules forced the NPS to

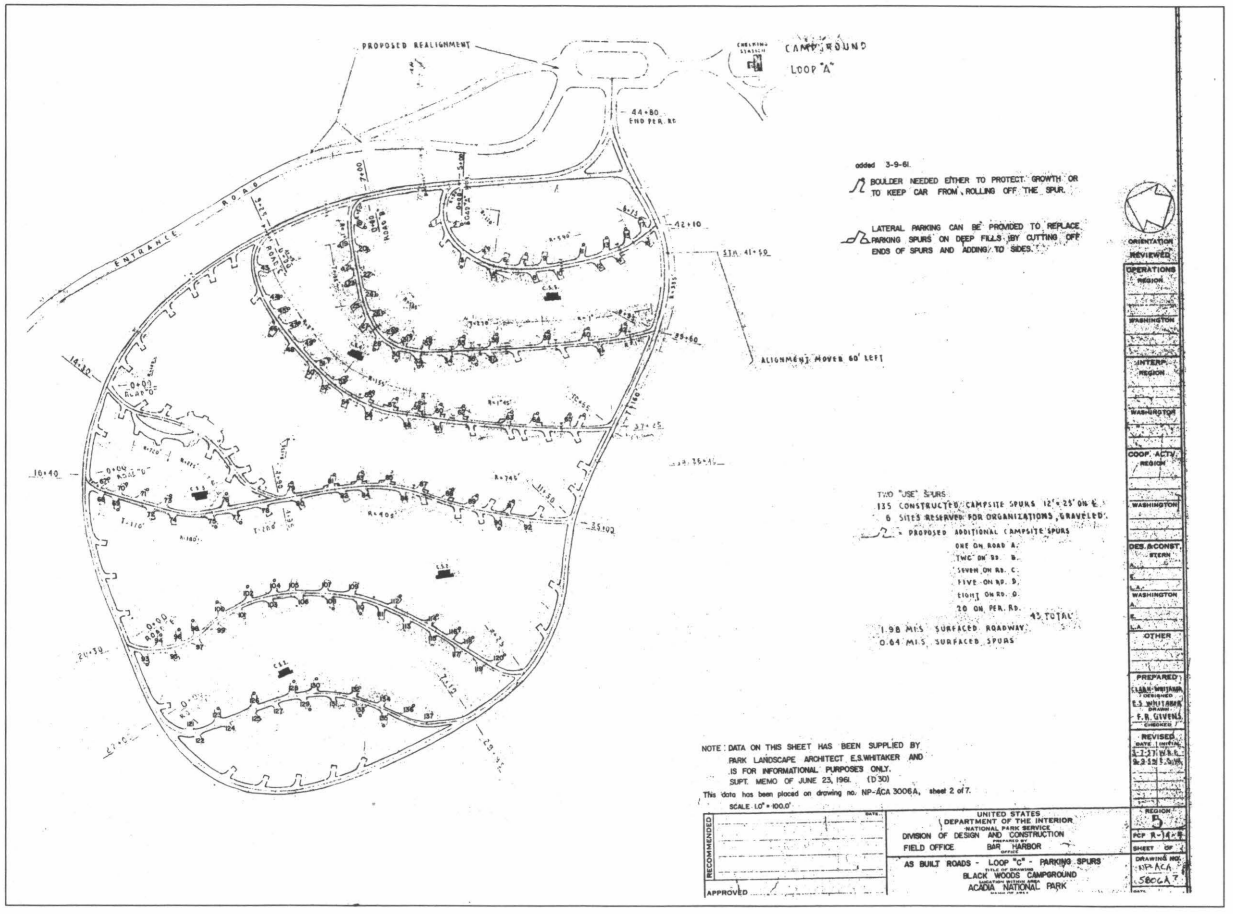


Figure 47: "As-built" roads and campsites, loop "B," Blackwoods campground, (formerly designated as loop "C") 1961, Drawing NP-ACA-5806-A.

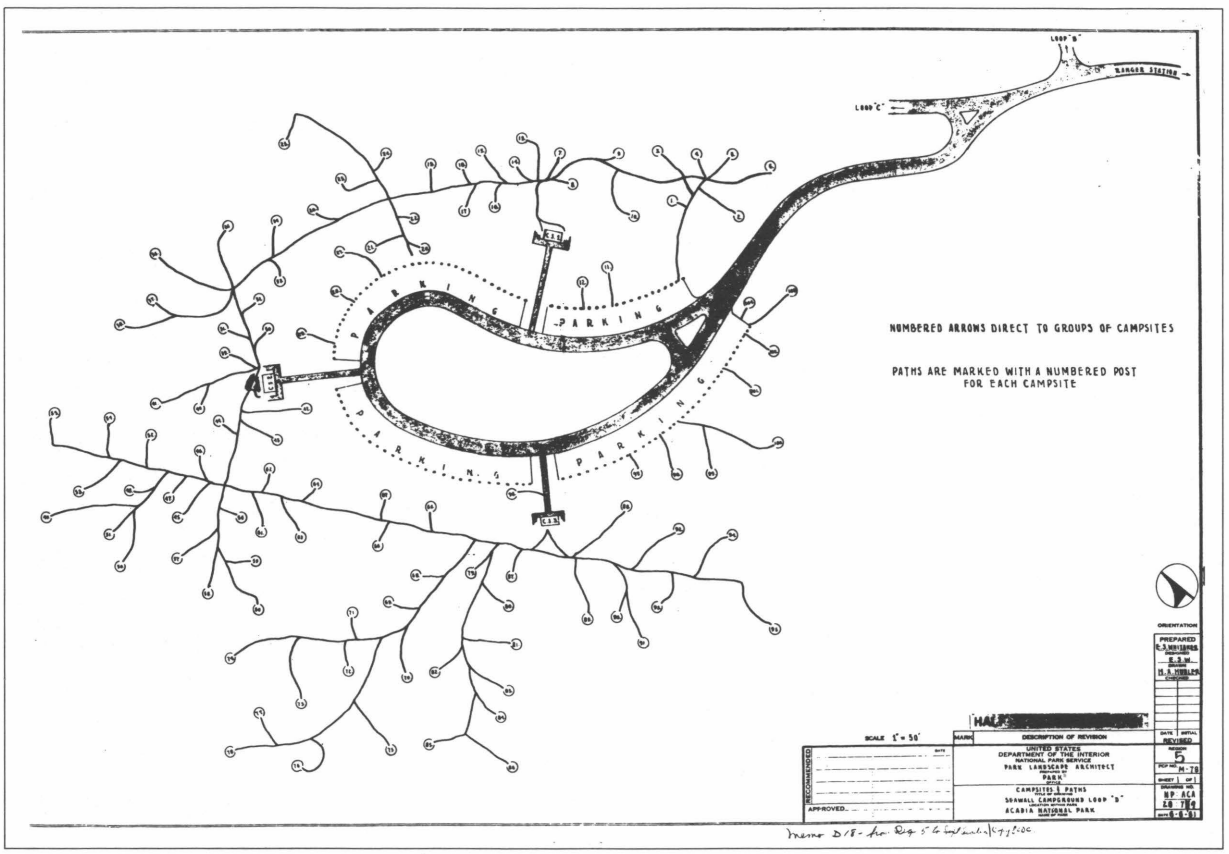


Figure 48: Seawall campground's loop "D" walk-in campground, Drawing NP-ACA-2879, 1961.

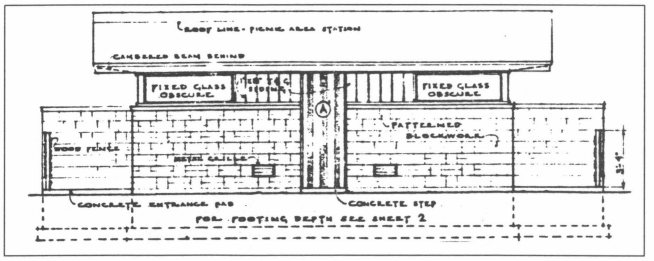


Figure 49: Seawall campground's loop "D" comfort stations, constructed 1960-61. This style building was also constructed at the edge of Seawall's playing field when the area was converted to group camping in 1960. Drawing NP-ACA-3021B, 1959.

rely on the contracted support of architects and designers from the private sector, who introduced contemporary designs and mass-produced materials into major park projects. A regrettable lack of communication and oversight between the NPS and designers worked to the detriment of many projects.

Some of the standardization common to Mission 66 which impacted the development of Acadia National Park's campgrounds included the design for the Seawall amphitheater, constructed between 1960 and 1961. This building consists of a dramatic roof structure, constructed of large glue-laminated beams rising from heavy concrete bases to form an "A frame" style roof (Figure 50). The influence of standardization can also be seen in the adoption of new details for picnic tables featuring dimensioned lumber, and campground fireplaces fabricated from precast, reinforced concrete (Figure 51 and 52).

Mission 66 work at Acadia National Park is also curious for its divergence from longstanding park development plans. The original development plan for Blackwoods campground's "camp court" called for a central headquarters and concessionaire building, with the camp court itself surrounded by rustic walls and gates (Figure 53). It appears that plans for these features were dropped in 1960. The Blackwoods campground development plan of 1954 included these longstanding features, but National Park Service records show that this plan was suspended, with reference to a letter of 21 October 1960 to the Study for the Outdoor Recreation Resources Review Commission.[78]



Figure 50: Seawall campground's amphitheater in 1962.

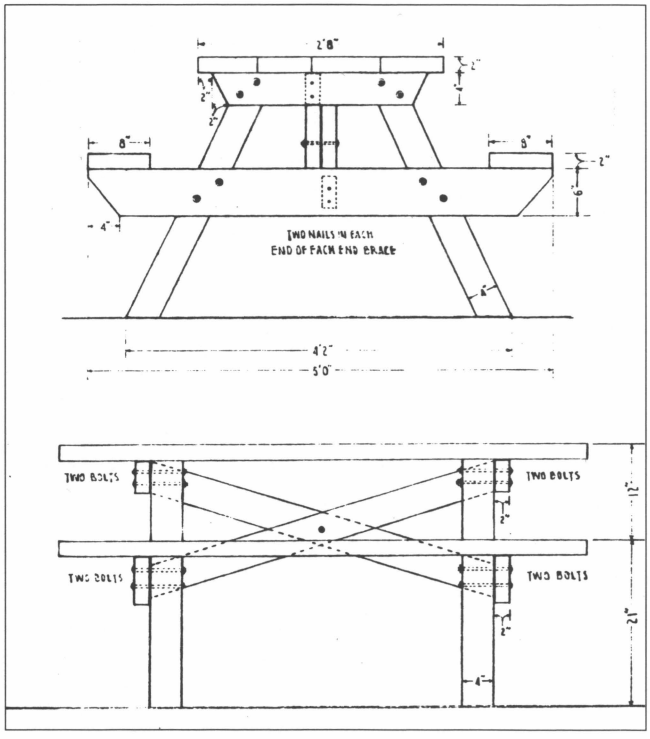


Figure 51: Standard detail for picnic tables of the Mission 66 period. Drawing NP-ACA-2991, 1958.

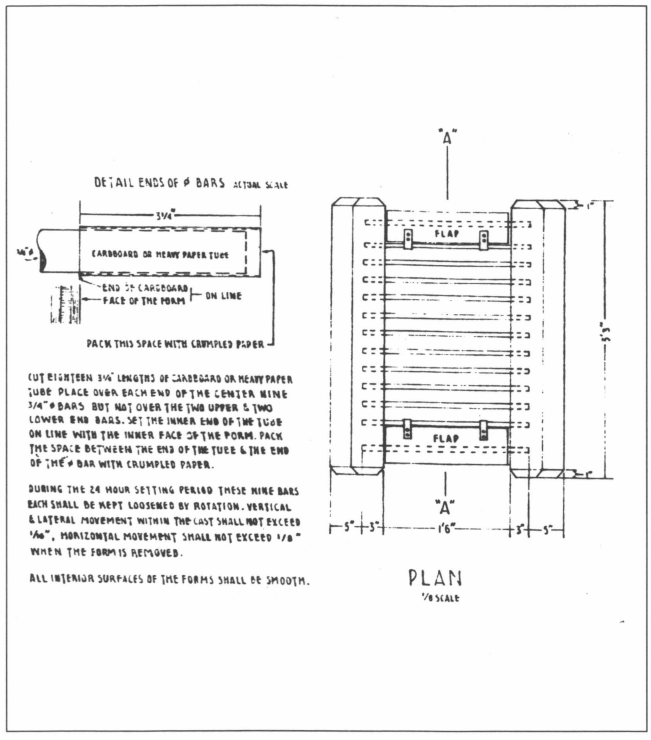


Figure 52: Standard detail for concrete fireplaces of the Mission 66 period. Drawing NP-ACA-2798, 1958.

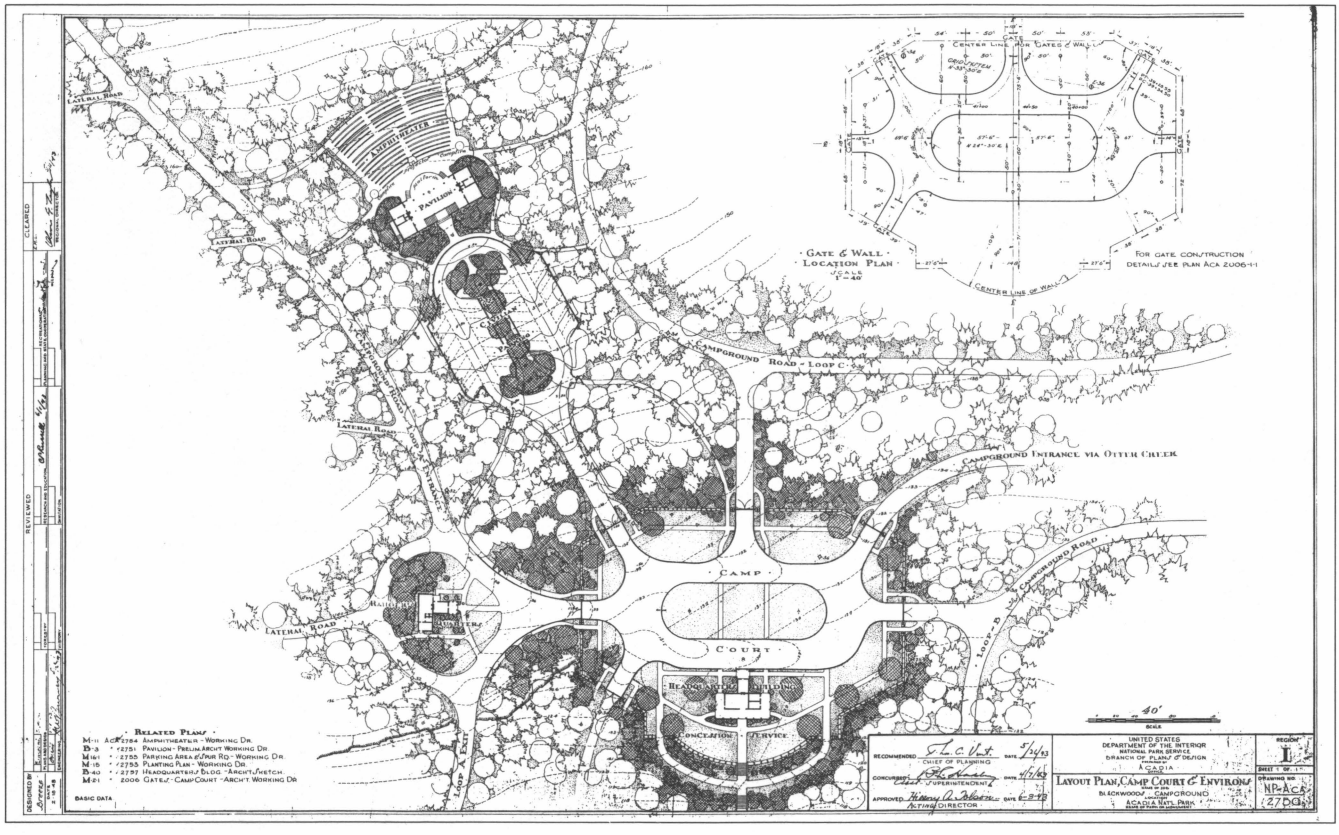


Figure 53: Plans for the Blackwoods "camp court" were suspended in 1960. Drawing NP-ACA-2750, 1943.

President Eisenhower appointed the Outdoor Recreation Resources Review Commission (ORRRC) in 1958 as a nonpartisan commission, chaired by conservationist/philanthropist Laurance Rockefeller. The ORRRC was given the broad charge to propose a national agenda for outdoor recreation and conservation, which was developed as surveys and recommendations delivered to President Kennedy in 1961. Among the ORRRCs many recommendations included the planning of future recreational opportunities at the Federal, State, and local level, including language specifically encouraging private, commercial sources of recreational opportunities.[79]

The sensitivity of the ORRRC report toward private vendors of recreational services and opportunities, may explain why bathing and laundry facilities were not developed at either campground during the expansive Mission 66 era. Although these facilities were originally planned as a part of campground development, local vendors of campground services had filled the vacuum caused by the lack of on site facilities during the postwar years.

Mission 66 to Present

"...a band-aid approach to most aspects of the physical condition of the campground, done for many years out of necessity, has resulted in a facility badly in need of improvements..."[80]

— Charles Jacobi, Blackwoods campground fee supervisor, 21 December 1990

During the thirty years following the close of the Mission 66 program, little new development has taken place at Blackwoods and Seawall campgrounds. Emphasis has been placed on caring for existing facilities, with minor modifications required by an evolving approach to campground management.

A comprehensive survey of campground capacity and occupancy was undertaken for 17 major parks in the National Park System at the close of the Mission 66 period. Entries for Acadia National Park in this document only make reference to Blackwoods and Seawall campgrounds, since Bear Brook was converted to a picnic area before 1962.[81] This 1966 survey shows a combined total of 572 campsites available in both campgrounds, opperating at 99 percent capacity, ten percent above what is available in 1995 (Figure 54). In 1966, camping sites were made available on a first-come-first-serve basis, the survey recognizing that Acadia's and other campgrounds in the national park system were very often over-capacity, admitting more campers than spaces available, during peak seasons.[82]

TABLE 2. CAMPGROUND DETAIL FOR 17 SELECTED PARKS

ACADIA

PARK & CAMPGROUND	Designated No. of Campsites		OCCUPANCY (Camper Parties)				OVEROCCUPANCY DAYS	CAMPING EQUIPMENT							
	F = formal O = open		Daily Average	Ratio	High Day	Low Day	X = overoccupancy M T W T F S S	Recreation Vehicles		Tents		All Other		Total	
								Number	Percent	Number	Percent	Number	Percent	Number	Percent
ACADIA															
Blackwoods	F	360	357	.99	361	344	- - - - - X -	150	42	205	58	1	-	356	100.0
Seawall	F	212	212	1.00	214	206	X - - X X X -	94	44	116	55	2	1	212	100.0
ACADIA - Total		572	568	.99	575	552	- - - X X - -	244	43	321	57	3	-	568	100.0

Figure 54: Chart from 1966 nation-wide campground survey.

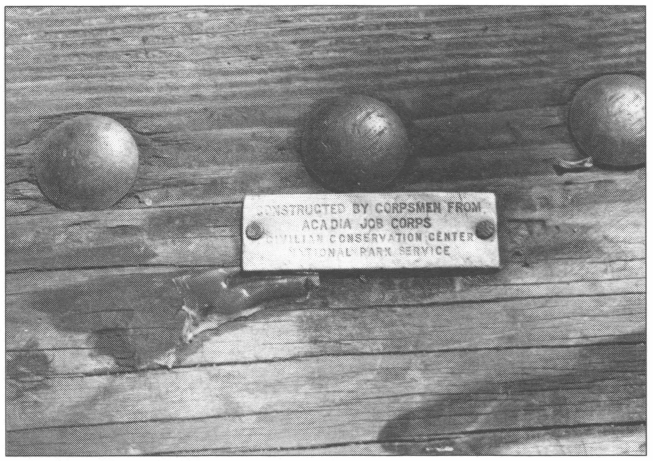


Figure 55: Job Corps name plate on picnic table in Blackwoods campground.

Beginning in 1965, Acadia National Park became host to the "Job Corps." Part of the Johnson Administration's "War on Poverty," the Acadia Job Corps Center occupied new buildings on MacFarland Hill that was formerly the site of the Civilian Conservation Corps Camp NP-1. One of the biggest projects of the Acadia Job Corps Center was its "Obliteration Project," which removed traces of homes, and roads that were abandoned or destroyed during the fire of 1947.[83] 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 (Figures 55, 56 and 57). The Job Corps began to be phased out by the Nixon Administration in 1969.

During 1971, a graduate student at the University of Maine, prepared yet another survey focusing on "Ecological Aspects and Camper Opinions of Blackwoods Campground." The objectives of this study were to examine the opinion of campers regarding the physical appearance of Blackwoods campground; to determine the reaction of campers to specific campground management techniques and to investigate certain ecological characteristics of Blackwoods campground. Campsites in use at Blackwoods were inventoried and mapped, with 350 campsites documented. The recommendations of this study included plans for vegetation rehabilitation, recommended adoption of a reservation system for a portion of the campground, and provision for additional walk in tent sites. The narrative portion of this report reflects the impacts of overuse on the natural vegetation and duff layer of the forest.



Figure 56: Job Corps era ('65-'69) picnic table, Blackwoods campground.



Figure 57: Job Corps era ('65-'69) steel fireplace, Blackwoods campground.

Ignoring the advice of the 1971 study of the environmental conditions at Blackwoods, most rehabilitative work on Acadia's campgrounds during recent years has focused on structures, furnishings and utilities rather than on the campsites themselves. Increasing visitation and the absence of a campsite reservation system at Blackwoods necessitated plans for the widening of the campground access road in 1971 (Figure 58). This project added an additional lane to the access road to make space for a line of waiting cars and trailers. The sewage dump station for Blackwoods was also reconfigured at this time (Figure 59). Four years later, during 1975, plans for a new entrance station were



Figure 58: Congestion at Blackwoods campground, c. 1960. Line of cars is waiting to check in at the loop "A" checking station.

completed for the Blackwoods "camp court." The placement of this new entrance station represented a more practical solution that allowed park staff to check campers into both loops of the campground (Figure 60). The original checking station had been substantially completed in 1942 at the entrance to Blackwoods loop "A" and this building continued to be used as a ranger residence and administration building until it was destroyed by fire in 1978 (Figure 61).

Both Blackwoods and Seawall campgrounds have had their amphitheater facilities upgraded in recent years, beginning with the redesign of the Blackwoods ampitheater in 1977. This project replaced the twenty-seven year old structure with a more contemporary design (Figure 62). The layout of this new stage, eliminated one campfire circle and relocated another. Evening interpretive programs continue to be scheduled at the amphitheater. A rehabilitation of the Seawall amphitheater took place in 1986, retaining the "A-frame" structure originally constructed in 1961.

The last major project undertaken for the benefit of Acadia's campgrounds was a rehabilitation of the Blackwoods comfort stations and sewer system between 1985 and 1987. This project replaced deteriorated board and batten siding on both CCC and Mission 66 comfort stations, and added quarry tile flooring. Accessible camp sites were added next to selected comfort stations at this time (Figure 63).

A thoughtful study of physical and management problems impacting Blackwoods campground was

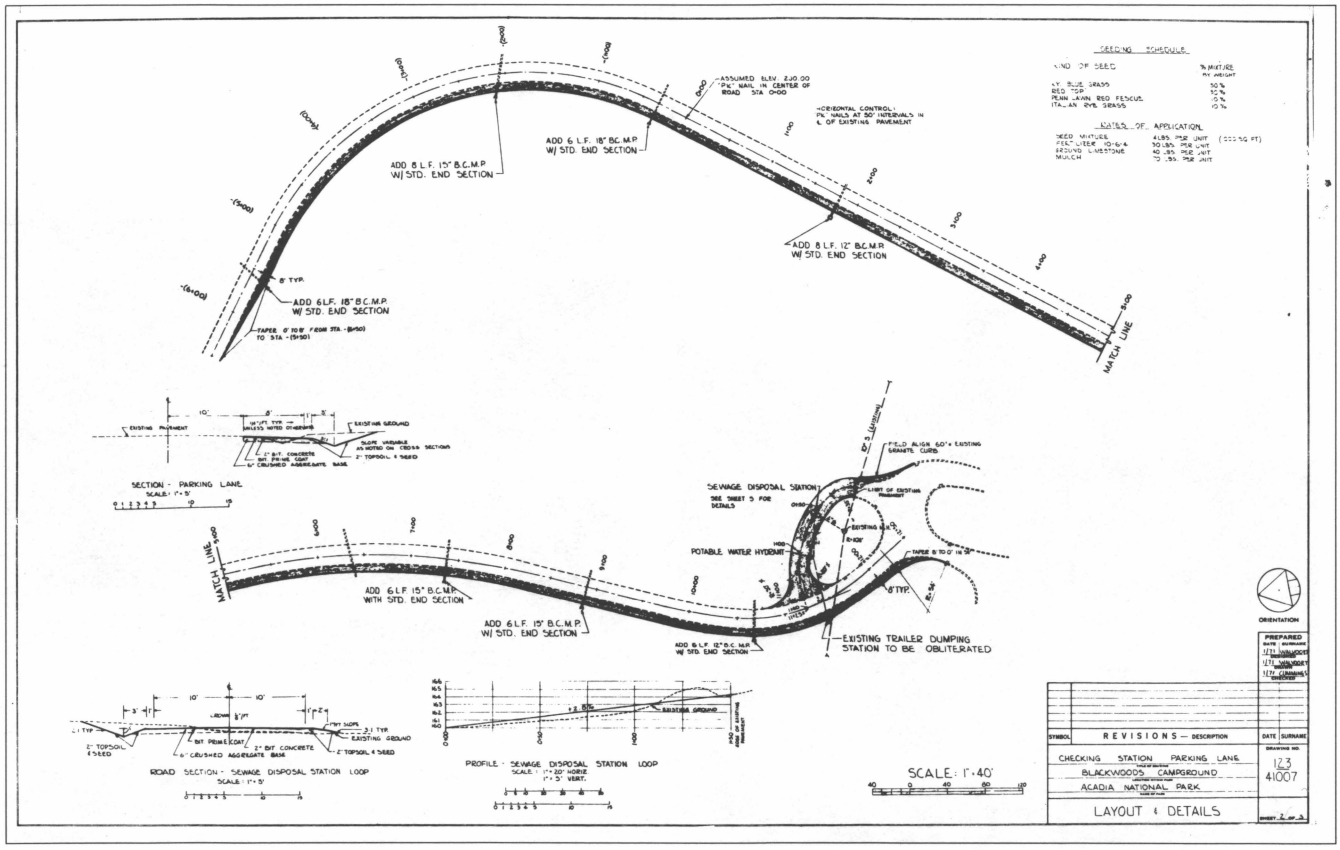


Figure 59: Design for widening campground access road to provide a waiting lane for motorists to check in to the Blackwoods campground. Drawing also shows the relocation of sewage dump station. Drawing 123-41007-2-5, 1971.

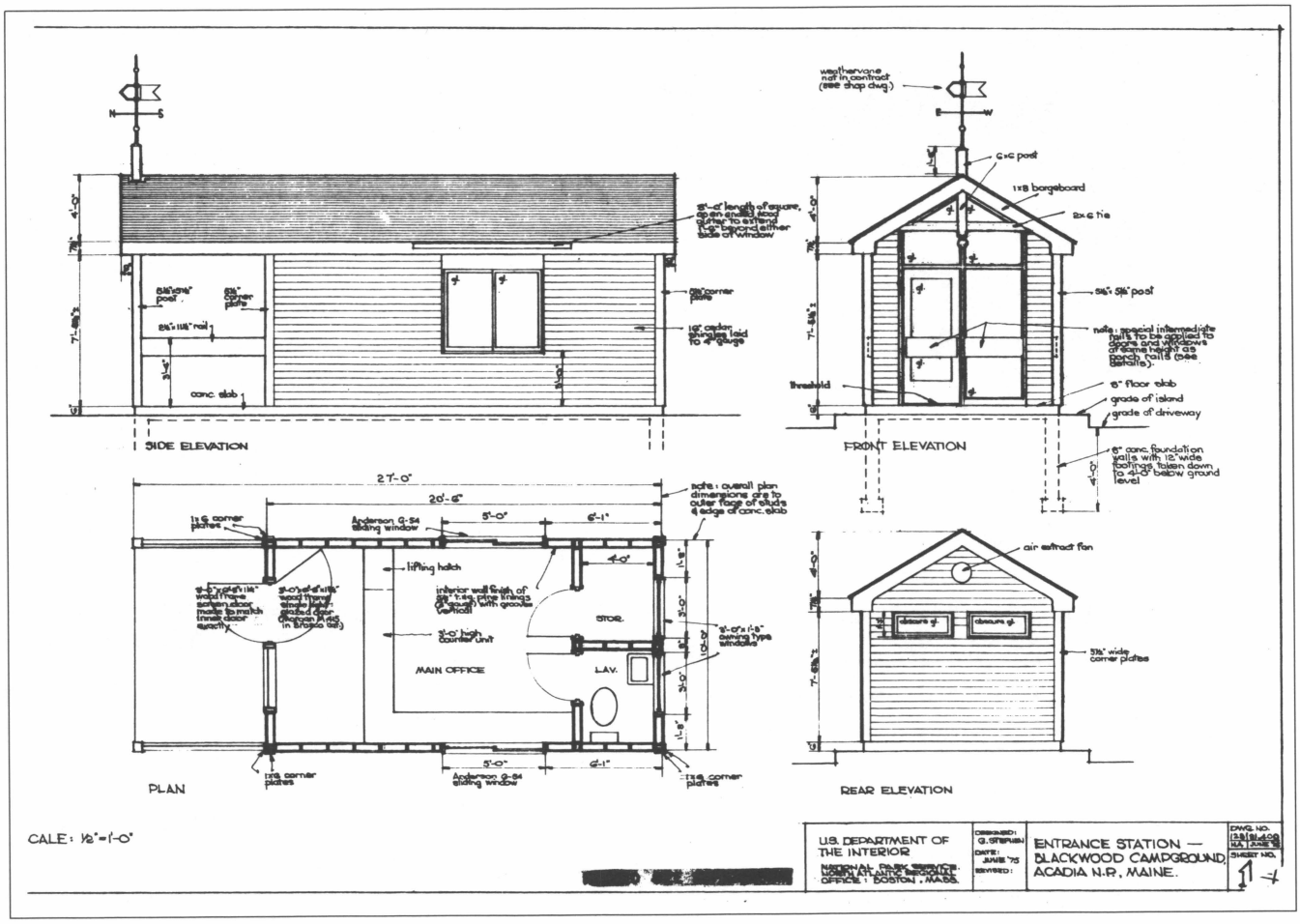


Figure 60: New Blackwoods checking station designed to serve both loops "A" and "B." Drawing 123-81400, 1975.



Figure 61: The original Blackwoods checking station, which burned down in 1978.



Figure 62: New Blackwoods amphitheater stage structure, constructed in 1977, Drawing 123-41036.

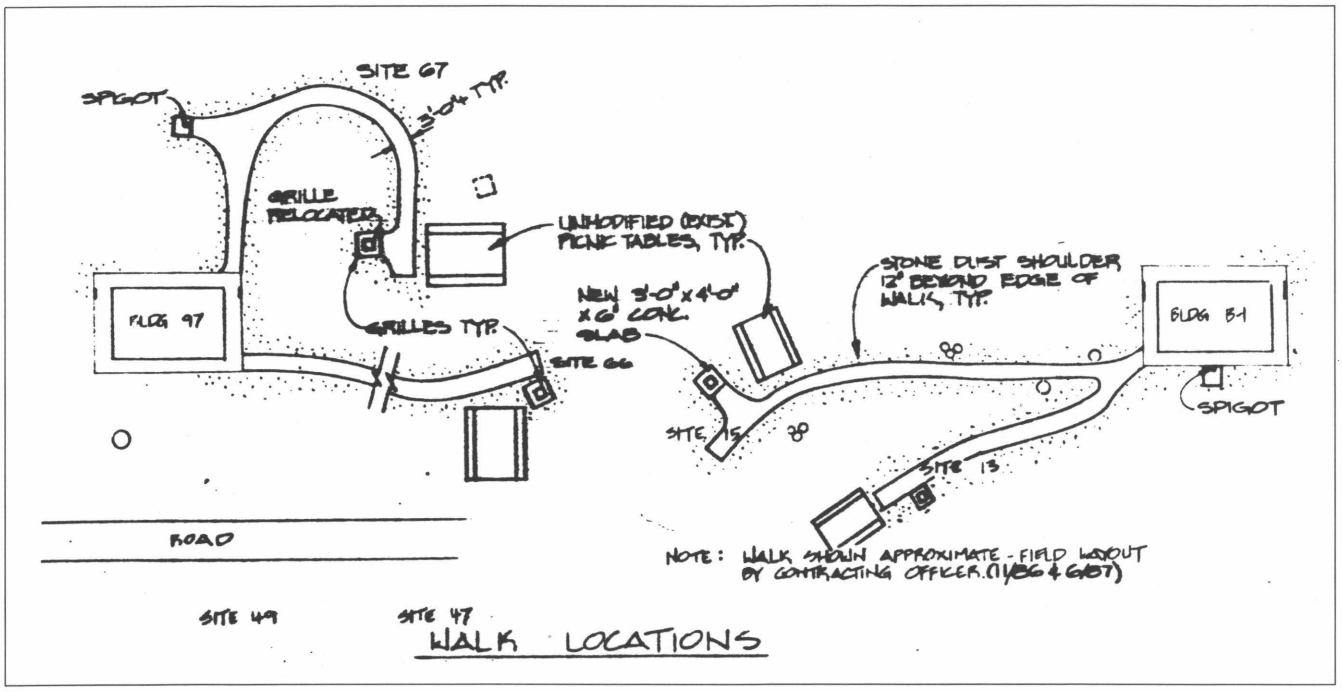


Figure 63: Handicapped accessible camp sites, constructed during the 1985-1987 rehabilitation of facilities at Blackwoods campground, Drawing 123-41046B.

accomplished in 1990 (Appendix C). This report recognized both the age of the facilities and landscape and the ever increasing demands to which they have been subject. Although this report clearly states its focus as the Blackwoods site, it is reasonable to expect that many problems discussed are also shared at Seawall campground.

Among the most pressing physical problems identified by the 1990 study is the lack of adequately defined campsites. This has lead to a gradually widening of the area of campsite impacts, degrading the soil and vegetation of the adjacent environment. Forest pathologist E. P. Meinecke first addressed this perennial problem in 1934, when he recommended the placement of half-buried logs and boulders to define the boundaries of the campsite. This problem has been compounded at Acadia by a lack of coordination with reservation agents, resulting in campers arriving with too much equipment for the site that had been reserved for them. Another major physical deficiency of the campground cited is the lack of adequate facilities for washing dishes. Supervisor Jacobi's report stated: "Washing dishes is prohibited in the rest rooms or at water spigots. Nevertheless, it happens regularly. Dirty water is disposed of on or in site. This is unsightly, unsanitary and attracts animals."[84]

Some of the issues identified relate to the difficulty of accommodating the wide variety of campers and equipment. These issues relate to conflicts caused by the use of electric generating equipment, the proximity of recreational vehicle users to tent campers and the difficulty of reconciling the expectations of a diverse group of users. The report provides specific recommendations, addressing each problem identified, concluding with a sentence that brings the history of the development of Acadia's campgrounds full circle, back to the original ethic that created the first camping facilities in our national parks:

> "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."

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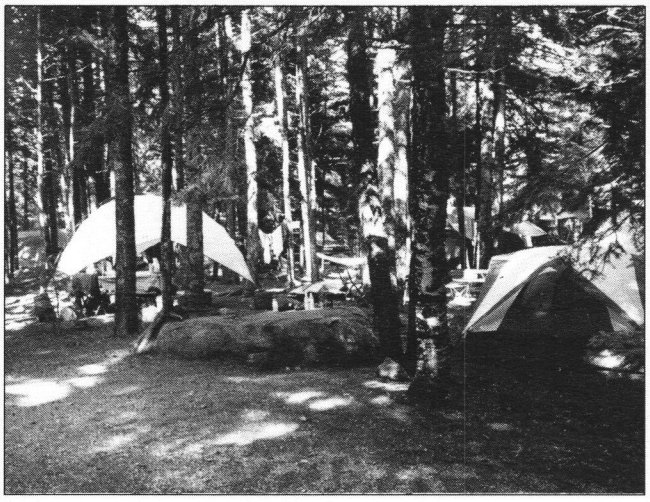
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SUMMARY OF EXISTING CONDITIONS

Summary of Existing Conditions

The development of Blackwoods and Seawall campgrounds began during the Great Depression with the efforts of the Works Progress Administration and the Civilian Conservation Corps. The campgrounds have evolved over almost sixty years to their present condition and configuration. Current field conditions represent a layering of development projects that have added, subtracted and altered the campgrounds over time. This section will present a brief overview of existing conditions for both campgrounds during 1995, when this report was prepared.

Seawall Campground

Seawall campground is located on the western side of Mount Desert Island and fronts on State Route 102A following the coastline of the Gulf of Maine. The campground consists of four defined campground loops as well as a group camping area that in total occupies approximately 120 acres. Camping is limited to numbered campsites, as Acadia National Park does not permit backcountry camping. Sites are identified with painted numerals on the pavement beside the road and in some places routed wooden posts remain which identified campsite numbers before the roads were paved. Seawall campground does not accept reservations and campsites are assigned on a first come-first served basis. Site assignments are made according to the type and quantity of equipment that the camping party intends to use during their visit. Campground loops A and B, are available to car and tent campers with the possibility of accommodating a small utility trailer. Loop C is available only to campers arriving with larger trailers or recreational vehicles. No utility hook-ups are available in the campground. Loop D is defined as a "walk-in" campground loop, with parking at the center, requiring a 50 to 150 yard walk to the numbered campsites. The group camping area consists of five large sites occupying a cleared area formerly designed as an athletic playing field. Restroom facilities are provided within a short walking distance to all campsites and potable water is available from several free-standing hose bibs placed throughout the campground loops. Campsites adjacent to a comfort station are typically encroached upon by social trails. Showers are not provided on site. Coin-operated bathing facilities are available a short distance outside the campground through a private company on land outside the park boundary (Figure 64). Only one campsite (A27) is programmed for handicapped accessibility at Seawall campground. Evening interpretive programs are offered at the campgrounds at an outdoor amphitheater located in the campground.



Figure 64: Private business providing services east of Seawall campground on Route 102A.

Vegetation

A Spruce/Fir coniferous forest is the dominant vegetative type at the Seawall campground. 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.[1]

Circulation

Access to Seawall campground is through a rustic gate at the intersection of the campground entrance road and State Route 102A (Figure 65). The three lane entrance road becomes divided by a grass median at the campground checking station where campers are required to stop and register (Figure 66). Past the checking station the main campground road is designed for two way traffic, featuring an average 18 foot pavement width. Roads within the separate campground loops are

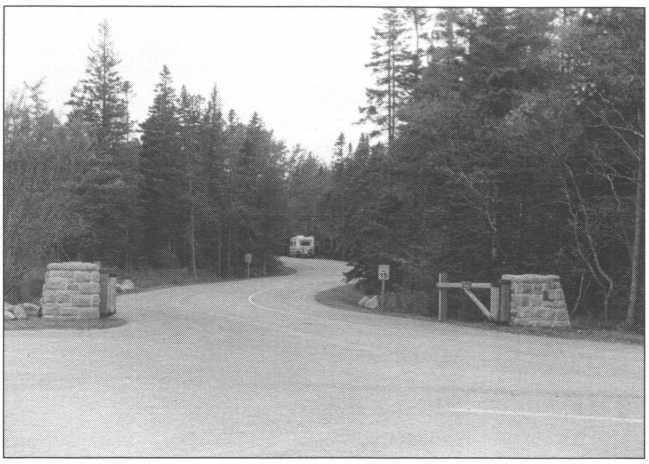


Figure 65: Entrance to the Seawall campground looking north from Route 102A.

narrower, approximately eleven to twelve feet wide, designed for one-way traffic moving in a counter-clockwise direction. Both two-way and one-way campground roads are paved with bituminous asphaltic concrete. Defined campsite parking spurs adjacent to the paved roads are surfaced with crushed stone aggregate or bare soil. Parking spurs are not well defined with barriers and are of variable size and shape.

Seawall Loop A

Loop A, completed in 1937, was the first area at Seawall campground ready for use by the public. Today, Loop A features 38 spur type campsites and is served by two comfort stations (bldgs. #102/103) built in 1937 by the Civilian Conservation Corps (Figure 80). Furnishings for each site include a rustic stone fireplace and a picnic table. Almost every stone fireplace in Loop A is in some stage of disrepair (Figure 67). Campsite picnic tables are fabricated from wooden boards for sitting and eating surfaces, joined together with bent metal tubing. The style of picnic table in use throughout the campground appears to have been installed during the mid 1960s during the Job Corps program, and are in fair to good condition. Loop A is constructed in a low area featuring wet soils which help to support a great variety and quantity of vegetation. The vegetation within Loop A is relatively dense, providing good campsite definition and privacy from adjacent campsites.



Figure 66: The Seawall checking station and entrance road.



Figure 67: Badly deteriorated stone fireplace in Seawall campground loop "A". This "accessible" site has a new grill oriented in a direction impossible for campers to use.

Seawall Loop B

Loop B, and its single comfort station (bldg #104) were completed in 1938, and today features 27 spur type campsites. Loop B features the same deteriorated stone fireplaces and board and tubing picnic tables which which are common to the adjacent Seawall Loop A. Loop B is constructed in a very poorly drained area which may be the result of blocked drainage culverts. The interior of Loop B is occupied by the comfort station which is set on an elevated area of fill amidst boggy ground. Mosquitos are a problem. Many campsites in this loop lack a sense of privacy due to the scarcity of understory vegetation between campsites.

Seawall Loop C

Loop C, was constructed in 1940 as a trailer campground loop. The comfort station at the center of the loop (bldg. #105) was completed in 1942 by the Civilian Conservation Corps. Another comfort station (bldg. #181) was added in 1960-61, constructed of patterned

concrete masonry units. Loop C is laid out in a branching pattern, featuring 43 "link" type campsites on well drained soil. This type of layout makes it unnecessary to back up a camping trailer, something which inexperienced drivers find very difficult. The trailer loop is served by a single trailer waste dump station installed between 1960-61. Owing to the large size of modern recreational vehicles and trailers and to the small size of Loop C, this is a very densely occupied area. There is little vegetative screening between campsites (Figure 68). The link type parking spurs are not particularly well defined or protected by barriers. As a result, the width of the spurs appears to have increased with time. Each campsite area is furnished with a rustic stone fireplace and a board and tubing picnic table of the same deteriorated condition consistent with Seawall's loops A and B.



Figure 68: Crowded conditions in Seawall loop "C," trailer loop.

Seawall Loop D

Loop D, was constructed in 1960 during the "Mission 66" park development program, as a "walk-in" campground. This loop features 104 campsites arranged around a central parking area. Sites are marked with routed wooden trailside posts (Figure 69). The parking area is flanked by three comfort stations (bldgs #178,179,180) built between 1960-61 of patterned concrete masonry units and are in fair to poor condition (Figure 70). Access to the campsites is via unsurfaced foot trails. The vegetation around these walk-in campsites is generally in much better condition than elsewhere in the campground due to the lack of damage and stress from vehicular traffic. However, many sites lack privacy due to the lack of vigorous understory vegetation. Site furnishings include board and tubing picnic tables and commercially fabricated fire rings made of steel. The steel fireplaces in Loop D contrast with the stone fireplaces seen elsewhere at Seawall's Loops A, B and C.



Figure 69: Seawall loop "D," walk-in campsite with wood post campsite marker in foreground.

Seawall Group Campsites

The group campsites at Seawall campground occupy an open area originally designed and constructed as a recreational field by the Civilian Conservation Corps in 1941. It is likely that this area was converted to use as a group camping area in 1960 when an additional comfort station (bldg #181) was added between the playing field and Loop C. This comfort station building (#181) is typical of comfort stations built in Loop D, constructed of patterned concrete masonry units. The group camping area forms a broad loop off a fire road, with five wide areas opening off of the narrow loop road. There is very little definition of the individual sites in what is essentially an open field. Each site is served by two or more

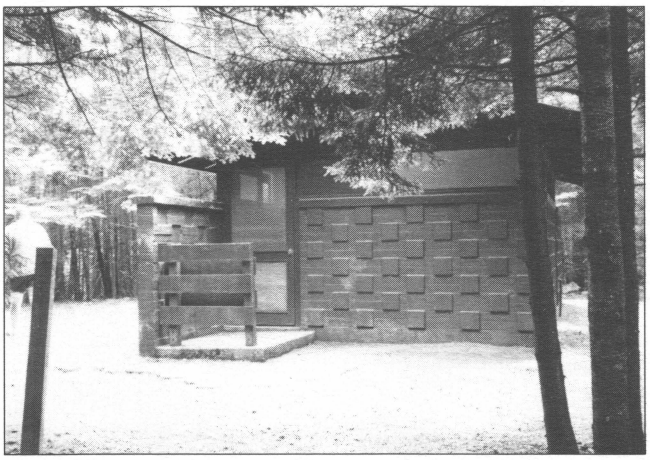


Figure 70: Side facade of "Mission 66," concrete block comfort station, bldg #180 Seawall loop "D."

mass-produced steel ring fireplace units. From two to three board and tubing type picnic tables are also furnished for each group site. Pedestrian access from the group campsites to the rest of Seawall campground is via an eroded footpath down a steep embankment. (Figure 71).

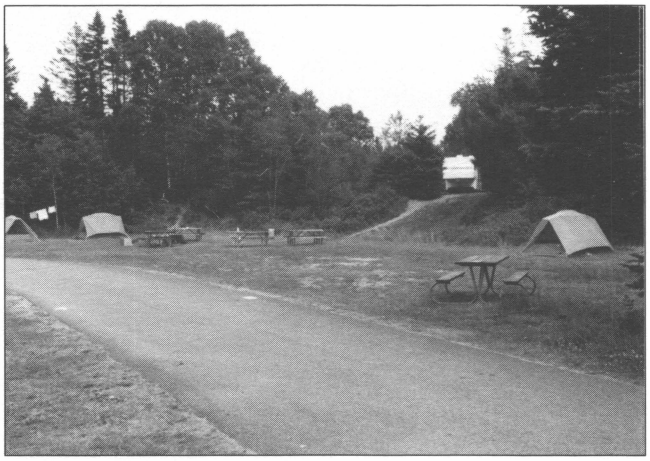


Figure 71: Seawall campground's group camp sites. These sites were built c. 1960 in an area that was formerly a recreational field.

Blackwoods Campground

Blackwoods campground is located on the eastern side of Mount Desert Island, just west of Otter Cove. The campground consists of two large loops organized around a central open space originally referred to in design drawings as the "camp court" (Figure 72). Blackwoods campground occupies approximately 160 acres. Camping is limited to numbered campsites, as Acadia National Park does not permit backcountry camping (Figure 81). Sites are identified with painted numerals on the pavement at the edge of the road. Since Blackwoods campground is closer to the attractions of the eastern side of the island, it is more heavily used than the Seawall campground. To manage supply and demand, the park requires that campers at Blackwoods make reservations for campsites in advance. A computerized reservation system is managed by a private company which uses toll-free telephone numbers to book campground reservations at Acadia as well as 12 additional National Parks across the country. Site assignments are made according to the type and quantity of equipment that the camping party intends to use during their visit. Only one self-propelled vehicle per campsite is permitted, and there are no utility hook-ups available. Restroom facilities are provided within a short walking distance of all campsites and potable water is available from several free- standing hose bibs place throughout the two campground loops. Showers are not provided on site. Coin operated bathing facilities are available a short distance outside the campground through a private company on private land (Figure 73). Five campsites have been designed and reserved for handicapped accessibility at Blackwoods campground. Evening interpretive programs are offered at an outdoor amphitheater located within the Blackwoods campground.

Vegetation

A Spruce/Fir coniferous forest is the dominant vegetative type at the Blackwoods campground. This forest cover differs from that of the Seawall campground in that it is more "even-aged" providing a more



Figure 72: The Blackwoods "camp court." The Blackwoods campground is organized around this central open space.



Figure 73: A private business providing services outside the park boundary near Blackwoods campground.

continuous crown closure. As a result of homogeneous forest maturity, less light reaches the forest floor, resulting in less diversity of 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.[2]

Blackwoods Circulation

Access to Blackwoods campground is via a triangular intersection with State Route 3 just west of the village of Otter Creek (Figure 74). A three quarter mile long access road, paved with bituminous asphaltic concrete leads to a checking station constructed at the edge of the central "camp court" where campers are required to stop and check in (Figure 75). Campground loops "A" and "B" intersect with the oval road of the camp court. These roads are designed to direct vehicles in a counter-clockwise direction through each loop. Lateral campground roads intersect with the main perimeter road of each loop leading the motorist to campsites (Figure 76). 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. Parking spurs off of these main roads 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



Figure 75: Blackwoods checking station, constructed in 1975.



Figure 74: Entrance to the Blackwoods campground from Route 3, west of the village of Otter Creek.



Figure 76: Typical wooden marker at the intersections of perimeter and lateral campground roads. Loop "A," Blackwoods campground.

consequence, vehicles have damaged the neighboring vegetation in many places. Campsites adjacent to a comfort station tend to be encroached upon by social trails.

Blackwoods Loop A

Loop A was begun in 1938 with the labor of the Civilian Conservation Corps. However, records indicate that the campground was not opened to the public until 1946. Today loop "A" features 160 campsites laid out in the "spur," "link" and "bypass" designs described in the 1938 volumes of *Park and Recreation Structures*, edited by Albert Good. These volumes served as a kind of pattern book for park construction and development for both national and state parks. The two lateral link/bypass sections were the first to be constructed and continue to be used to accommodate larger trailers and recreational vehicles. Lateral roads in Loop A serving spur-type campsite development were constructed after WWII both east and west of the link/bypass sections. The link/bypass sites are the most densely occupied in the campground in which large motor homes are separated by very little distance and or vegetation (Figure 77). In some instances, picnic tables and fireplaces are inconveniently located on the side of the parking spur opposite the passenger door. Loop A is served by six comfort stations, five of which are of the prototypical design constructed by the Civilian Conservation Corps during the 1930's and 1940's. These early comfort stations are all in fair to good condition. A brick restroom, located at the bottom of Loop A was constructed in the 1950's. This brick building has served as a winterized comfort station for those campers visiting Blackwoods after the close of the regular camping season (Figure 78). Site furnishings for each individual campsite consist of commercially fabricated fire rings made of steel and picnic tables constructed of wooden boards and bent steel tubing.

Blackwoods Loop B

Loop B was constructed under contract between 1956 and 1959 during the "Mission 66" park development program. Prior to this time, Loop B had been designated as "Loop C" in planning documents and was marked only by the clearing of the perimeter road's right of way. Today, 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 Blackwoods loop A. This



Figure 77: "Link" type trailer campsites, loop "A," Blackwoods campground. These sites are the only campsites laid out by the CCC before its dissolution in 1942.

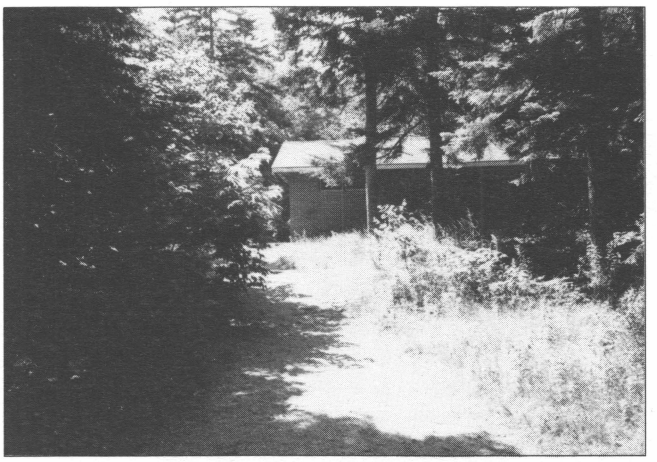


Figure 78: Brick comfort station, building 96. Loop "A," Blackwoods campground.

offers a greater sense of privacy between sites due to distance and vegetation. The exception to this is the location of five large group campsites within loop B. These group sites are large enough to accommodate more than one large recreational vehicle, including converted highway buses. Within the group sites, landscape values have been sacrificed to accommodate large groups and equipment (Figure 79). The five comfort stations in Blackwoods loop B were constructed with board and batten siding similar to that used on the Civilian Conservation Corps (CCC) period comfort stations. However,

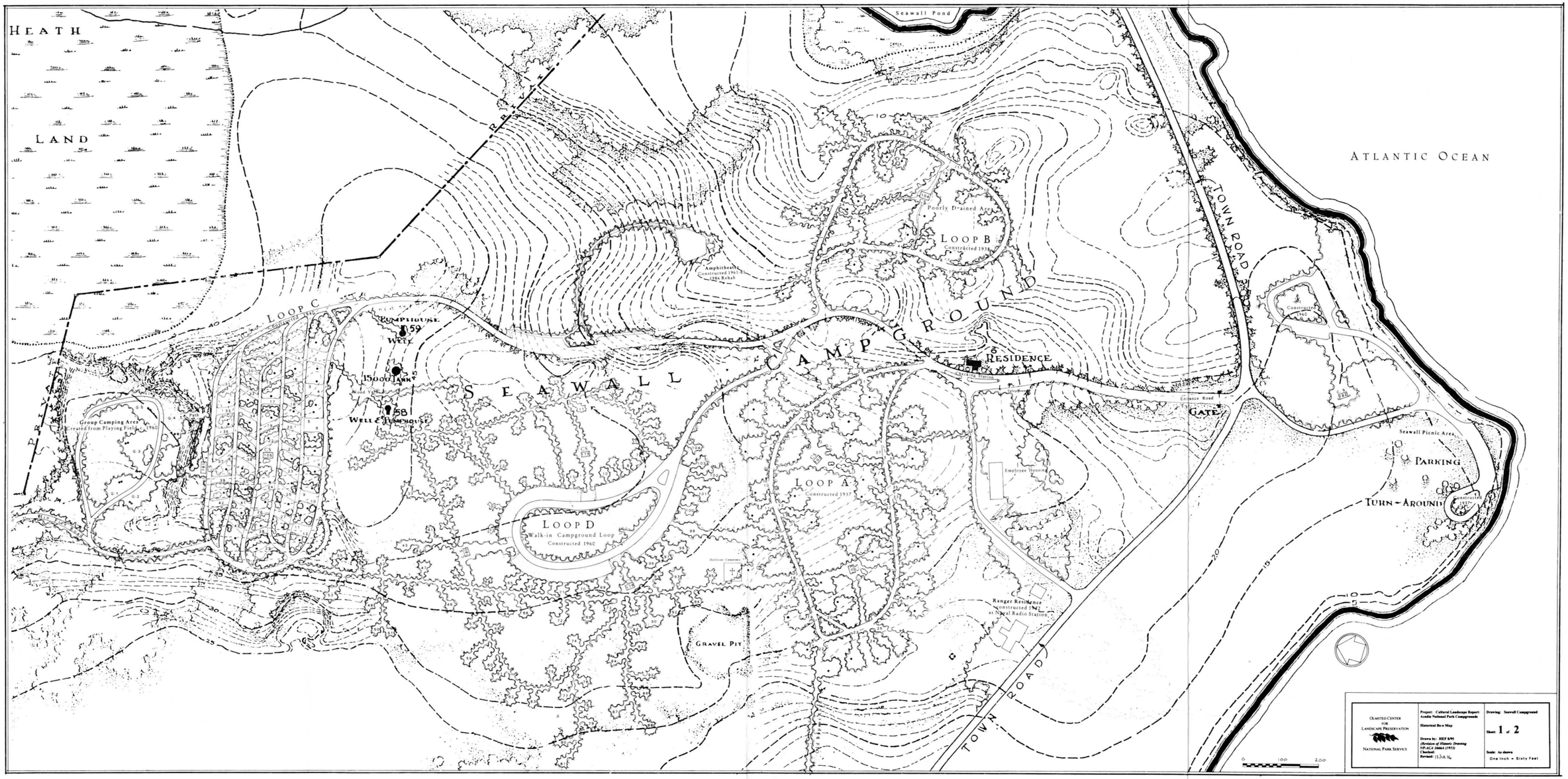


Figure 80: Historical base map, Seawall campground. Drawing is an as built revision of drawing NP- ACA-26665.

BASIC DATA: NP-ACA 2663
NP-ACA 2664A
NP-ACA 2625
SURVEY BY T.E. RUFFIN NOV. 1941
Revision of Historic Drawing NP-ACA 3000A (1954)

SEAL HARBOR
MAINE 3
BAR HARBOR
PUMPHOUSE
VILLAGE OF OTTER CREEK
AMPHITHEATER
LOOP B
Constructed 1956-1958
(Originally designated as Loop C)
LOOP A
Constructed 1938-1950
LOOP C
Not Constructed
(Originally designated as Loop B)
BLACK WOODS CAMPGROUND
0 100 300 600 900 1200
OTTER COVE
BAR HARBOR

WATER TANK
TRANSFORMER POLE
PUMPHOUSE "2"
SEAL HARBOR
BAR HARBOR
Group Camping Area
Entrance Road
Old Carriage Road
Wood Yard
TRANSFORMER BLDG.
Amphitheater
Constructed 1950
Re-designed 1979
Ranger Station
Constructed 1942
Burned 1978
Telephone
Camp Court
Checking Station
1975
Waiting Lane Added 1971
Dump Station Re-configured 1971
Proposed Employee Housing
Ocean Path - Service Road
RT 4
EL 19.7
CONTOUR INTERVAL = 2'
0 100 200 300 400

OLMSTED CENTER FOR LANDSCAPE PRESERVATION
NATIONAL PARK SERVICE

Project: Cultural Landscape Report: Acadia National Park Campgrounds
Historical Base Map
Drawn by: HEF 8/95 (Revision of Master Plan Drawing)
Checked:
Revised:

Drawing: Black Woods Campground
Sheet 2 of 2
Scale: As shown
One Inch = Sixty Feet

Figure 81: Historical base map, Blackwoods campground. Drawing is an as built revision of drawing NP-ACA-3000A.

the comfort stations in Loop B feature plain gable roofs making them easily distinguished from the earlier hip roofed prototypes. Campsite furnishings within Loop B includes two types of steel fireplaces. One type is a circular fire ring consistent with those used at Blackwoods Loop A, the second is a rectangular steel fireplace marked with plates identifying the Job Corps of the 1960's as the fabricator. Picnic tables are provided for each site, constructed of wooden boards for sitting and eating surfaces, joined together with bent steel tubing. Most fireplaces and picnic tables are in good to excellent condition.



Figure 79: Group campsites, loop "B," Blackwoods campground.

Endnotes: Existing Conditions



1. Linda Gregory, Acadia National Park Natural Resource Specialist, Interview with the author, 7 September 1995.

2. Linda Gregory, Acadia National Park Natural Resource Specialist, Interview with the author, 7 September 1995.



ANALYSIS AND STATEMENT OF SIGNIFICANCE

Analysis and Statement of Significance

Summary

Both Blackwoods and Seawall campgrounds have been evaluated for their potential National Register eligibility based on the multiple property listing,"Historic Park Landscapes in National and State Parks."[1] Seawall campground is clearly an historic property directly associated with the historic landscape design of the National Park Service, 1916-1942 which is the historic context for the multiple property listing. The historical significance of Blackwoods campground is less obvious due to the later construction of loop B and other changes made within the last 50 years. However, a portion of the Blackwoods campground, namely loop A including five historic comfort stations, the entrance drive, and the camp court area do retain the overall structure of the original CCC design necessary to qualify as a historic property under the aforementioned multiple property listing. Both properties meet National Register Criterion C. The period of significance for Seawall campground is 1935 to 1942; Blackwoods campground is significant 1935-1942, 1948.[2]

This analysis is based on the criteria and guidelines used by the National Register of Historic Places, including an evaluation of relevant historic contexts, areas of significance, and integrity described below. This process recognizes that historic **significance** may by present in districts, sites, buildings, structures, and objects that possess **integrity** and which meet at least one of the National Register criteria.

Historic Context

In 1995, "Historic Park Landscapes in National and State Parks," a multiple property listing, was included in the National Register of Historic Places.[4] Prepared by Linda McClelland in conjunction with the publication *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916-1942*, it documents the historic context of rustic landscape design in parks from a national perspective.[5] This multiple property listing provides both the relevant historic context and registration requirements for Blackwoods and Seawall campgrounds:

> From 1917 to 1942, the National Park Service (NPS) forged a design ethic for the development of national parks that protected significant natural features and harmonized roads, trails, and buildings with the natural scenery. The origins of NPS landscape design lay in the naturalistic landscape gardening tradition promoted in the United States by Andrew Jackson Downing and practiced in private pleasure grounds and urban parks in the 19th century. By the time the National Park Service was organized and began developing the parks for visitor use, landscape architects and theorists including Henry Hubbard, Frank Waugh, Wilhelm Miller, and Jens Jensen heralded the emergence of an informal landscape style inspired by the scenic beauty of the American landscape. Called the Natural or Modern American style, this style called for the development of vistas, informal principles of design, and native rock and plant materials to harmonize manmade construction with a natural setting. The style ideally suited the needs of national park designers, making it possible for them uphold the two-fold policy of the National Park Service to make the parks accessible for public enjoyment while

National Register Criteria

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, and workmanship, feeling and association and:

A. That are associated with events that have made a significant contribution to the broad patterns of history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded or may be likely to yield information in prehistory or history.[3]

preserving the park [resources] and objects therein.

By the late 1920's, a process of planning and design was in place that would guide development of national parks for several decades. Foremost was a program of master planning which aligned the NPS's growing programs of forest protection, engineering, interpretation, and visitor safety with the mission and purpose of each park. These plans set forth an ideal plan for the future development and preservation of each park. Standard specifications and designs were developed for the construction of roads, trails, bridges, guardrail, and other structures that could be tailored to the natural character of each park. These standards were based on the overriding principles of naturalism and scenery preservation and ensured that manmade construction in the parks was inconspicuous and harmonized with the natural setting. Naturalistic practices in construction, often described and "rustic," called for native materials of timber and rock and methods of pioneer craftsmen and woodsmen. The design of roads called for careful siting in relationship to natural topography and scenery, protecting natural features, minimizing the amount of cut and fill, sloping the banks of the road and allowing the vegetation to recover in such a way that blended the roadway into the natural topography and created the illusion that nature had never been disturbed. A process called "landscape naturalization" developed in which native trees, shrubs, and other vegetation were planted to erase the scars of construction, to obliterate the traces of old roads, to restore areas previously logged, farmed, or burnt, and to beautify areas within the parks.

During the 1930s with abundant funds and labor provided by public works and emergency conservation work (later the Civilian Conservation Corps), master plans provided the basis for funding the construction of roads, trails, and other facilities. The principles and techniques developed in the 1920s were practiced, and in some cases, further refined in the 1930s as park development proceeded on a massive and unprecedented scale. During the New Deal, the National Park Service also influenced the development of state parks nationwide by supervising emergency conservation work and Works Progress Administration (WPA) projects and by producing technical information on the design of park structures and facilities and landscape conservation, trail construction, and other topics.[6]

The multiple property listing provides the national context for evaluating Blackwoods and Seawall campgrounds which were developed wholly or in part by the Civilian Conservation Corps during the New Deal (for context themes, please see Appendix H).

Sample Historic Properties Cited in the Multiple Property Listing "Historic Park Landscapes in National and State Parks"

National Park Service Properties	County/State	Registration Number/Date
Crater Lake National Park MRA		
Comfort Station #68	Klamath, OR	88002624 12/1/88
Comfort Station #72	" "	88002625 12/1/88
Grand Canyon National Park		
Grand Canyon Inn and Campground	Coconino/AZ	82001772 9/2/82
Mount Rainier National Park		
Camp Muir	Pierce/WA	91000176 3/13/91
Ohanapecosh Comfort Station #0-302	Klickitat/WA	91000203 3/13/91
Ohanapecosh Comfort Station #0-303	Klickitat/WA	91000204 3/13/91
Tahoma Vista Comfort Station	Pierce/WA	91000205 3/13/91
Tipsoo Lake Comfort Station	Pierce/WA	91000206 3/13/91
Sunrise Comfort Station	Pierce/WA	91000207 3/13/91
Narada Falls Comfort Station	Pierce/WA	91000208 3/13/91
Longmire Campground Comfort Station #L-302	Pierce/WA	91000209 3/13/91
Longmire Campground Comfort Station #L-303	Pierce/WA	91000210 3/13/91

Longmire Campground Comfort Station #L-304	Pierce/WA	91000211	3/13/91
North Cascades National Park			
Backus - Marblemount Ranger Station House #1010	Skagit/WA	88003463	2/10/89
Backus - Marblemount Ranger Station House #1009	Skagit/WA	88003462	2/10/89
Prince William Forest			
ECW Architecture at Pr. William Forest Park: 1933-1942 MPS	Prince William/VA	89000459	6/12/89
Rocky Mountain National Park			
Glacier Basin Campground Ranger Station	Larimer/CO	87001143	7/20/87
Timber Creek Campground Comfort Station #247	Grand/CO	87001133	1/29/88
Timber Creek Campground Comfort Station #246	Grand/CO	87001132	1/29/88
Timber Creek Campground Comfort Station #245	Grand/CO	87001131	1/29/88
Bear Lake Comfort Station	Larimer/CO	87001137	1/29/88
Bear Lake Ranger Station	Larimer/CO	87001138	1/29/88
Yosemite National Park			
Tuolumne Meadows Ranger Stations and Comfort Stations	Tuolumne/CA	78000370	12/18/78
Zion National Park			
Grotto Camping Ground South Comfort Station	Washington/UT	86003704	2/14/87
Grotto Camping Ground North Comfort Station	Washington/UT	86003705	2/14/87
South Campground Comfort Station	Washington/UT	86003708	2/14/87
State and Local Parks Properties			
Connecticut State Park and Forest Depression -Era Federal Work Relief Programs Structures Thematic Resource			
Massacoe Forest Pavilion	Hartford/CT	86001746	9/4/86
American Legion forest CCC Shelter	Litchfield/CT	86001725	9/4/86
CCC Properties in Iowa State Parks MPS			
Wanata State Park Picnic Shelter	Clay/IA	90001677	11/15/90
Backbone State Park, Picnicking, Hiking & Camping Area	Delaware/IA	90001682	11/15/90
Minnesota State Park CCC/WPA/Rustic Style MPS			
Jay Cooke State Park Picnic Grounds	Carlton/MN	92000640	6/11/92
Interstate State Park Campground	Chisago/MN	92000638	6/11/92
Lake Carlos State Park Group Camp	Douglas/MN	72000776	7/2/92
ECW Architecture in Missouri State Parks: 1933-1942 Thematic Resource			
Meramec State Park Shelter House	Franklin/MO	85000532	2/26/85
Meramec State Park Pump House	Franklin/MO	85000531	2/28/85
Allegheny County Virginia			
Douthat State Park Historic District	Alleghany/VA	86002183	9/20/86

When Acadia National Park (then Lafayette NP) was established in 1919, it did not have a public campground, despite the growing popularity of Mount Desert Island as a destination for outdoor recreation. In 1928, Charles Eliot 2nd prepared a master plan for the park which specifically addressed the demand for "auto camping."[7] Work began about this time on Bear Brook campground in an area near the former Morell Park. New plans to revise the Bear Brook campground appear to have been started in 1932. Consistent with NPS work nationwide, the new plans for the campground clearly follow the objectives of individuals such as E.P Meineke who advocated the principles of naturalism and scenery preservation to ensure that new construction in the parks was inconspicuous and harmonized with the natural setting.

With the creation of the Civilian Conservation Corps (CCC) in 1933, new resources were available for the design and construction of facilities in public parks. Two CCC camps were established at Acadia and work began on an amphitheater at Bear Brook in 1933. Shortly thereafter, the park's resident landscape architect, Benjamin Breeze, began investigating the feasibility of additional recreational development on land near Hull's Cove.

At the same time, the Federal Emergency Relief Act (FERA) submarginal lands program had evaluated an extensive area on the west side of Mount Desert Island ultimately resulting in the acquisition of land for Seawall campground. There, initial survey work began in late 1935 and by spring 1936, design work on WPA Jobs #303 and #705 (campground and picnic area) was completed and ready for construction. Ultimately, the design and construction of Seawall campground featured a style typical of the rustic design of the National Park Service during the New Deal. Two loop roads with tent sites were designed and constructed including two comfort stations (buildings #102 and #103 constructed in 1937) in loop A and one comfort station in loop B (building #104, constructed 1938-9). The design of these structures clearly follow the spirit of examples provided in the "Portfolio of Comfort Stations and Privies" that was later published by the NPS as *Park and Recreation Structures*.[8] Additional rustic features constructed in the campground loops include stone fireplaces and heavy timber picnic tables. The trailer loop (loop C) and checking/ranger station were constructed in 1940 as the pre-war pressures began to shift work priorities of the two CCC camps. When camp #NP-2 was closed in 1941, work on the trailer loop comfort station (building #105), playing field, and the checking/ranger station (building #6) was continued by CCC camp #NP-1.

The development of Blackwoods campground related in part to the construction of the Otter Cove causeway and nearby segments of the motor road which had been proposed by J.D. Rockefeller, Jr. and F.L. Olmsted, Jr. in 1929. At the same time design and construction was preceding at Seawall, Rockefeller gave his approval for construction of a campground at Blackwoods on land he was preparing to donate to the park. This location afforded a critical proximity to the spectacular scenery of Acadia National Park, both the mountains and coast. Preliminary survey work began in 1937, eventually resulting in a design for three campground loops with a central camp court. This ambitious design refined the earlier principles of E.P. Meineke by providing for travel trailers rather than tents exclusively. Late in 1937, the Assistant Superintendent advised the Director of the NPS of his concern for the ability of the CCC to construct a project of this scale.[9] The Washington office advised the park to proceed, in part to justify the retention of the two existing CCC camps. Clearly, Blackwoods loop A was intended as a distinct first phase of construction. The NPS hoped to begin with a single campground loop in order to provide campsites as early as possible. In 1938, work on the Blackwoods campground consisted mainly of site preparation including tree clearing, grading, and well drilling, as well as the fabrication of timber picnic tables to be installed once the campsites were ready. Construction continued on loop A, including four comfort stations (buildings #97, 98, 99, 100), campground loop road, and link-type trailer campsites following the same rustic design principles and building prototype already in place at Seawall. In 1938, a proposed entrance from the campground to the motor road was eliminated from the design at the request of J.D. Rockefeller, Jr. Construction of additional minor roads and the grading for the camp court continued into 1940. By 1941, the lateral and spur roads for 35 campsites in Loop A were completed along with the perimeter loop road and three comfort stations. Work

by CCC camp #NP-1 continued including completion of the checking/ranger station, and by the time the CCC was disbanded in June 1942, the fourth comfort station in loop A (building #100) was nearly complete. After a hiatus on construction due to WWII, the fifth comfort station (building #96) was constructed in 1948 following the identical CCC plans of the earlier structures. Site utilities were also added at this time.

Evaluation of National Register Eligibility

The multiple property listing, "Historic Park Landscapes in National and State Parks" identifies four key aspects of the property's history that must be satisfied in order for the property to be eligible for listing. Properties eligible for listing in the National Register of Historic Places as related properties of this multiple property group meet Criteria A and/or C in any of the following areas: Landscape Architecture, Architecture, Community Planning and Development, Conservation, Engineering, Entertainment/Recreation, Politics/Government, and/or Social History.[10] In addition, they must:

> 1. be associated with the 20th century movement to develop national parks for public enjoyment, to conserve natural features and scenic areas as public parks, to organize statewide systems of state or local parks, or to develop natural areas, including sub-marginal lands, for recreational use.
>
> 2. retain several or all of the physical characteristics listed [in the multiple property documentation form] that were developed for that area during or before the New Deal era (1933-1942).
>
> 3. reflect the principles and practices of park landscape design used by the National Park Service in national parks from 1916 to 1942 and in state and national parks through ECW, CCC, PWA or WPA projects from 1933 to 1942.
>
> 4. possess historic integrity of location, setting, design, materials, workmanship, feeling, and association, and overall reflect the physical appearance and condition of the landscape during the period of significance. Changes and additions to the landscape since the period of significance... diminish historic integrity and are considered noncontributing. Historic park landscapes containing such changes are eligible for listing if the overall historic plan is intact and a substantial number of historic characteristics possessing integrity of design, location, materials, and workmanship are present.[11]

Principles and Practices of Park Landscape Design 1916-1942

- Protection and preservation of natural scenery and features
- Prohibition of exotic plants and wildlife
- Presentation of scenic vistas through the location of park facilities and development of overlooks
- Avoidance of right angles and straight lines in the design of roads, trails, and structures
- Use of native materials for construction and planting
- Use of naturalistic techniques in planting, rockwork, and logwork to harmonize manmade development with natural surroundings
- Adaption of indigenous frontier methods of construction
- Transplanting and planting of native trees, shrubs, and ground covers to erase the scars of construction and earlier uses of the land.[12]

The applicable areas of significance for Seawall and portions of the Blackwoods campgrounds appear to be Landscape Architecture, Conservation, and Entertainment/Recreation. The applicable National Register Criteria is Criterion C.

Registration Requirements

▲ Association With the 20th Century Movement to Develop National Parks for Public Enjoyment

Originally established in 1919 as Lafayette National Park, Acadia was the first national park east of the Mississippi. For many reasons, efforts to preserve the spectacular scenery of Mount Desert Island and make it easily accessible for recreation echo similar projects in many of the large western parks. Acadia's history is not specifically limited to NPS park design and construction, but the national movement to create parks in a natural setting that would afford Americans access to the country's scenery is clearly expressed here in a number of public facilities including the campgrounds, motor road system, picnic areas, and portions of the hiking trail system.

Seawall campground and portions of Blackwoods campground are physical examples the "New Deal" conservation programs such as the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA). The Civilian Conservation Corps and other "make work" programs of the Roosevelt administration were created in response to severe unemployment resulting from world-wide economic depression. Men who were unemployed during the Great Depression saw the CCC, the WPA and the jobs provided by the Public Works Administration as an economic opportunity, a way out of hardship. The high quality of CCC park construction projects at Acadia National Park is evidence of their pride in work.

New Deal policies and programs led to the creation of two CCC camps on Mount Desert Island. Local men were also employed by the Works Progress Administration (WPA) during the construction of the campgrounds. The design and construction of Seawall campground and the first phase of Blackwoods campground was undertaken between 1935 and 1942 through a collaboration of NPS landscape architects and CCC labor found in two camps on the island, and in close communication with the Washington office of the NPS who were facilitating this national movement. As part of this national program, detailed design work on individual features, from comfort stations to picnic tables, was enhanced by prototypes and standards that had been developed by NPS landscape architects.[13] The Public Works Administration's (PWA) "Resettlement Administration" developed a submarginal lands program nation-wide that took unproductive agricultural lands and developed their recreational potential. Seawall campground began as such a project.

▲ Retains the Physical Characteristics Developed During or Before the New Deal

Seawall Campground

By 1942, Seawall campground contained nearly every physical feature characteristic of rustic campgrounds designed by the National Park Service during the New Deal. The linear organization of the **entrance road** remains, though the road has been widened somewhat, and includes the rehabilitated historic **entrance gate**. The entrance is punctuated by a rustic **checking/ranger station** (building #6) completed in 1941. This "T" shaped single story structure is constructed with board and batten exterior siding, a steep hip roof, on a granite ashlar foundation. Three **one-way loop** roads were constructed to provide access to **campsites** (loops A, B, and C). The individual **campsites**, though deteriorated, contain examples of **parking spurs and links** characteristic of the period. **Native vegetation**, including spruce, fir, and a shrub understory line the roads, and provides screening between the individual campsites. Within the campsites, Seawall still retains a large collection of **rustic stone fireplaces**. A few of the original **wood post campsite markers** remain, but many have been lost since the campground was constructed. Communal features include small, unobtrusive **water supply taps** and four historic **comfort stations** (buildings #102, 103, 104, and 105). Like the entrance checking building, they are constructed with board and batten exterior siding on a masonry foundation, with a hip roof. Though several are deteriorated, they retain many of the characteristic design details such as an L-shaped "privacy fence" at the principal entrance to each restroom, with an articulated diamond pattern cut out of the vertical boards. **Utilities** (water, electricity, sewer) are provided underground. A pump house and tool shed (buildings #58 and #59) were also constructed by CCC. Pedestrian circulation within the campground is accommodated on the interior roads and is supplemented by a system of **paths and trails**. The campground takes its name from a naturally-occurring barrier of granite rocks that forms a characteristic "seawall" along the **Gulf of Maine** located approximately a quarter mile from the campground.

Blackwoods Campground

At Blackwoods, the first phase of construction was largely completed by 1942 and also included many of the physical characteristics typical of the rustic campground design. A three-quarter mile long **entrance road** leads to the camp court, an oval one-way drive off which the campsite loop roads are located. Loop A includes a typical **one-way loop** road from which access to the campsites is found. By 1942, a central cluster of thirty five link-type trailer **campsites** were constructed. These sites were followed by construction of campsites with **parking spurs** at the end of WWII, as had been developed as Seawall. At Blackwoods, **steel fireplace rings**, which

are an historic prototype, appear to have been used historically. Many steel fireplace rings exist at the campsites. **Native trees and shrubs**, especially the ubiquitous black spruce woods from which the campground derives its name, enclose the campground and entrance drive and form vegetative screening between individual campsites. As is found at Seawall, communal features include five historic **comfort stations** (buildings #97, 98, 99, 100, 101) and a collection of **water supply taps**. Both of these features are identical to those found at Seawall. Only a few of the rustic gates remain, though the principal **entrance gate to loop A** is intact. It is a simple design of two large boulders with steel rings on to which a chain or cable can be fastened. A few of the original **wood post campsite markers** also remain in loop A and they are still used to mark the intersection of lateral roads with the perimeter one-way loop. Blackwoods was specifically located to take full advantage of access to both the ocean and the mountainous terrain of the park. The **Ocean Path**, constructed in 1938, links the campground to the cliffs overlooking **Otter Cove**.

Integrity is discussed below including an analysis of losses and additions to both historic properties.

▲ Principles and Practices of Park Landscape Design, 1916-1942

The profession of landscape architecture provided the official guidance for the physical development of national parks from 1916-1942. Official park service policy of 1918 stated that landscape engineers and landscape architects were to be consulted in park development projects to insure that new facilities harmonized with the natural landscape. The precedents for this design ethic can be traced to the work of Andrew Jackson Downing and Frederick Law Olmsted, Sr. who had themselves been influenced by earlier English landscape gardening traditions. These traditions were carried into the 20th Century by Frederick Law Olmsted, Jr., Henry Hubbard, Theodora Kimball and Frank Waugh, in time to influence the early development of parks after the creation of the National Park Service in 1916. The National Park Service's first chief landscape architects Charles Punchard, Daniel Hull and Thomas Vint were the first to translate the work of their predecessors into a distinctive rustic style. Benjamin Breeze, Acadia's resident landscape architect during the CCC period, followed the system and standards for landscape architecture developed by Thomas Vint including the National Park Service master planning process. Breeze began his career with the National Park Service in April 1933 as Landscape Foreman employed by the park to supervise ECW/CCC projects. Promoted to Resident Landscape Architect, Breeze remained at Acadia until September 1943. Breeze developed a comprehensive master plan for Acadia National Park that included specific design work for both Seawall and Blackwoods campground.

▲ Integrity

Seawall Campground

Seawall campground appears to have retained a high degree of integrity from the years of the CCC program (1933-1942). Prior to its dissolution in 1942, the CCC had successfully completed Seawall loops A, B and C and all structures necessary to make these developments functional. All original campground comfort stations remain extant in fair to good condition. Rustic stone fireplaces, though in some instances badly deteriorated, still occupy their original location. Many individual campsites retain their original location, though the vegetation surrounding them reflects the hardship of survival with heavy use. Features missing from the 1935-1942 period include heavy log picnic tables that have been replaced with lighter weight tables constructed of boards and steel tubing. Modern additions affecting the entire campground include the addition of a bituminous asphalt surface to the campgrounds roads, where during the historic period, master plan documents refer to the road surfaces as having been "base sealed." Site specific modern additions include the construction of loop D, a walk-in campground loop, and an amphitheater. These unmistakably modern features are set back from the other areas of the campground and do not intrude on the historic character of the campground. Loop D and the amphitheater are both located on sites that had much earlier been specified for this purpose. While the details of construction of the amphitheater and loop D are modern, they were located in accordance with site planning documents in use during the historic period. These changes do not compromise the setting of the campground because they are physical features directly

related to the function of the property as a campground. The conversion of the historic Seawall playing field to a group camping area constitutes a change in use, but has a limited effect on integrity because it can be easily reversed.

While Seawall campground retains qualities of integrity relating to location, design, setting, and association, qualities of workmanship and materials are diminished by the deterioration of the individual campsites including the poor condition of surrounding vegetation and loss of small features and furnishings such as rustic picnic tables and stone and log barriers. Despite this deterioration and modest alterations, the feeling of a rustic campground located near the sea is still evident.

Blackwoods Campground

The Blackwoods campground appears to possess diminished integrity from the historic period (1935-1942, 1948). At the time of the CCC's dissolution in 1942, only the first phase of the campground had been constructed. This includes the construction of the campground access road and partial completion of the camp court, a large central open space at the center of the campground, the perimeter, one-way loop road for loop A including 35 campsites, and four comfort stations. The intervention of World War II brought a halt to the development of utilities necessary to open the campground which was delayed until the summer of 1946.[14] The fifth comfort station, which was designed with the earlier CCC structures, was constructed in 1948. However, 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 periods.

From the earliest planning documents, Blackwoods campground had been intended as a long term project, to be constructed a piece at a time as funds and labor became available. The original design for the campground continued to evolve into the "Mission 66" period. Many features such as a campground headquarters, and pavilion structure that were part of the original design have never been constructed. Originally conceived as three large campground loops organized around the central "camp court" the second of the three loops was not begun until 1958. The third loop was never constructed.

In 1978, the historic ranger/checking station burned down. In 1975, a smaller checking station had been constructed at the entrance to the camp court. All of the original CCC comfort stations remain extant within loop A, though one modern comfort station has been added in the historic loop. Like Seawall, 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 Black Woods loop A, 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 3-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.

Period of Significance

Based on the evaluation discussed above, the *period of significance* for Seawall campground is 1935 to 1942. Due to the later construction of building #101 in accordance with designs prepared prior to 1942, the period of significance for Blackwoods is 1935 to 1942, 1948. This period includes 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 of significance for both properties begins with the preliminary investigation of the Seawall area as a potential

Recreational Demonstration Area in 1935. The period of significance ends at Seawall in 1942 with the dissolution of CCC camp #NP-1. The period of significance ends at Blackwoods with the construction of the last rustic structure in 1948.

Historic Property Boundary

The boundaries of the historic properties are illustrated in Figure 82. At Seawall, the historic property includes the entrance road, loops A, B, C, and the group camping area. The historic property of Blackwoods campground includes the entrance drive, camp court, loop A, and the Ocean Path.

Contributing Resources

Contributing resources add to the historic associations, historic architectural qualities, or archeological values for which a property is significant because they were present during the period of significance and relate to the documented significance of the property and which possess historic integrity.[15] Contributing resources at Seawall and Blackwoods related to the historic context "Historic Park Landscapes in National and State Parks" and which are substantial in size, scale, or workmanship include:

Contributing Resources

Seawall Campground (8 structures, 2 sites)

checking station (#6)
comfort stations (#102, 103, 104, 105)
pump house (#59) and water tank
tool shed (#58)
road system
campsite system

Blackwoods Campground (5 structures, 3 sites)

comfort stations (#97, 98, 99, 100, 101)
road system (entrance road, camp court, loop A)
link (trailer) campsites in loop A
Ocean Path

Non-Contributing Resources (*including features outside the historic property boundary*)

Seawall Campground

loop D and campsites
group campsites
amphitheater area (building, seating area, parking)
comfort stations (#178, 179, 180, 181)
Doliver cemetery
employee housing

Blackwoods Campground

loop B and campsites
amphitheater area (seating, building)
comfort stations (#96, 118, 119, 120, 121, 122)
checking station

Additional features which remain from the historic period and which contribute to the significance of the two campgrounds are described in the following chapter, Character-Defining Features. This includes entrance gates, stone and log barriers, markers, fireplaces, and water taps. The ranger station residence at Seawall (building #135) is not a contributing resource because it was built by the Navy in 1941 and is not related to the historic context included here.

Recommendations

Neither Seawall campground nor the historic portion of Blackwoods campground is currently listed on the National Register of Historic Places. Separate nomination forms should be prepared based on this analysis. Prior to this Cultural Landscape Report, a previous study had made preliminary evaluations of the architectural features in the campgrounds. The "Inventory of Structures: Acadia National Park," prepared for the North Atlantic Region, Division of Cultural Resources in 1984, identified the buildings associated with the campgrounds as possessing insufficient significance to merit their individual nomination to the National Register.[16] However, this study inaccurately asserts that the campgrounds have suffered a loss of integrity due to the removal of original buildings. Rather, modern campground buildings are new additions, not replacements of missing historic buildings. The 1984 "Inventory of Structures"

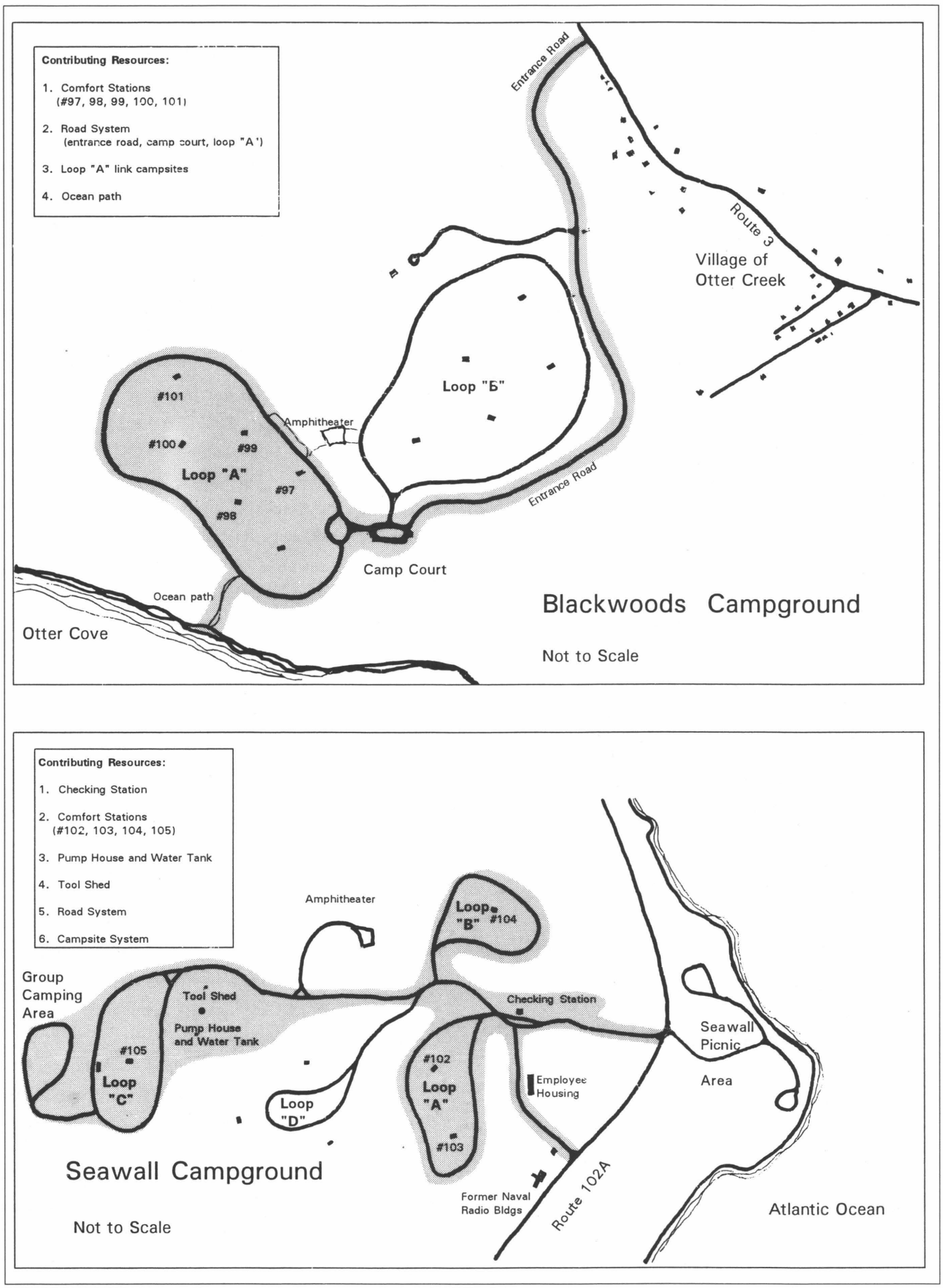


Figure 82: Historic property boundary(ies) Blackwoods and Seawall campgrounds.

suggests that if the campground structures could be shown to possess integrity as an ensemble, it may be possible to make a case for eligibility as part of a district nomination.[17]

The 1991 *General Management Plan for Acadia National Park* (GMP) cites the ongoing preparation of a park-wide thematic nomination. Historic contexts recommended in the GMP are (1) early settlement of Mount Desert Island 1761-1865, (2) the summer colonies 1865-1930, (3) establishment and work of the Hancock County Trustees of Public Reservation 1901-1918, and (4) the development of Acadia National Park 1919 to present.[18] In 1990, a preliminary draft multiple property nomination was prepared, including a discussion of the potential eligibility of various resources associated with the campgrounds of Acadia National Park.[19] However, this document has not proceeded beyond an initial draft and does not constitute an official determination of eligibility, nor does it adequately address the cultural landscapes of the park.

Additional work to document other historic contexts at Acadia will also determine the significance of features such as the Seawall ranger station residence (building #135) which were constructed by the Navy in 1941. In addition, further work may be required to more fully evaluate features constructed after 1942 which followed, at least in function or concept, the recommendations of earlier designs. Regardless, the multiple property listing "Historic Park Landscapes in National and State Parks" provides the relevant historic context for the campgrounds in the absence of a park-wide nomination. This multiple property form may also provide the vehicle for evaluating other potential historic properties in the park completed during the New Deal such as the Pretty Marsh picnic area and rustic shelters. In the future, however, the park may wish to consider a park-wide nomination that addresses the diverse cultural landscapes of Acadia in lieu of the currently planned multiple property submission.[20]

ENDNOTES: ANALYSIS AND STATEMENT OF SIGNIFICANCE

1. Linda Flint McClelland, "Historic Park Landscapes in National and State Parks," National Register of Historic Places Multiple Property Documentation Form, U.S. Department of the Interior, National Park Service, 1995.

2. Note that building #101, a comfort station in Blackwoods loop A was constructed in 1948 after the last CCC camp on the island was closed in 1942. The design for this structure was completed during the CCC period utilizing the NPS prototype and is therefore considered to be a contributing resource of the historic property.

3. National Park Service, National Register of Historic Places, *Bulletin16A: How to Complete the National Register Registration Form,* (Washington, D.C.: United States Department of the Interior, National Park Service Interagency Resources Division, 1991).

4. Ibid., "Historic Park Landscapes in National and State Parks."

5. Linda Flint McClelland, *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916 to 1942*, (Washington, DC: U.S. Department of the Interior, National Park Service, Cultural Resources, Interagency Resources Division, National Register of Historic Places, 1993).

6. Ibid., "Historic Park Landscapes in National and State Parks." 1, 2.

7. Charles Eliot 2nd, *The Future of Mount Desert Island: A Report to the Plan Committee, Bar Harbor Village Improvement Association,* (Bar Harbor, ME: Bar Harbor Village Improvement Association, 1928), 21.

8. "Portfolio of Restrooms and Privies," as cited by McClelland in multiple property listing and Albert H. Good, ed. *Park and Recreation Structures*, vol. 1-3, (Washington, D.C.: U.S. Government Printing Office, 1938).

9. Assistant Superintendent to Director, 12 December 1937, Record Group 79, Records of the National Park Service, National Park Service-New England Region, Waltham, MA.

10. Ibid., "Historic Park Landscapes in National and State Parks," See Registration Requirements.

11. Ibid., "Historic Park Landscapes in National and State Parks."

12. Ibid., 164.

13. Albert H. Good, ed., *Park and Recreation Structures*, vol. III, (Washington, D. C.: U.S. Government Printing Office, for the United States Department of the Interior, 1938).

14. *Bar Harbor Times*, October 7, 1947.

15. National Park Service, *National Register Bulletin 16A*, (Washington, D.C.: U.S. Department of the Interior, NPS, Interagency Resources Division, 1991). 16, 17.

16. David Arborgast, "Inventory of Structures: Acadia National Park," (Boston, MA: National Park Service, North Atlantic Region, Division of Cultural Resources, 1984).

17. Ibid.

18. National Park Service, *General Management Plan and Environmental Assessment for Acadia National Park,* (Denver, CO: NPS, Denver Service Center), 115.

19. Christine S. Beard, Draft Multiple Property Nomination, "Historical and Architectural Resources of Acadia National Park," (Boston: National Park Service, 1990).

20. While a multiple property nomination may the appropriate vehicle for evaluating the historic resources of Acadia National Park, further work to evaluate the cultural landscapes of the park may warrant exploring potential strategies such a historic district.



INVENTORY AND ANALYSIS OF CHARACTER-DEFINING FEATURES

Inventory and Analysis of Character-Defining Features

The Seawall and Blackwoods landscapes display a number of existing historic features which visually and spatially contribute to the character of the properties as a whole. The qualities of a landscape conveyed by its materials, features, spaces and finishes are termed "character-defining."[1]

Both campground landscapes can be best understood through an analysis of their collection of features. Character-defining features are those features which were present in the landscape historically (1935- 1942) or are replacements of historic features and survive today. Historic vegetation, structures, furnishings and spatial relationships define the character of a historic landscape only if they are still present on the site. Unfortunately, as the campground landscapes have evolved, many historic features have been removed and not replaced in kind. Others have been modified or transformed into the contemporary features visible in the campgrounds today.

In an effort to avoid speculation, only features documented to remain in place from the proposed historic period (1935-1942) have been classified as "character-defining" in this report. This section identifies and analyzes character-defining features in the following categories:

I. Spatial Organization and Land Use
II. Circulation Networks
III. Campsite Furnishings
IV. Vegetation
V. Architectural Ensemble

To simplify the discussion of the various features, Seawall and Blackwoods are addressed separately.

Seawall Campground

Spatial Organization and Land Use

▲ Linear Organization

Seawall campground is arranged along a central two-way road which serves as the spine onto which other spatial components of the landscape are arranged. This road is oriented north/south and serves as both an access road from the public highway and as the primary linear route for vehicles and pedestrians within the campground. Campsite loops, a seasonal housing area, and an outdoor amphitheater are all placed along the central road. This linear organization remains intact at the Seawall campground (Figure 80).

▲ Campsite Loops

Campsite loops A, B and C are all character-defining features of the Seawall campground. These three loops were constructed during the historic period (1935-1942). Loops A and B were designed as "Auto- Tent" campgrounds, not designed to accommodate travel trailers. Loop C was designed especially for travel trailers. The spatial organization of loops A, B and C are largely intact. Loop D, constructed in 1960, is not considered a character-defining feature of the Seawall landscape. The Seawall group camping area was also created in 1960 when a playing field serving the campground was converted to a group camping area.

▲ Campsites

Individual campsites within campsite loops of the Seawall campground have their own spatial/component identity, and can also be considered character-defining. The layout of individual campsites within loops A, B and C of Seawall have changed very little from the historic period. Comparison of historic plans with existing conditions reveal that approximately the same number of campsites exist in the same locations as during the historic period. Campsites are made up of a number of sub-features such as vegetation and site furnishings. The

spatial definition of individual campsites was historically delineated with stone boulders as barriers. Removal of barriers has caused a growth in the physical size of campsites. The mortality of screening vegetation and deterioration and modernization of site furnishings has resulted in a change in the rustic character of most individual campsite units. For these reasons, the spatial quality of the *individual* campsites of loops A, B and C has deteriorated since the historic period (Figure 83).

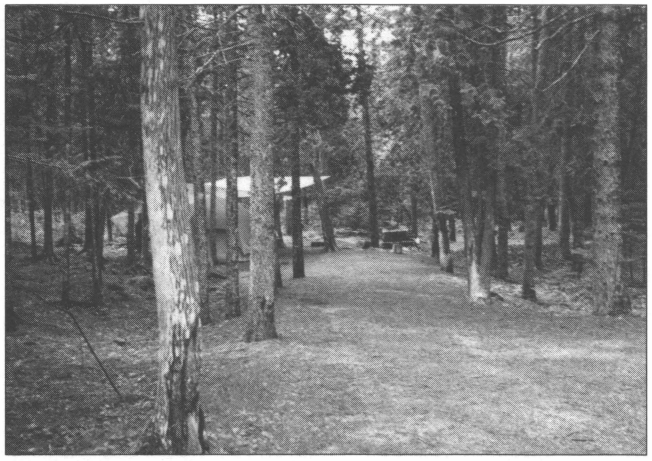


Figure 83: Where vegetation has been damaged from years of campground use, the spatial qualities of the individual campsite are diminished.

Circulation Networks

▲ Campground Entrance Road

Two rehabilitated rustic gate piers of the historic period mark the beginning of the campground entrance road. This main campground road, almost one half mile in length, begins at an intersection with State Rt. 102A and travels north to the Seawall checking station. Between Rt. 102A and the checking station, the entrance road has been widened to approximately thirty feet. It appears that the gate piers were rehabilitated at the time of the widening, moving them a greater distance apart. This widening appears to have been part of a building program, beginning in the 1970's at both Seawall and Blackwoods, that constructed a third lane for traffic waiting for campsite check-in. Past the checking station, the Seawall entrance road narrows to a range of 18-22 feet to the road's termination at loop C, the trailer campground loop. The road is surfaced with bituminous concrete which has replaced the "base sealed" surface in place during the historic period. The notes referring to base sealing on historic drawings can be understood to refer to a "chip seal" as the process is termed today. The current pavement surface is unmarked north of the checking station, having neither centerline nor edge striping. Shoulders of the road are vegetated except where traffic has frequently pulled off of the road surface, as is the case near the public telephones. Due to changes in width and surface, the current campground entrance road only moderately represents that of the historic period (Figure 80).

▲ Campsite Loop Roads

Roads serving campsite loops A, B and C intersect with the main campground entrance road, directing traffic in a one way, counter-clockwise direction. The one-way layout of these road is a historic characteristic of National Park Service campgrounds of the period. These secondary campground roads are surfaced with bituminous concrete, identical to the surface of the primary campground entrance road. Contemporary campsite markers consist of numerals painted in white at the edge of the 10 to 11 foot wide pavement surface. During the historic period, the campsite loop roads were surfaced with untreated gravel, and instead of painted pavement numerals, campsites were identified with numbered wooden posts. The exception to this gravel surface treatment was the surface of loop A which was "base sealed" as early as 1942 to serve as a civilian detour around the Naval radio installation.

The campground loop roads occupy relatively level ground and have not required the installation of elaborate drainage features. However, in the instances where stone headwalls and drop inlets occur, they help to define the rustic character of these roads (Figure 84).

A lack of boulder barriers, as had been originally specified by the Meinecke system of campground development, has resulted in a lack of definition of the roadside, as campers have pulled their vehicles off the road surface at every possible location. Although alignment has been retained, the campsite loop roads have been altered slightly since the historic period due to deterioration of vegetation along the roadsides and the installation of modern pavement.



Figure 84: Stone drainage inlets and headwalls help define the rustic character of campground roads.

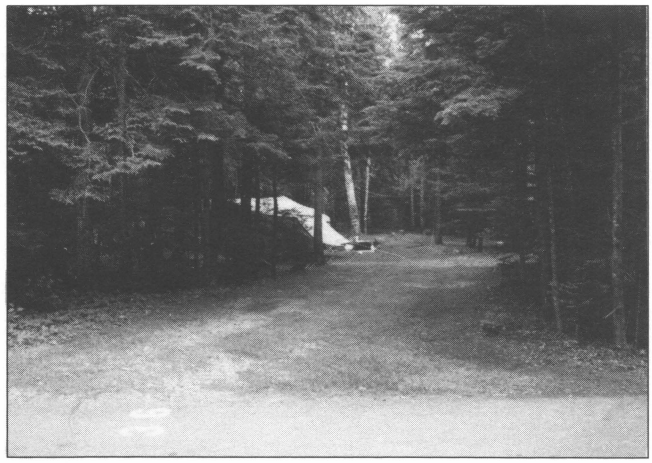


Figure 85: Campsite parking spur, lacking vehicular barriers.

▲ Parking Spurs and Links

Parking spurs and links are the third element of the vehicular circulation system. Forest pathologist E. P. Meinecke, in developing a new approach to campground design, described individual campsites as outdoor living rooms and their parking spurs as outdoor garages. The confinement of vehicles to a limited and well defined area was historically chosen as the best way to ensure the preservation of landscape values within the campsites. Unfortunately, the removal of vehicular barriers defining each parking area has created a situation where cars intrude into the campsite. Parking spurs were historically designed for auto-tent campers, for whom it was a simple task to pull in and back out of the defined parking spur.

Parking links were historically designed for trailer campers, who had difficulty backing their equipment within the narrow campsite loop roads. Parking links provide separate entrances and exits on parallel roads, eliminating the need to back up a trailer. The growing size of recreational vehicles and the desire for flexibility in accommodating a variety of equipment has created pressure to remove many boulder barriers or "parking management stones" defining the campsite parking areas. The result has been an overall growth in the physical size of parking spurs and links, degrading the environment of the overall campsite area. Although examples of well defined parking spurs exist within the Seawall campground, the majority of parking spurs and links throughout the campground are poorly defined (Figure 85).

▲ Pedestrian Pathways

Pedestrian traffic primarily follows the same routes used by automobiles. This is possible and practical due to low vehicular speeds within the campground. Smaller social trails off of vehicular routes have evolved with use over the decades and exist as small paths surfaced with forest litter or bare soil. Heavily traveled routes, such as paths to the comfort stations have been surfaced with wood chips. Pedestrian routes appear to have retained a high degree of continuity. The bituminous sidewalks serving the Seawall amphitheater and amphitheater parking were constructed in 1960-61, outside the historic period and are not character-defining.

Site Furnishings

Small features such as signs, gates, fireplaces and other objects, known as site furnishings, may help to define and reinforce the historic character of a landscape. Unfortunately many of the site furnishings which existed during the historic period at Seawall campground are no longer extant. Signs and picnic benches from the historic period are examples of missing features.

▲ Stone and Log Barriers

Large stones and logs were used historically to define both campsites and circulation routes. These stones and logs were partially buried below the surface of the soil to simulate a natural appearance. The few barriers that remain at Seawall function to define the end of a small number of individual campsite parking spurs. Unfortunately, the continued use of barriers has been minimized

in an effort to maintain maximum flexibility for the accommodation of a variety of camping equipment. As a result, this collection of features within the Seawall campground landscape is in poor condition.

▲ Gates

During the historic period, a variety of rustic gates were designed for different uses throughout the developed areas of Acadia National Park. Many were installed but few have survived to the present.

The entrance gate to Seawall campground is the only remaining gate out of three that were located at this intersection. In July of 1942, the U.S. Navy closed off a portion of Rt. 102A to provide a secure zone around their newly constructed radio station. Part of this project included the construction of three similar gates designed by the National Park Service, one across Rt. 102A, one across the campground access road, and a third across the picnic ground access road. Civilian traffic was routed around the Naval radio station, north by way of the campground access road and then east through loop A. The existing gate at the entrance to the Seawall is constructed of two massive stone masonry piers onto which are mounted heavy timber single crossbar gates. This gate has been rebuilt to a wider span within the last ten years due to the widening of the campground entrance road and is in excellent condition (Figure 65).

Other gates serving Seawall campground are not of rustic design, and are constructed of utilitarian steel tubing. These gates have replaced earlier rustic gates that were of simple designs to limit access to fire roads. The modern steel gates are not character-defining.

▲ Wood Post Campsite Markers

Before the widespread introduction of bituminous concrete to pave the surfaces of the campsite loop roads, numerals were routed into low wooden posts to identify the location of individual campsites. The contemporary solution of painting campsite numbers at the pavement edge would have been impossible on a gravel or chip sealed surface. A few of these wooden posts remain in loops A, B and C, though they are in poor condition. However, wooden posts continue to be used to identify campsites in loop D, the "walk-in" campsite loop that was constructed in 1960 (Figure 86).



Figure 86: Historic wooden post campsite marker at Seawall campground. These markers were used before the campground roads were paved with bituminous concrete.

▲ Stone Fireplaces

The most outstanding character-defining feature of the individual campsites in the Seawall campground are the stone fireplaces constructed by the CCC. The fireplace design in use at Seawall appears to be a variation on a theme used throughout the western national parks.[2] The overall dimensions of these fireplaces range from five to six feet across and three to four feet deep. The firebox is formed by two splayed low stone arms attached to a stone backing approximately two and one half feet high. The higher back wall serves as the visual vestiges of a chimney and is purely aesthetic, serving no useful purpose.[3] The firebox is lined with beige firebrick. The cooking grate is fabricated from wide strips of cold-rolled milled steel many of which are permanently fixed in place. Other individual fireplaces units at Seawall feature a third splayed arm to serve as a prop to rest a hinged fire grate that could be swung away from the fire box. This third arm also serves as a small but useful surface to aid the preparation of meals (Figure 87).

The type of stone fireplace in use at Seawall has long been recognized for requiring high maintenance. Albert Good, editor of *Park and Recreation Structures* wrote in 1938: "...in spite of every possible structural precaution to insure long life, this kind of facility remains intact scarcely one season under the hard use to which swarming hordes of picnickers subject it..." At the time of Good's writing, concrete and steel alternatives to rustic stone fireplaces were being developed and constructed in state and local parks throughout the country. Among these alternatives was a steel ring fireplace developed by the Cook County Forest Preserve of Illinois.[4]



Figure 87: Historic view c.1937-38 of an Acadia National Park picnic area. Stone fireplace is typical of that installed at the Seawall campground.

The contemporary standard steel outdoor fireplace in widespread use at Acadia National Park appears to have evolved from this early prototype.

In spite of the high maintenance required, the stone fireplaces at Seawall campground have not been replaced with low maintenance alternatives. This decision may have occurred out of respect for these fireplaces as an appropriate use of native materials in a national park. Unfortunately, no parallel decision was made to adequately maintain these features, and they exist on the site in poor condition. The fireplaces however are not beyond repair. Most of the original stones remain on site (Figure 88).

▲ Water Supply Taps

Campers visiting Seawall campground obtain water for drinking and washing from utilitarian water taps. In 1938, Albert Good wrote: "If it is decided to mask its quaint utilitarianism by concealing it amongst low growth of planting, it is not readily discoverable, and a sign must point out its location. If provision is not made for disposing of drip and overflow, the tap is soon the center of a muddy wallow..."[5]



Figure 88: Contemporary view of deteriorated stone fireplace at the Seawall campground.

Good discusses the pros and cons of concealing the water tap or pump by various devices, including its camouflage inside a hollow log, or small building. He also recognizes that some may object to such tricks as unprincipled in design, false and misleading. In any case, the water taps in use at Seawall are simple and unadorned and it appears that they have always been so despite the inevitability of countless repairs over the years. The taps are two and one half to three feet high, featuring common hose bibs as fixtures. These hose bibs are not fitted with backflow prevention. A gravel pad is provided below the taps to provide dry footing for those using the fixtures. The continuity of use of this kind of fixture is well established within the setting of the Seawall campground (Figure 89).

Vegetation

▲ Screening Vegetation

In general, the overstory vegetation of Seawall campground appears healthy and works to provide shade for the majority of campsites. Screening vegetation between campsites helps to define the spatial enclosure of the individual campsite and a measure of privacy from neighboring sites. Screening vegetation serves as the "walls" of the campsite that E. P. Meinecke described as a "temporary home."[6] Vegetation and distance were



Figure 89: Utilitarian water supply tap, typical of those found at the Seawall and Blackwoods campgrounds.

used historically to create "buffer zones" between sites. Seawall loop A is located within a forested area of uneven age and as a result is vegetated with a great quantity and variety of screening vegetation. The situation in loop A is much better than elsewhere at Seawall. Campsites within loops B and C lack clear spatial definition due to the lack of screening vegetation. As a feature, screening vegetation within loop A may be described as being in moderate condition, while screening vegetation within loops B and C may be described as in poor condition (Figure 90).

Architectural Ensemble

The architectural ensemble, or collection of buildings serving the Seawall campground was designed to complement Acadia's landscape. Although the utilitarian floor plans for many building drew upon prototypes found elsewhere in the national and state park systems, this collection of simple buildings was customized to Acadia National Park, unified by the use of board and batten siding and hipped bellcast roofs, both architectural details common on Mount Desert Island. Wooden siding was consciously chosen by Acadia's resident landscape architect as more appropriate for a forested setting than stone. This choice was in complete agreement with the Atterbury architectural report of 1929. This report had criticized the cyclopean stone work

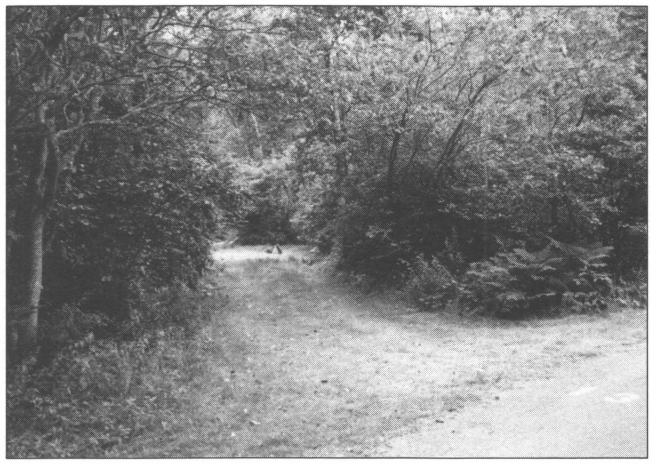


Figure 90: Screening vegetation between campsites offers privacy and defines the boundaries of the campsite.

typical of many western parks as "weird" and "out of scale."[7] Also in keeping with Atterbury's assessment that "the roof problem is the crux of the whole [architectural] matter...," special attention was given to the to the design of roofs for campground buildings.[8] A hierarchy of building types was communicated through the specification of different roof pitches. The publicly oriented checking station was given a steep roof pitch (12:14) while the humble purpose of the nearby comfort stations was communicated through the use of a flatter roof pitch (12:10).[9] A headquarters building and site plan were designed for Seawall campground during the historic period, yet were not constructed.

The materials and finishes of the campground buildings have evolved over time. Hand split shingles have been replaced by asphalt/fiberglass composition shingles. Siding that appears to have been finished with stain has been painted a standard "NPS" brown.[10] An exhaustive description of each campground building may be obtained through the Inventory of Structures: Acadia National Park, (1984).

▲ Checking Station/Bldg #6

Completed in 1941 by the CCC, this building is an eccentric "T"-plan, one story building constructed on a granite ashlar foundation. The base of the "T" contains an open porch with square wood posts supporting the roof and connected with a thin wood upper rail and a wide wood lower rail. Centered in the base of the "T" is an opening between the posts which parallels the main door opening to the residence. To the right of the

intersection of the base and top of the "T" is a small side porch with a square wood post supporting a shed roof faced with board and batten siding. The walls of the building are of board and batten construction with plain wood corner, fascia, and sill boards. The steep, asphalt-shingled, hip roof is carried on minimal eaves consisting of a plain face board. Historic documentation indicates that the roof was originally covered in wood shingles. All exterior woodwork is painted dark brown where historic documents indicate that stain was the original finish. Two massive granite rubble masonry chimneys thrust through the ridge corner left of the intersection. Squat, square terra cotta flues poke above the chimneys. There is an aluminum screen door fronting the main entrance door which is of wood construction featuring a nine pane sash above two wood panels. Flanking this doorway are pairs of wooden eight-light casement sash in plain wood frames. Typical windows of the building are pairs of six-light casement sash set in plan wood frames.[11]

▲ Comfort Stations/Bldg(s) #102, 103, 104, 105

Constructed between 1937 and 1941, these buildings are of a simple rectangular plan with a hipped, bellcast roofs (Figure 91). Built upon granite ashlar masonry foundations, the board and batten walls are trimmed with a plain sill, corner, and fascia boards. The eaves consist of a small wooden cove molding. All wooden exterior elements are painted dark brown, but were originally finished with stain. The asphalt-shingled roofs contain single shed-roofed dormers with rectangular wooden louvered vents, on one or both of its long sides. The roofs of the comfort station buildings were originally covered with wooden shingles. A single plumbing vent pipe pierces the roof near one the center. Entry to the buildings is by means of three doorways - one on each end providing access into the restrooms and one in the center of the long side giving access into a utility room which separates the restrooms. The end doorways are protected by tall wooden fences on two sides of an entry running from the nearest corner and back parallel to the wall. The fences have a stout square corner post, thin upper rails and vertical boards set about a foot above grade and space slightly apart from one another. Some of these privacy fences still retain the original diamond design cut into edges of the vertical boards. The windows contain four-light fixed sash typically arranged in sets of three except for the wall opposite the utility room doorway where there is a single sash unit. All windows are located directly beneath the fascia.[12]



Figure 91: Typical CCC comfort station, Seawall loop "A."

▲ Tool Shed/#58

This building was constructed between 1937 and 1942 by the CCC, as a pump house using an architectural vocabulary in keeping with the nearby comfort stations and checking station. The building is a small, single room, frame structure set on a foundation of ashlar granite blocks. The board and batten walls are delineated with corner, fascia, and thin sill boards. The hipped, bellcast roof is covered with asphalt shingles but was originally constructed with split wooden shingles. The single doorway consists of a diagonal, chevron-motif, board door in a plain wood frame over a cut granite sill block. All wood elements of the structure are painted brown.

▲ Pump House #59 and Tank

These structures associated with the campground water supply were constructed between 1938 and 1939 with funding by the PWA and labor by the CCC. The small pump house is a single-room, rectangular- plan, gable roofed structure set upon a reinforced concrete foundation. The clapboard walls and plain corner boards are painted dark brown. The asphalt-shingled roof has projecting eaves with exposed rafter ends. There are no windows and a single doorway in a plain frame provides access to the interior. At the peak of the gable end there is a modern sheet metal vent.

The adjacent water tower is virtually invisible except from its immediate environment (Figure 92). It is a standard water tower of steel construction and is supported on six steel legs with diagonal tension rods between. A steel ladder provides access to a steel deck walkway around the 15,000 gallon tank. The walkway is enclosed with a steel railing with x-bracing between its posts. The tank is of rivetted steel plate construction and is topped with a shallow conical steel roof with plain projecting eaves over the walkway.[13]



Figure 92: Steel water tank constructed between 1938 and 1939 at Seawall campground.

▲ Seawall Ranger Station Residence and Garage

These two buildings were constructed during 1941 by the U. S. Navy as part of a facility to staff several large antenna arrays which were constructed to the south and west of the campground. The residence and garage are the last remaining of five Navy buildings constructed on site. Following the end of the war, the buildings were turned over to the National Park Service.

The Ranger Station Residence (Bldg. #135) is composed of a rectangular-plan main block with attached entry room and enclosed breezeway connecting with the garage. The reinforce concrete foundation supports board and batten walls painted light gray. All exterior trimwork is painted white. The main block has an asphalt-shingled hip roof with small gable ventilating ends near its ridge. The slope of this roof continues over the front entry porch. The breezeway has an asphalt-shingled gable roof at a lower level than the main roof. All roofs have projecting eaves with exposed rafter ends. There are three chimneys - two of brick masonry piercing the roof and a third of modern concrete block masonry at the south end of the east wall. Screen doors are centered in plain frames in the south elevations of the breezeway and the entry porch. Plain wooden steps provide access from grade level to the doors. The steps of the breezeway door have a pair of plain wooden railings. The breezeway door is flanked by a pair of six-light fixed wood sash in a plain window frame. The entry porch door is bordered by a pair of on-over-one double-hung sash in plain wood frames. Pairs of these sash are located on the east and west elevations of the entry porch. Typical fenestration of the main block is of six-over-six double-hung sash arranged in pairs in plain window frames. The size of the windows vary, but their type does not.[14]

The Ranger Station Garage (Bldg. 66) is a rectangular-plan, hipped-roof, frame structure with an attached low, shed-roof addition on its north side. A reinforced concrete foundation supports the board and batten walls of the main block which have narrow corner boards and a narrow horizontal batten at wainscot rail level. The most prominent feature of the building is an exterior wood ladder on the west side of the building which rises to the eaves where it turns into a set of ladder steps up to roof slope to a viewing platform on top of the roof. There is a plain wood railing on the north side of the roof sections of this structure. The asphalt-shingled roof has projecting eaves with exposed rafter ends. The east elevation features a large panelled wooden overhead door with five panes in its top section of panels. This door is set in a plain wooden frame. The south elevation is symmetrically arranged with single doorways at each end and a pair of window in the center. The east doorway retains its original wood- panelled door with six-light

sash, but the west door has been replaced with a modern slab door. The windows contain typical six-over-six double-hung sash. All door and window frames are plain. The west elevation contains a typical window unit on its north end and a rectangular, four-louver wooden vent opening at its south end. The walls are painted light gray and all trim work is painted white.

▲ Other Buildings

Additional buildings such as the Seawall Amphitheater and the comfort stations serving loop D were constructed between 1959-1960 during the National Park Service's Mission 66 development campaign. These buildings are not considered character-defining features of the Seawall campground landscape.

BLACKWOODS CAMPGROUND



Spatial Organization and Land Use

▲ Centralized Organization

Blackwoods campground is organized around a central "camp court," which acts as the organizing hub of the campground. The campground access road, a headquarters building site, and campsite loops A and B are all attached to this central open space. This oval shaped space and road is oriented with its long axis in an approximate north/south direction. The camp court was only partially completed according to the original plan. Aerial photography taken during 1944 clearly shows the clearing and grading were completed on the building site for a planned headquarters building. The same photography also clearly shows excavation for stone walls which had been intended to enclose the camp court. Neither the headquarters building or the enclosing stone walls were completed.

Access to the camp court from the campground access road was redesigned in the early 1970's and included the construction of trailer sewage dump station and a contemporary checking station. These changes have taken place at the northern edge of the camp court. However, these changes are relatively modest and as a result, the centralized organization of Blackwoods is still evident (Figure 81).

▲ Campsite Loops

Of the two large campsite loops at Blackwoods, only campsite loop A is a character-defining feature. The greatest portion of loop A was constructed between 1938 and 1948 during the historic period. Loop B was planned and the right-of-way for its perimeter road was cleared of trees during the historic period, yet it was not constructed until 1956-59 during the National Park Service's "Mission 66" development program. Loop B generally follows the original plan, diverging from that plan mainly in the choice of the architectural style of the comfort stations which serve the loop. Originally planned for "link" sites serving travel trailers, loop B was actually constructed by installing simpler "spur" sites, typical of development of loop A after WWII. Both loops are organized by providing roughly parallel lateral roads within surrounding perimeter roads.

Campsite loop A was begun in 1938 using the "link" approach best suited for travel trailers. Two sets of three lateral roads were developed following this approach. Following the end of World War II, additional lateral roads were created within loop A were providing "spur" type campsites that had been used earlier at both the Bear Brook and Seawall campgrounds. A total of 192 campsites were documented within loop A in 1971. Today this total has been reduced to 160, out of a desire to limit human impact to natural resources. Loop A has diminished rustic character, due to the deteriorated condition of associated character-defining features and the realignment of individual campsites.

▲ Campsites

Individual campsites within Blackwoods campsite loop A have their own spatial identity, and are also character-defining features. However, inaccurate and incomplete documentation make it difficult to trace the location of many individual campsites over the forty seven year history of the campground. Almost thirty individual campsites have been abandoned and the remaining campsites realigned since 1971. Campsites are made up of a number of sub-features such as vegetation and site furnishings. Within loop A, stone fireplaces appear to have not been installed as they were at the Seawall campground. Steel fireplace rings are the predominant fireplace type and may indeed have been

used historically. Large timber picnic tables were installed historically, but have been replaced with units constructed of bent steel tubing. The spatial definition of individual campsites was historically delineated with stone boulders as barriers. Removal of barriers has caused a growth in the physical size of campsites. The mortality of screening vegetation and deterioration and modernization of site furnishings has resulted in a loss of rustic character within individual campsite units. For these reasons, the individual campsites of loop A are in moderate to poor condition (Figure 81).

Circulation Networks

▲ Campground Entrance Road

The Blackwoods campground entrance road begins at its intersection with Rt. 3, south-west of the village of Otter Creek. The road meanders over 4,200 feet south-east to its intersection with the Blackwoods "camp court," the central open space of the campground. The length and layout of the entrance road works to create an impression of distance and removal from the adjacent village. Constructed by the CCC before 1942, the entrance road features vegetated shoulders and dry-laid stone masonry retaining walls. The road is surfaced with bituminous concrete which has replaced the earlier "base sealed" surface of the historic period (this process is now often referred to as "chip seal"). In the early 1970's the road was widened from two lanes with a total width of 18 to 20 feet to three lanes for the last 1,700 feet of its length, leading to its intersection with the camp court. This widening was undertaken prior to the establishment of a campsite reservation system, and was seen as necessary to accommodate a line of traffic waiting for a campsite. Due to changes to width and surface, the Blackwoods entrance road only moderately represents conditions existing during the historic period.

▲ Campsite Loop Roads

A one-way perimeter road serving campsite loop A intersects with the "camp court" at its southern end and directs traffic in a counter-clockwise direction. A triangular traffic island is on axis with the camp court and, before it burned in 1978, was the site of a ranger residence/checking station identical to that at Seawall campground. One-way lateral roads branch off of the left side of the perimeter road and direct traffic to individual campsites. The campsite loop roads are surfaced with bituminous concrete, which has replaced the untreated gravel or base sealed surfaces common during the historic period.

A lack of boulder barriers, as specified by the Meinecke system of campground development, has resulted in a lack of definition of the roadside, as campers have pulled their vehicles off the road surface at every possible location. Although the overall alignment of the loop A roads has remained intact, the roads have been altered since the period of significance due to deterioration of vegetation along the roadsides and the installation of modern pavement.

▲ Parking Spurs and Links

Parking spurs and links are the third element of the Blackwoods vehicular circulation system. The confinement of vehicles to a limited and well defined area was historically chosen as the best way to ensure the preservation of landscape values within the campsites. The removal of vehicular barriers defining each parking area has created a situation where cars intrude into the individual campsites. Parking spurs were historically designed for auto-tent campers, for whom it was a simple task to pull in and back out of the defined parking spur.

Parking links were historically designed for trailer campers. These awkward vehicles have always had difficulty in backing up within the narrow campsite loop roads. Parking links provide separate entrances and exits on parallel roads, eliminating the need to back up a trailer. The growing size of recreational vehicles and the desire for flexibility in accommodating a variety of equipment has created pressure to remove many boulder barriers or "parking management stones" defining the campsite parking areas. The result has been an overall growth in the physical size of parking spurs and links, at the expense of the overall campsite area. Although examples of well defined parking spurs exist within the Blackwoods campground, the majority of parking spurs and links throughout the campground are in very poor condition (Figures 93 and 94).



Figure 93: Typical campsite parking spur, Blackwoods campground. View shows a lack of spur definition due to lack of boulder and log barriers.

▲ Pedestrian Pathways

Pedestrian traffic is primarily directed along the same routes used by automobiles. This is possible due to low vehicular speeds within the campground. Smaller social trails have evolved with use over the decades and exist as small paths surfaced with forest litter or bare soil. Many of these trails exist through linear clearings made for underground utility lines. Heavily traveled routes, such as paths to the comfort stations have, in places, been surfaced with wood chips. The continuity of pedestrian routes appears to have accurately reflect conditions existing during the historic period. The bituminous sidewalks serving the amphitheater and amphitheater parking were constructed in 1950, outside the historic period and are not character-defining.

The "Ocean Path" leading from the east side of loop A to the cliffs overlooking Otter Cove is also a service road. Part of this road was constructed in 1938 at the time of the construction of the Blackwoods section of the Historic Motor Road System. While the route for the road from the camp court to the motor road was grubbed or cleared in 1938, only a short portion of the road was actually graded. This appears to have been the segment from the intersection with the motor road up to the approximate site of a proposed yet unbuilt ranger quarters east of the camp court. With the ranger quarters having never been constructed, this small segment was eventually tied into the base of loop A , providing access to the water and cliffs for pedestrians. This route remains primarily for pedestrian use, and its continuity of use and condition accurately represent conditions existing during the historic period.



Figure 94: Well-defined parking spur, Blackwoods campground. Screening vegetation is in good condition.

Site Furnishings

Small features such as signs, gates, fireplaces and other objects, known as site furnishings, may help to define and reinforce the historic character of a landscape. Unfortunately many of the site furnishings which existed during the historic period at Blackwoods campground are no longer extant. Signs and picnic benches from the historic period are examples of missing features.

▲ Stone and Log Barriers

Large stones and logs were used historically to define both campsites and circulation routes. These stones and logs were partially buried below the surface of the soil to simulate a natural appearance. The few barriers that remain at Blackwoods loop A function to define the end of a small number of individual parking spurs. The use of barriers as a campground management tool has lacked continuity. This collection of features within the Blackwoods campground landscape only minimally reflects the conditions existing during the historic period.

▲ Gates

During the historic period, a variety of rustic gates were designed for different uses throughout the developed areas of Acadia National Park. Many were installed but few have survived to the present. It appears that the entrance gates to the Blackwoods camp court were never constructed. Gates that exist to control access at Blackwoods loop A are very simply executed,

using two massive boulders with steel rings leaded in place on which to fasten a chain or cable. This simple type of gate is used elsewhere in Acadia National Park and may have been installed historically as a temporary measure until a more formal gate could be installed. As is often the case elsewhere, a temporary solution has become permanent (Figure 95).



Figure 95: Typical boulder gate used at Blackwoods campground and elsewhere at Acadia National Park.

Other gates serving Blackwoods campground are not of rustic design, and are constructed of utilitarian steel tubing. These gates have replaced earlier rustic gates that were of simple designs to limit access to fire roads. The modern steel gates are not character-defining.

▲ Wood Post Campsite Markers

Before many of the campground roads were paved with bituminous concrete, numerals were routed into low wooden posts to identify the location of individual campsites. The contemporary solution of painting campsite numbers at the pavement edge would have been impossible on a gravel or chip sealed surface. None of these wooden posts remain in Loop A to identify individual sites, however this kind of marker is still used at the intersection of lateral roads with the perimeter road to identify ranges of campsite located along a given road. The continuity of the use of this type of marker is well established and where intact, reflects conditions existing during the historic period.

▲ Fireplaces

Although CCC records indicate that stone for fireplaces had been quarried and prepared for stone fireplaces at Blackwoods, there is no corresponding record to indicate that these features were ever installed. The stone preparation project was underway during the final months of the CCC program and may have been superseded by shifting priorities.

As has been covered in the discussion of the stone fireplaces at the Seawall campground, concrete and steel alternatives to rustic stone fireplaces were being developed and constructed in state and local parks during the historic period of the CCC campground development program. Among these alternatives was a steel ring fireplace developed by the Cook County Forest Preserve of Illinois.[15] The contemporary commercial steel fireplace in widespread use at Acadia National Park has evolved from this early prototype (Figure 96). Although research conducted thus far has not found unequivocal proof, it is possible that a version of the existing steel fireplaces at Blackwoods campground were in place during the historic period.

▲ Water Supply Taps

Water supply taps in use at Blackwoods are identical to those used at Seawall (see Water Supply Taps, Seawall for a discussion of these features). The east, or lower end of the Blackwoods loop A also features a steel hand pump that may have been used during the later years of the historic period. Located near comfort station #96, this hand pump has allowed this portion of the campground to be used in the late season after the site-wide water system has been closed and drained for the winter. Other than the mechanism itself, the installation and presentation of this pump in its landscape setting is identical to water supply taps elsewhere in the campground.

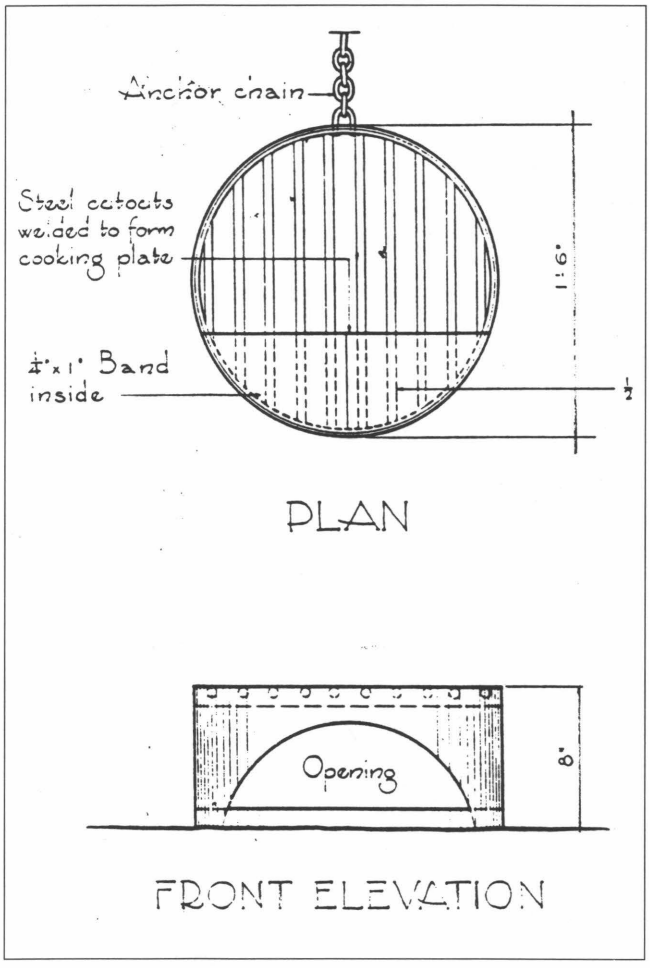


Figure 96: Contemporary steel fireplaces at Blackwoods campground have evolved from this early prototype published in 1938.

Vegetation

▲ Screening Vegetation

In general, the overstory vegetation of Blackwoods campground appears healthy and provides shade for the majority of campsites. However, Blackwoods loop A is located within a forested area of even age and as a result is vegetated with a limited quantity and variety of understory screening vegetation. The situation in loop A is much worse than loop B which was developed approximately twenty years later. As a feature, screening vegetation within loop A may be described as only minimally reflecting conditions existing during the historic period.

Architectural Ensemble

The architectural ensemble, or collection of buildings serving the Blackwoods campground loop A was designed to complement Acadia's landscape and is consistent with prototypical designs originating at the Seawall campground (for a detailed discussion of typical architectural features, see Architectural Ensemble, Seawall campground).

▲ Comfort Stations/Bldg(s) #97, 98, 99, 100, 101

Constructed between 1938 and 1948, these buildings are of a simple rectangular plan with hipped, bellcast roofs. Building #101, constructed after WWII, was the last of the Blackwoods buildings constructed using pre-war prototypes (for a detailed description of prototypical pre-war comfort stations see Comfort Stations, Seawall campground).

▲ Other Buildings

Additional buildings such as the Blackwoods amphitheater, the brick comfort station bldg. #96 and the comfort stations serving loop B, were constructed after the 1935-1942 period of significance. For this reason, these buildings are not character-defining features.

The inventory of structures prepared for Acadia National Park in 1984 lists a campground privy at Blackwoods as having been constructed ca. 1940, within the period of significance. Research conducted in connection with this report has not discovered a more narrowly defined date. If this primitive toilet does date to 1940, it may have been used as a temporary toilet by the CCC forces constructing the campground. Its continued use after construction of loop A was completed may have helped to facilitate off season camping once water and sewer utilities had been winterized. The privy is located directly southwest of comfort station #96. The small building is rectangular in plan, with a wood frame structure and a simple gable roof. A granite ashlar foundation supports board and batten walls, with plain sill and corner boards. The upper sections of the walls carry rectangular louver wood vents. The asphalt shingled roof has projecting eaves. The doorway is in the center of the side of the privy and is reached by means of a granite block step. The plain board door is set in an equally plain frame. Inside, there are two privy seats.

ENDNOTES: CHARACTER-DEFINING FEATURES



1. National Park Service, "Guidelines for the Treatment of Historic Landscapes," Draft, 1992.

2. "Picnic Fireplace" in *Park and Recreation Structures*, ed., Albert H. Good vol. II, (Washington, D. C.: U.S. Government Printing Office, for the United States Department of the Interior, 1938), 30.

3. Ibid., 27-28.

4. Ibid., 36.

5. "Drinking Fountains and Water Supply" in *Park and Recreation Structures*, vol. I, 103.

6. Linda Flint McClelland, *Presenting Nature: The Historic Landscape Design of The National Park Service, 1916-1942* (Washington D.C.: U.S. Department of the Interior, National Park Service, Cultural Resources, Interagency Resources Division, National Register of Historic Places, 1993), 163.

7. Grosvenor Atterbury, "Notes on the Architectural and Other Esthetic Problems Involved in the Development of our Great National Parks," 1929. From files, National Park Service, North Atlantic Regional Office, Boston, Massachusetts. Section IV, Zion Park.

8. Ibid., Section II, Yellowstone Park.

9. Breeze to Ludgate, 3 August 1940, Record Group 79, Records of the National Park Service, National Archives-New England Region, Waltham, MA.

10. Civilian Conservation Corps, Monthly Narrative Report: 12/21/38 - 1/20/39, Record Group 79, Records of the National Park Service, National Archives-New England Region, Waltham, MA.

11. David Arborgast, "Inventory of Structures: Acadia National Park," (Boston, Massachusetts: U.S. Department of the Interior, National Park Service Division of Cultural Resources, 1984) 599.

12. Ibid., 611.

13. Ibid., 595.

14. Ibid., 603.

15. "Picnic Fireplace" in *Park and Recreation Structures*, vol. II, 36.



TREATMENT RECOMMENDATIONS

TREATMENT RECOMMENDATIONS

INTRODUCTION

The National Park Service Organic Act of 1916 charges the National Park Service with the responsibility to "conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." The following treatment recommendations are intended to reinforce the National Park Service's long standing traditions and philosophical basis for the sound stewardship of cultural landscapes. These ideas are outlined in "NPS 28: Cultural Resource Management," and *The Secretary of the Interior's Standards for the Treatment of Historic Properties (Rev. 1992).*

The management goals for the campgrounds established by the *General Management Plan: Acadia National Park (1992)*, have guided the preparation of these site specific recommendations. Issues have been further defined and alternatives developed for this project through a series meetings and interviews with park staff. In anticipation of a comprehensive campground repair program included in "Package ACAD-232: Upgrade Public Facilities and Utilities, Acadia National Park," the park has initiated this Cultural Landscape Report (CLR) to guide the multi-year treatment of the cultural resources at the Seawall and Blackwoods campgrounds. The policy of the National Park Service, as outlined in NPS-28, establishes the CLR as the primary supporting document guiding the treatment of any cultural landscape, and is required before a major intervention.[1]

The process of recommending a historic preservation treatment approach includes the consideration of four possible alternatives of **preservation, rehabilitation, restoration,** and **reconstruction** and has led to the selection of rehabilitation as the recommended treatment approach for the campgrounds. Rehabilitation is the most consistent with the goals and direction of the park's General Management Plan, which has received the concurrence of the Maine State Historic Preservation Officer. However, not every problem or issue facing the contemporary use of Acadia's campgrounds has a physical or historic preservation solution. While developing management recommendations is outside the scope of this report, a selection of management issues relating to the cultural landscape is presented to facilitate discussion and resolution by the park.

Finally, while these recommendations focus on preserving the historic features and character of the campgrounds, some issues naturally relate to non-historic features or characteristics. Regardless, all recommendations included in this Cultural Landscape Report are intended to preserve the overall character of the cultural landscapes at Blackwoods and Seawall campgrounds.

Campgrounds and the General Management Plan

Acadia National Park's General Management Plan specifies four distinct management zones:

- Natural Zone
- Cultural Zone
- Developed Zone
- Special Use Zone

The General Management Plan (GMP) has defined the **cultural zone** as containing: "cultural resources that are key to the purposes of the park ... In most cases the boundary of the zone will coincide with the boundary of a property listed on or eligible for the National Register of Historic Places. Cultural resources other than those key to the purposes of the park, including properties listed or eligible for listing on the National Register, will be designated as part of the zone that best reflects the primary management emphasis of their location in the park."[2]

The GMP defines the **developed zone** as inclusive of: "lands that will be managed to provide and maintain facilities serving park managers and visitors. It will include areas where park development or intensive use may substantially alter the natural environment or the setting for culturally significant resources. Impacts associated with such development will be mitigated to the greatest extent possible. There are no subzones within this zone." The GMP specifically classifies Blackwoods

and Seawall campgrounds within the developed zone.[3]

The GMP recommends the following specific actions which directly or indirectly relate to the Seawall and Blackwoods campgrounds:

- Evaluate Both Campgrounds and Develop Management Strategies for Each: The intent of this comprehensive evaluation will be to protect resources and encourage use of tents and small recreational vehicles (units less than 35 feet) by separating those uses, providing more walk-in sites, and developing management strategies to avoid over-use of sites. New sites will not be added and the current number of sites may be reduced (GMP p. 39).
- Soil compaction and drainage problems will be addressed at specific [campground] sites as necessary. The placement of camping equipment at each site will be clearly designated. The rustic appearance of park campsites will be retained by not paving any sites except those designated for disabled visitors. A portion of Blackwoods campground will be improved to accommodate existing use of RV's up to 35 feet long. Specific roadways and campsites will be redesigned to prevent damage to vegetation by these vehicles and to ease site access. To avoid enlarging the area disturbed by the campground, the total number of RV campsites might be reduced (GMP p. 50).
- Additional park [employee] housing will be constructed at Blackwoods and Seawall campground to replace [house] trailers (GMP p. 50).
- Manage, maintain, and develop services and facilities to adapt to changing visitor patterns and needs, to serve special populations and to minimize resource impacts (GMP p. 28).
- Reflect Acadia's architectural tradition in all new facilities: New facilities will be characterized by steeply pitched roofs and rustic native material, including unpainted wood and rough-cut granite....Rehabilitation and replacement of existing structures will also conform to the park's traditional style (GMP p. 46).
- Encourage public transportation on Mount Desert Island and establish a park transportation system (GMP p. 36).
- Limit parking to the capacity of existing lots (GMP p. 36).
- Implement a comprehensive sign program in cooperation with surrounding communities (GMP p. 40).
- No new high density recreation areas will be developed (GMP p. 29-30).

As cultural resources, the placement of the campgrounds within the developed management zone, and the prescription of the actions listed above implies a **rehabilitation** treatment strategy.

Historic Preservation Treatment Alternatives

The Secretary of the Interior has specified standards for four distinct, but interrelated, approaches to the treatment of historic properties. **Preservation**, focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time. **Rehabilitation** acknowledges the need to meet continuing or changing uses through alterations or new additions while retaining the property's historic character. **Restoration** is undertaken to depict a property at a particular period of time in its history, while removing evidence of other periods. **Reconstruction** recreates vanished or non- surviving portions of a property for interpretive purposes.[4]

Treatment Strategies Considered but not Recommended

A **preservation** approach would prescribe the maintenance and repair of features of the campgrounds as they currently exist. This approach would allow replacement of existing features in kind, yet would not permit the addition of new features necessary for the continuing use of the campgrounds, such as the installation of additional water taps, or the construction of additional employee housing. The goals for the campgrounds, as identified by the GMP, eliminates preservation as an appropriate treatment strategy.

A **restoration** approach for the campgrounds would require the depiction of the two properties at a certain date or period of time. The "period of significance" of 1935-1942, defined in an earlier section of this report, would imply the depiction of the campgrounds c. 1942 if a restoration strategy were pursued (Period of significance for Blackwoods is 1935-1942, 1948 due to post-war construction of comfort station #101).
The implications of selecting a restoration treatment approach would require actions as drastic as the obliteration of the Seawall loop D walk-in campground, and the Blackwoods loop B. The goals for the campgrounds set forth in the GMP clearly makes a restoration approach undesirable.

A **reconstruction** approach applied to the campgrounds would only be appropriate if the campgrounds had been destroyed or if the pre-campground landscape was determined so significant that its re-creation was critical to the interpretive mission of the park. None of these situations apply to Acadia's campgrounds. In practice, reconstruction is a seldom used treatment for historic properties, and is not applicable to the treatment of the Seawall and Blackwoods campgrounds.

Historic Preservation Treatment Recommended: Rehabilitation

Rehabilitation as an approach for the treatment of historic properties, improves the utility or function of a cultural landscape, through repair or alteration, to make possible an efficient compatible use while preserving those portions or features that are important in defining its significance.[5] For these reasons, rehabilitation is seen as the most appropriate treatment for Seawall and Blackwoods campgrounds.

The following standards, based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, apply to a rehabilitation strategy:[6]

- The cultural landscape is used as it was historically or is given a new or adaptive use that maximizes the retention of historic materials, features, spaces, and spatial relationships.
- Each cultural landscape is recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features from other landscapes, are not undertaken. Work needed to stabilize, consolidate, and conserve historic materials and features is physically and visually compatible, identifiable upon close inspection, and properly documented for future research.
- Deteriorated historic features are repaired rather than replaced. Where the severity of deterioration requires repair or replacement of a historic feature, the new feature matches the old in design, color, texture, and where possible materials. Repair or replacement of missing features is substantiated by archeological, documentary, or physical evidence.
- Additions, alterations, or related new construction do not destroy historic materials, features, and spatial relationships that characterize the cultural landscape. New work is differentiated from the old and is compatible with the historic materials, features, size, scale and proportion, and massing of the landscape.

REHABILITATION GUIDELINES

Introduction

The Secretary of the Interior's Standards for the Treatment of Historic Preservation: Rehabilitation provides the general principles behind the rehabilitation of all historic properties. The Secretary's Standards are for this reason, broad in scope and do not address any one property type specifically.

The development of a rehabilitation strategy for Blackwoods and Seawall campgrounds, consistent with the Secretary Standards, is aided by the three volumes of *Park and Recreation Structures*, edited by Albert H. Good in 1938. The following treatment recommendations have drawn heavily on these volumes, which serve as a written expression of the design ethic of the National Park Service during the CCC era. Good titled his introduction "Apologia," which is "a work written as an explanation or justification of one's motives, convictions, or acts."[7] This introduction helps to explain the motives of the National Park Service during the Great Depression and the CCC era. This information may be profitably applied to both present and future plans for Seawall and Blackwoods campgrounds.

> "Time was when only areas of superb scenery, outstanding scientific interest, or major historical importance held interest for the sponsors of natural parks. There was proper concentration on saving the outstanding natural wonders first, and it was probably along with the acquisition of the first superlative areas that structures [facilities] in the parks came to be frowned on as alien and intrusive. ... Quick resentment of invasion of such scenic splendor is altogether understandable. Here man must first have felt that his best-intentioned structural efforts had reached an all-time high for incongruity, that structures, however well designed, do not contribute to the beauty, but only to the use, of a park of conspicuous natural distinction. When he concluded that only the most persistent demands for a facility should trap him into playing the jester, he established a principle that remains paramount today for such areas — to build only structures which are undeniably essential, and to know he is not equipped to embellish, but only to mar, Nature's better canvases. Now and forever, the degree of success within such areas will be measurable by the yardstick of self-restraint."[8]

Blackwoods and Seawall campgrounds are good examples of rustic landscape design developed by the

National Park Service and implemented by the CCC and WPA. The period of significance for the campgrounds is 1935 to 1942 (Period of significance for Blackwoods is 1935-1942, 1948 due to post-war construction of comfort station #101). However, both landscapes have been altered in the last 40 years. Blackwoods has a diminished level of integrity since only a portion of the original design was implemented, and the rest of the campground was constructed after the period of significance. The recommendations included in this CLR have been based on an understanding of the significance and integrity of the two campgrounds, consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties: Rehabilitation*. However, once the repair strategy for individual campground features is determined, it is advisable to evaluate the overall (cumulative) effect of these changes to ensure that both campgrounds retain the features, materials, and spaces that define their significance.

The following recommendations, "Rehabilitation Guidelines," are intended to provide general guidance for the repair and enhancement of the Blackwoods and Seawall campgrounds. As such, they primarily address physical improvements through a narrative discussion of issues and recommendations that can be further developed in the design and construction process. These recommendations were developed to specifically address issues identified during the course of round-table meetings with park staff (Appendix D). This series of meetings was also helpful in facilitating a consensus on a written "Mission Statement," developed by the park to guide the future management and rehabilitation of the Blackwoods and Seawall campgrounds.

The following guidelines generally correspond to the outline of the inventory and analysis of character-defining features. The format of the guidelines is intended to progress from large scale site planning issues to greater feature specificity. Management issues which relate to the cultural landscape have been included in the final portion of this recommendations section.

Spatial Organization/Land Use

▲ Campsite Recovery/New Campsites

Issue:

The existing inventory of campsites at the Blackwoods campground are overused and campsite soils and vegetation are unable to recover from season to season.

Recommendations:

The development of a third campsite loop at Blackwoods that had originally been planned before World War II would create additional campsites and allow highly degraded portions of the campground to

Acadia National Park Campground Mission Statement

Portions of the Blackwoods and Seawall campgrounds are cultural resources of Acadia National Park. Operations, maintenance and rehabilitation shall preserve the rustic character and significant historical features of these resources.

It is appropriate that visitors to the campgrounds have an experience consistent with the goals of the park. This experience may contrast with that obtained in commercial campgrounds and may differ from the initial expectations of the visitor.

The goals of the park relating to the camping experience include:

That the sights and sounds of the campground shall remain as natural as possible. Privacy between campsites shall be maintained and rehabilitated using native vegetation and materials to the greatest extent possible.

Preserving the rustic character and historic features of the campgrounds may make a reduction of the number of both RV and tent campsites necessary. An expansion of the number of campsites will not be considered. Soil compaction and drainage problems will be addressed at specific sites, and the placement of vehicles and camping equipment will be clearly designated to prevent further landscape damage.

The use of smaller recreational vehicles, less than thirty five feet in length, will be encouraged in those areas of the campground where recreational vehicle use has historical precedent. The rustic character and historic features of the campgrounds will not be modified solely to accommodate the larger types of recreational vehicles.

"Contemplative recreational" experiences such as enjoying scenery, hiking and environmental education shall be encouraged over more active recreation such as participating in sports or touring by vehicle.

Educational opportunities in the campgrounds shall emphasize environmental education, resource protection, appropriate recreation, and environmental ethics.

"rest" and recover from years of use. However, the development of a third campsite loop of this size is in conflict with the direction provided by the General Management Plan which specifies that "No new high density recreation areas will be developed...(GMP p. 29-30)." The GMP also specifies that "new [camp] sites will not be added and the current number of sites may be reduced (GMP p. 39)." For these reasons it is recommended that a third campsite loop not be considered at the Blackwoods campground. It is recommended that a campsite rotation scheme be formulated within the limits of the present number of sites (Figure 97).



Figure 97: Typical campsite, Blackwoods loop "A." Photo shows the impact of years of use and inadequate restrictions on the placement of vehicles and equipment.

▲ Additional Walk-in Campsites

Issue:

Providing additional "Walk-in" campsites has been discussed as a way for the park to encourage a more ecological approach to campground management.

Recommendations:

Walk-in campsites, as they are currently configured at loop D of the Seawall campground do feature reduced road surfaces, but cannot be characterized as having a limited impact. The Seawall walk- in campsite loop features a large parking area, three comfort stations and over one hundred individual campsites. Locating walk in campsites around the perimeter of existing campsite loops would place these new sites a great distance from potable water and comfort stations. If comfort stations are not constructed concurrently with the development of these peripheral walk-in sites, new campsite development may lead to the creation of unwanted social trails through existing campsites. A piecemeal approach to the development of additional walk-in sites should be avoided. The creation of any new campsites should be undertaken through a comprehensive approach which considers all implications.

▲ Group Campsite Delineation/Location

Issue:

The Blackwoods group camping area is comprised of five large sites within loop B. These sites are poorly designed, with very little differentiating them from adjacent family sites other than their size. These sites are almost devoid of vegetation or other features to define their boundary from neighboring group sites. The group sites at Seawall occupy a space formerly used as a recreation field, but otherwise are considered well located by park staff.

The group camping areas of both Blackwoods and Seawall campground are laid out to accommodate big groups with equipment that is large in size and quantity. Converted highway buses are not uncommon within the group camping areas. Noise from campers using the group sites is often disruptive to neighboring campers.

Recommendations:

It is recommended that the existing Blackwoods group camping area be redesigned and rehabilitated in its existing location, making every design effort to minimize its impacts to adjacent campsites (Figure 98). Improving



Figure 98: Group campsites, Blackwoods loop "B." These large sites are more in the character of parking lots than campsites.

the existing location of the group campsites may include installing vehicular barriers such as naturalisticly placed boulders and logs to more clearly define the campsite area, and adding screening vegetation between campsites.

Relocation of the group sites to or near loop A would adversely effect the character of loop A, which was the only campground loop at Blackwoods constructed during the historic period. Relocation to an undeveloped area of the campground, such as the area formerly reserved for a third loop or the area near the Blackwoods water tower, would involve the construction of an additional comfort station. If the group sites were moved to a new location, the present sites would need to be closed off for twenty or more years to fully recover. Nevertheless, persistent user conflicts between the group sites and other campers, may lead to the exploration of options for new locations of group sites, or the closure of select family sites surrounding the existing group sites.

▲ Housing vs Administrative Facilities

Issue:

The park has stated a need for campground administrative space, a bus stop, and more centrally located telephones, all of which would naturally fit within a public area of the campground. Current plans for additional park employee housing at both campgrounds propose housing to be located in areas originally designed, yet never actually constructed for public uses (Figure 99).

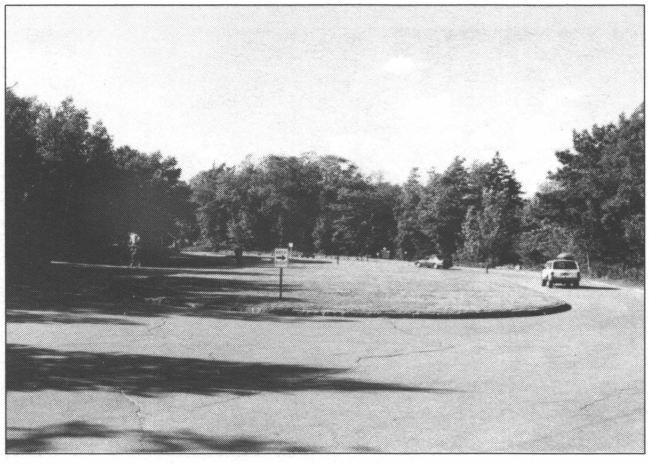


Figure 99: The Blackwoods central "camp court." The area to the right of this view had originally been planned for administrative and public uses.

Recommendations:

Although strict adherence to a historic yet unbuilt site plan for public facilities is **not** recommended, some accommodation for these public oriented uses is appropriate. While details of any planned administrative facilities may properly reflect contemporary needs, it is strongly recommended that these new facilities should occupy sites historically reserved for their use. These locations are the most centralized in both campgrounds and the logic of programming public uses for these sites continues today (Figures 81 and 100).



Figure 100: Telephones located at the entrance to Blackwoods loop "A." This site had formerly been the location of a ranger/checking station before it burned in 1978.

Note:

Based on this preliminary recommendation, the park initiated a design "charrette" for the area of the Blackwoods "camp-court." This intensive planning effort took place on March 19 and 20, 1996, and focused on the spatial relationships of housing and other features important for the efficient use of Blackwoods campground. After careful consideration of three viable alternatives, a site for park housing was selected some distance from the central camp-court area. Tentative locations were also identified for the campground bus stop and the sewage dumping station which are consistent with the campground mission statement.

▲ Additional Parking

Issue:

During evening campfire programs and special events at Blackwoods, there is a shortage of parking for those attending the event but not staying overnight at the

campground (Figure 101). Additional amphitheater parking was originally intended at the Blackwoods loop B but was not constructed.

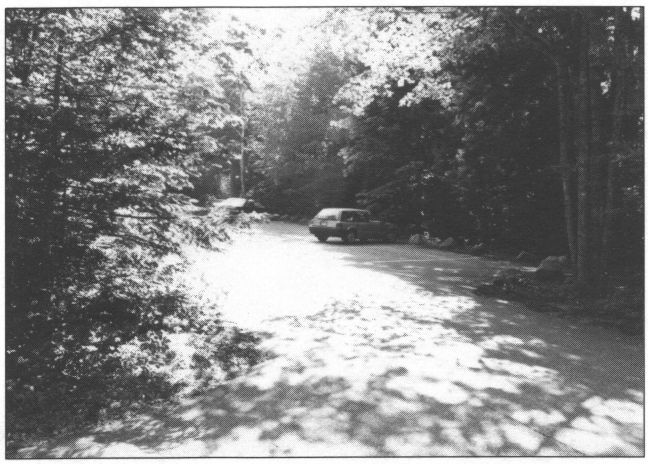


Figure 101: Parking for amphitheater programs and campground overflow, Blackwoods campground loop "A."

Recommendations:

The construction of a new parking lot conflicts with a directive of the GMP which states that no additional parking will be created. However, it may be possible to construct a modest number of additional parking spaces in Blackwoods loop B, near the trail to the amphitheater. Blackwoods loop B, constructed in the late 1950's is considered a non-historic portion of the campground. Since the adoption of a campground reservation system has made the full length of the waiting lane on the Blackwoods entrance road unnecessary, this widened area could also be coned off as needed and used for temporary parallel parking during special events.

▲ Service Areas

Issue:

Location and design of fireplace ash and wood disposal yards needs to be re-examined for reasons of aesthetics and environmental protection at both campgrounds (Figure 102).

Recommendations:

The wood yard/ash disposal areas at both campgrounds are not character-defining features of either landscape. While the current placement of the "wood yard" at both campgrounds has limited impact to the cultural landscape, these service areas would benefit from the installation of screening vegetation and a method to contain leachate percolating through the wood ashes.



Figure 102: Wood and fireplace ash disposal area, Blackwoods campground loop "A."

▲ Blackwoods Dump Station Location

Issue:

Blackwoods trailer sewage dump station is functionally inadequate and is poorly located in a very prominent location of the campground. The current placement of the dump station contributes to driver confusion within the Blackwoods "camp court." The existing layout of the dump station also makes it difficult to use the dump station and then maneuver a trailer back to the campsite area. Alternately, the Seawall campground trailer dump station is perceived as adequate for current needs and appears to be well located (Figures 103 and 104).

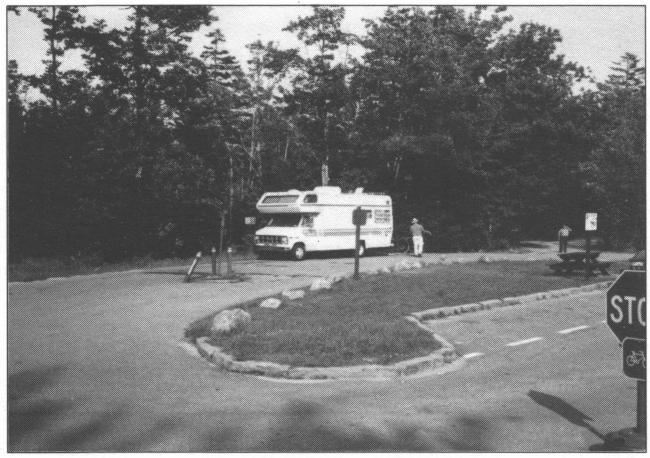


Figure 103: Blackwoods trailer sewage dump station, poorly located at the entrance to the campground.



Figure 104: Seawall trailer sewage dump station, well located in a secluded wooded area adjacent to trailer campsites.



Figure 105: Typical accessible campsite, Blackwoods campground loop "A."

Recommendations:

The Blackwoods dump station was moved to its current location in 1971 and is not in itself historically significant. An alternative location/site plan needs to be developed for the relocation of the dump station which is consistent with other goals of the campground rehabilitation. The new site selected for the dump station should not threaten other character- defining features of the landscape. Possible sites for the relocated dump station include the site of the ranger station which burned in 1978 at the entrance to loop A and the area south of the amphitheater and north of the camp court, between loops A and B. Another possible location is at the base (east) of Blackwoods loop A, near existing sewer lines.

▲ Accessible Campsites

Issue:

Accessible campsites require both practical and aesthetic improvement (Figure 105 and 106).

Recommendations:

It is recommended that existing accessible sites be redesigned. The use of bituminous concrete at these accessible sites creates a difficult transition between hardened and non-hardened surfaces. Alternatives should be developed for accessible campsite surfacing which does not use bituminous concrete. The choice of an alternative hardened surface would permit a larger and more gracious campsite surface without degrading adjacent landscape values.



Figure 106: Accessible campsite, Seawall campground loop "A." Accessible grill faces the wrong direction.

It may be necessary to develop additional accessible campsites in an effort to comply with the spirit of the Americans with Disabilities Act of 1990 (P.L. 101-336). While ADA and the Uniform Federal Accessibility Standards (UFAS) guidelines do not deal specifically with the appropriate numbers of accessible campsites for a campground, for compliance purposes it may be helpful to use the required accessible spaces in a parking lot as a point of departure. Substituting federal guidelines for accessible parking standards suggest that a minimum of eight out of the 314 campsites at Blackwoods be universally accessible. At Seawall the suggested minimum based on parking lot standards is seven accessible sites out of 212.[9] Logic suggests that these accessible sites be clustered around comfort station buildings that will also be made universally accessible.

Vegetation

▲ Vehicular Barriers, Soil, and Campsite Definition

Issue:

The lack of vehicular barriers along both camp roads and parking spurs has led to degradation of soil conditions, mechanical damage of vegetation and as a result, the loss of well-defined campsites (Figures 107 and 108).

Recommendations:

Both campgrounds would benefit from a parking management program using medium to large boulders to serve as vehicular barriers on camp roads and parking spurs. The use of logs as barriers, while compatible with the historic character of both landscapes, may be problematic operationally due to the popular use of down timber for firewood. If logs are selected as vehicular barriers, they should be of ample size, greater than 12 inches in diameter, to discourage vandalism and use for firewood. Regardless of the choice of timber or boulder barriers, these features should be slightly buried into the soil surface to present a naturalistic appearance.

▲ Screening Vegetation and Campsite Privacy

Issue:

The deterioration of screening vegetation along roadsides and between campsites is perhaps the single greatest threat to the rustic character of both campground landscapes. Forty to fifty years of intense campsite use has degraded the landscape values which people seek in a camping experience. Understory species along the camp roads and at the edges of campsites are most affected due to the compaction by pedestrian and vehicular traffic (Figures 109 and 110).



Figure 107: A well-placed boulder serves as vehicular barrier, marking the end of a parking spur.



Figure 109: Understory shrubs and young trees are lacking, resulting in poor screening between campsites, Seawall campground loop "B."

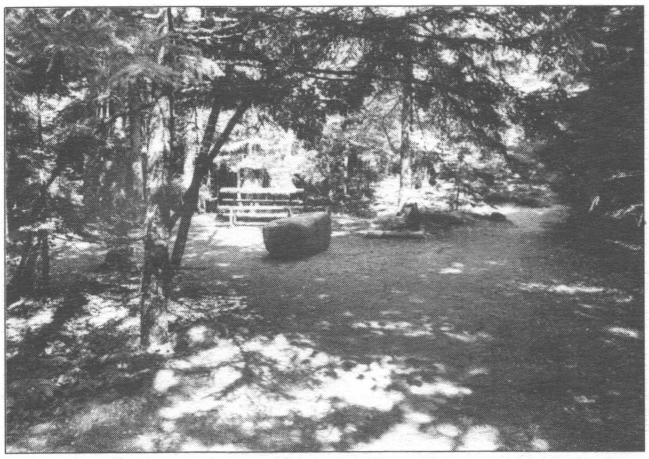


Figure 108: Boulder/barrier appears to have been pushed to one side to accommodate longer recreational vehicles.



Figure 110: Many areas in Blackwoods campground lack sufficient screening vegetation between campsites, Blackwoods loop "B."

Recommendations:

In the course of preparing the historical base map for Blackwoods and Seawall campgrounds, areas were tentatively identified that would benefit from additional vegetative screening. However, the development of site specific planting plans, which is outside the scope of this report, will require collaboration with park natural resource specialists and campground personnel before planting plans can be developed. Using the historic base map for both campgrounds, a detailed review of each campsite with design professionals and park staff is required to develop site-specific planting recommendations. These planting recommendations may involve the complete closure and revegetation of the most degraded sites.

Research Agronomist Jim Patterson of the National Park Service has provided recommendations for both the planting and the care and protection of these plantings once they are designed and installed (Appendix E). Patterson advises that new plantings of small trees and shrubs should be planted in masses so to benefit from "shared rooting space." These plants should be transplanted so that the root crown is at the same height that it originally grew, and mulched with not more than 4 inches of well seasoned wood chips. If placed near the path of automobiles, these mass plantings should be protected by an installation of vehicular barriers such as boulders. Other plantings may need to be temporarily protected with snow fencing for a number of years until they become established.

Acadia National Park has entered into an Interagency Agreement with the Natural Resources Conservation Service for the propagation of native plant species, collected from inside park boundaries. This agreement has been in place for three years to provide native plant materials for the rehabilitation of park roads. However, for the upcoming Package ACAD-232, it is anticipated that the list of plants and quantities will need to be expanded. Because of the time required to grow plant material to transplanting age, it is imperative that a detailed review of existing conditions be conducted as soon as possible in order to develop working planting plans and plant lists. A preliminary woody plant list is reproduced below, listing species helpful in re- establishing vegetative screening.

Preliminary Woody Plant List: Campground Revegetation

Large Trees

Latin Name	*Common Name*
Acer saccharum	Sugar Maple
Acer rubrum	Red Maple*
Picea rubens	Red Spruce*
Picea glauca	White Spruce
Pinus strobus	White Pine*
Quercus rubra	Red Oak*

Small Trees, Shrubs and Groundcovers

Latin Name	*Common Name*
Acer pensylvanicum	Stripped Maple
Amelanchier canadensis	Shadbush*
Amelanchier laevis	Smooth Shadbush*
Aronia melanocarpa	Black Chokeberry
Aronia x prunifolia	Purple Chokeberry
Betula alleghaniensis	Yellow Birch
Betula papyrifera	White Birch*
Cornus canadensis	Bunchberry Dogwood
Diervilla lonicera	Bush Honeysuckle
Hamamelis virginiana	Common Withchhazel
Ilex verticillata	Winterberry*
Juniperus communis	Mat Juniper*
Kalmia angustifolia	Sheep Laurel
Myrica pensylvanica	Northern Bayberry*
Rhododendron canadense	Rhodora*
Rhus typhina	Staghorn Sumac
Sambucus racemosa	Red-berried Elder
Sorbus americana	American Mountain Ash
Spiraea latifolia	Meadowsweet
Spiraea tomentosa	Hardback
Vaccinium angustifolium	Lowbush Blueberry*
Viburnum alnifolium	Hobblebush
Viburnum cassinoides	Witherod Viburnum*

* Note: This plant is currently under propagation through Interagency Agreement with the Natural Resources Conservation Service. Species not marked with an asterisk are native species listed from an unimplemented 1943 planting plan for the Blackwoods camp court (Drawing #2753)

Drainage

▲ Tent Pads and Campsite Drainage

Issue:

The multi-purpose use of many sites for both tents and small trailers has prohibited the installation of well-defined and level "tent pads." As a result, stormwater often runs directly through the most logical place to set up a tent, and encourages the enlargement of the campsite area.

Recommendations:

A greater specificity of equipment to be used at each site will facilitate the correction of drainage problems at sites reserved for tent camping. Many sites, if redesignated for tent use only would benefit from the installation of slightly raised tent pads. These pads can be a blend of site soil and locally derived gravel uniformly blended for the sites. For the protection of the adjacent vegetation, it is very desirable to make sure these pad areas contain well-drained fill material. Due to moisture retention, the use of wood chips to surface tent pads is not recommended. The pads should be only slightly elevated above the surrounding surface to remove them from wet conditions. Where it is necessary to retain the fill material, it is recommended that native stone or logs be placed naturalisticly to hold back the material. Sites requiring a great amount of manipulation to achieve positive drainage should instead be closed and obliterated.[10]

▲ Road Culverts and Drainage

Issue:

Large areas of both Seawall and Blackwoods campgrounds are drained by culverts which carry water below the road from one side to the other. Many campground road culverts are made of corrugated metal pipe (CMP). A few culverts are constructed of reinforced concrete pipe (RCP) and feature stone headwalls for inlets and outlets dating to the CCC period of construction. The Blackwoods "camp court" features an elaborate subsurface stormwater drainage system. When campground road culverts are too small or become clogged, the road acts as a dam, ponding the water on its high side. This creates a breeding ground for mosquitos and biting flies, to the detriment of public health and comfort (Figure 111).

Many culverts are either clogged or undersized in both campgrounds, and it is reasonable to assume that the correction of these deficiencies are within the scope of "Package ACAD-232." A particularly poorly drained area exists at the interior of the Seawall B loop. Insufficient road culverts in this area causes the campsite loop road to act as a circular dam, trapping the stormwater entering from the slope above the loop.

Recommendations:

It may be necessary to excavate many drainage culverts to correct problems and achieve positive drainage. However, existing stone masonry headwalls or drop inlets should be returned to their original condition once this work is accomplished. Where they are encountered, dry laid masonry features should be repaired or if necessary replaced-in-kind with dry laid work. Mortared masonry features should be repaired and or replaced with mortared joints.



Figure 111: Alder, a small wetland tree species is shown growing out of a stone fireplace in the center of Seawall loop "B." Inadequate or blocked drainage culverts in this area have created boggy conditions.

Circulation

▲ Campground Arrival and Departure: Blackwoods

Issue:

An accumulation of non-historic changes has created a complicated circulation pattern at the north end of the Blackwoods camp court. Motorists exiting the Blackwoods campground, are confused by too many choices of direction. This situation was created in the 1970's during the redesign of the campground entrance road, checking station and the trailer sewage dump station. These recent changes to the northern part of the camp court are not themselves historically significant. The remainder of the oval Blackwoods camp court does however retain a moderate amount of integrity from the historic period, and is considered a character-defining feature of the Blackwoods campground historic landscape.

Recommendations:

The redesign of the circulation of the Blackwoods campground should be limited to the **northern** portion of the camp court which has already been modified (Figure 81). This area to be redesigned consists of the intersection of the campground entrance road with the oval camp court, the checking station and the trailer sewage dump station. The layout of the central portion of the Blackwoods camp court, including the oval island, should remain as it currently exists.

▲ Campground Arrival and Departure: Seawall

Issue:

At Seawall campground, failure to fully realize the original site plan has left the campground with no central area for arrival/ departure (Figure 80). This has created an awkward circulation pattern, especially for larger travel trailers and recreational vehicles. Large vehicles that enter the campground, depending on campsite availability, may be turned away for lack of space. Others may enter the campground simply to obtain information, having no desire to camp. When this is the case, large vehicles must drive all the way to loop C, and then drive through the campground loop in order to turn and exit the campground. This deficiency works to increase the traffic on campground roads increasing the potential for vehicular/pedestrian conflict.

Recommendations:

The original, yet unbuilt, site plan for the Seawall campground made provisions for a central arrival/ departure area in conjunction with a planned headquarters facility. While strict adherence to an historic yet unbuilt site plan is **not** recommended, it would be wise to consult the logic of the original site plan while developing alternatives for improved campground circulation.

▲ Development of alternative transportation linkages

Issue:

The GMP directs the park to develop alternative means of access for various park features and attractions such as pedestrian/bicycle linkages to carriage roads and or hiking trails from the campgrounds, avoiding the public highway (GMP p. 29-30). The GMP also implies a need to provide a design and a site plan for shuttle bus stops at both campgrounds.

Recommendations:

The full implications of providing pedestrian or bicycle linkages to carriage roads or hiking trails are beyond the scope of this report. However, the installation of light trails within the area of either campground may be accomplished with little impact to cultural landscape resources and may indeed promote the goals of the General Management Plan. At Seawall campground there is potential to create pedestrian/bicycle recreational opportunities by using the existing Hio Fire Road.

The provision of a bus stop at Blackwoods campground would be most logically accomplished within the area of the central camp court, and successfully tied to the development of administrative or public facilities in that area. Accommodating a bus stop at Seawall campground may be difficult due to the lack of an adequate arrival/departure area in which the shuttle bus could turn and exit the campground. The site plans for both bus stops should be coordinated with the development of expanded administrative facilities for both campgrounds. The architectural expression of the bus stop, if not incorporated into an existing or proposed building, should be kept minimal and in keeping with the rustic architectural traditions of Acadia National Park. It may be desirable to incorporate a public information bulletin board into the design of the bus stop.

▲ Road Layout, Width, Surface

Issue:

The largest vehicles currently using the campground roads are too big for the campground as originally designed (Figure 112 and 113). Motor homes and the park's trash truck have difficulty maneuvering on the narrow campground roads.

Recommendations:

The narrow width of the Blackwoods and Seawall campsite loop roads defines the character of these roads and also helps to naturally slow traffic, making walking safer for pedestrians. For these reasons, modifications to road width and layout should be minimized within the Blackwoods camp court, loop A, and Seawall loops A, B and C which constitute the majority of the historic landscape at both campgrounds. Modifications to road layout, width and surface in Blackwoods loop B and



Figure 112: Recreational vehicles have outgrown the historic design of the Seawall loop "C" trailer loop. Limits on the combined maximum size of RV's and tow vehicles should be enforced.

Seawall loop D, would have no effect on cultural resources since these facilities were constructed after the period of significance.

However, widening of any road often carries the unintended consequence of increasing vehicle speed. This fact is recognized by the American Society of Civil Engineers who have written in collaboration with the Urban Land Institute: "Decisions regarding pavement width have significant consequences for a number of characteristics, including resultant vehicle speeds, visual scale, and cost of construction and maintenance, therefore are of great importance..."[11]

Today, many motor homes and RV's are over thirty five feet long. The use of extremely large vehicles on narrow campground roads that must serve other vehicles, pedestrians, and bicyclists creates the potential for conflict. The growing popularity of in-line skates creates yet one more user group. Rather than widen camp roads to suit the ever increasing size of recreational vehicles, the park should set and enforce a reduced maximum size of recreational vehicle that may be permitted in the campgrounds. The GMP states that 35 feet is the maximum size for any combination of vehicle or vehicle with trailer using the campground. However, this upper limit provided by the GMP should not be interpreted as a directive to redesign all campground roads specifically for these large vehicles.



Figure 113: "Link" trailer site in Blackwoods loop "A". Extremely large recreational vehicles now use this historic part of the campground, originally constructed by the CCC before 1942.

Simple modifications to the layout of perimeter road/lateral road intersections would help to keep vehicles on the pavement surface and protect adjacent vegetation. Small scale adjustments, such as modest increases to intersection width and turning radius would have little impact on the character of the landscape, and by protecting vegetation, help to improve landscape values (Figure 114). Sensitive pruning of vegetation along tangent sections of campground road would help to ease the movement of larger vehicles.



Figure 114: Overall widening campground roads is not recommended, however, minor adjustments to intersections may be accomplished with little impact to the landscape character.

Since the implementation of the campsite reservation system at Blackwoods, cars are no longer required to wait in extremely long lines to check into a campsite. If a portion of third waiting lane of the Blackwoods entrance road is not to be used for special event parking, consideration should be given to restoring a portion of the entrance road to its original width. This would help reduce speeds on this road.

It is anticipated that some repairs will be necessary to the surface material of the campground roads as part of Package ACAD- 232. These repairs may be driven by the need to repair drainage culverts or replace deteriorated segments of roadway. Consideration should be given to the restoration of the final chip seal or "base seal" which historically comprised the final wearing course of the campground roads. The restoration of this historic finish to the road surface would recover a portion of the historic character of the campgrounds and also discourage the use of in- line skates on the roads. Unfortunately, this treatment of the road surfaces implies more frequent maintenance.

▲ Direction of Travel and Angled Parking Spurs

Issue:

The layout of spur type campsites at both Blackwoods and Seawall features parking spurs set at an angle convenient to pulling a vehicle head in. This layout is similar to the 45 degree angle parking found on municipal streets and lots. The present use of many sites for both tents and trailers requires that both tent campers and modest sized "pop-up" trailers be accommodated in the same area. This lack of equipment specificity relates to problems of poor parking spur and campsite definition, which has been discussed earlier (Figure 115). The layout of angled parking spurs is a disadvantage in backing a camping trailer. Backing a trailer into a spur oriented at an acute angle in the opposite direction is difficult and hazardous to both vegetation and vehicle.



Figure 115: Lack of specificity in the placement of equipment and vehicles promotes the growth of the campsite area through damage to soil and vegetation. As a result this campsite in Blackwoods loop "B" offers little privacy.

Recommendations:

There are many possible solutions to this issue. Three alternatives are presented, however each alternative relies on a greater specificity and control of equipment allowed at any given campsite.

Alternative # 1: This issue may be largely addressed by reversing the direction of travel on the one-way campsite loop roads, and have all vehicles back into the existing angled parking spurs. This solution was proposed by Albert Good the editor of *Park and Recreation Structures*, who in 1938 wrote:

> "It is quite possible that many existing spur campsites, laid out on a one-way loop road, can be made more receptive to tow-car-and trailer occupancy by a simple expedient of reversing the direction of travel on the camp road and increasing the length of the parking spurs. The result of an intelligent remodeling of certain old campgrounds can be satisfactory in considerable degree, although there will remain the hazards potential in backing a trailer."[12]

Reversing the direction of travel on campground loop roads is a viable option that may enable the park to provide more well-defined campsites, protecting adjacent roadside and campsite vegetation. A reversal of traffic direction may be a legitimate alternative for Blackwoods loop B and Seawall loops A and B. However, this option should be carefully weighed before implementation. Currently, all campground loop roads direct traffic consistently in a one-way counter-clockwise direction. The implementation of a new clockwise traffic pattern in some camp loops while other loops remain counter-clockwise, may confuse the public and create more problems than it solves. Reversing direction of travel in the Blackwoods A loop, featuring "link" and "bypass" trailer sites would require an undesirable redesign of these sites which are historic features of both campgrounds.

Alternative #2: An alternative to changing the direction of travel on all campground loop roads would be to exactly specify those spur type campsites which will permit the use of trailers, then change the angle of the parking spur so that a trailer can be conveniently backed into the spur without leaving the road surface. The spur should be delineated and sized to accommodate the size of trailer permitted and defined with the use of vehicular barriers such as medium sized boulders.

Alternative #3: Another alternative to reversing vehicle direction would be to selectively convert sites suitable for trailer use to "bypass" type sites which would not require the backing of a trailer. Only campsites on the "right-hand" side of a road would be suitable to conversion to bypass sites. To do otherwise would create a situation where the passenger side of the RV/trailer would face the bypass island rather than the usable portion of the campsite (Figure 116).



Figure 116: Many "bypass" trailer campsites are improperly located on the left side of the one-way camp roads. Doing so places the main door of the RV facing the bypass island rather than the campsite.

▲ Social Trails and Campsite Privacy

Issue:

The privacy of many campsites is impaired by the existence of "social" trails which lead from other areas of the campground to facilities such as comfort stations or water taps. In some cases, these trails have been created through campsites by the spontaneous and repeated foot traffic over the years. Other trails have developed in clearings for underground utility lines or abandoned road beds which pre-existed the campground (Figures 117, 118 and 119).

Recommendations:

Most social trails within the campgrounds reflect the patterns of use that have been in place for many years. These trails are often the direct route that visitors use in satisfying the most basic requirements of obtaining water, or using the comfort station. Since there are no plans to change the location of these basic facilities, the closing of social trails would be futile. A more successful approach would be to abandon and obliterate campsites which are



Figure 117: This Seawall loop "A" campsite is poorly located in the direct route of the path to the comfort station, offering little privacy to campers.



Figure 118: This Blackwoods loop "B" campsite is located next to an underground utility line which has become a "social trail" between lateral roads.

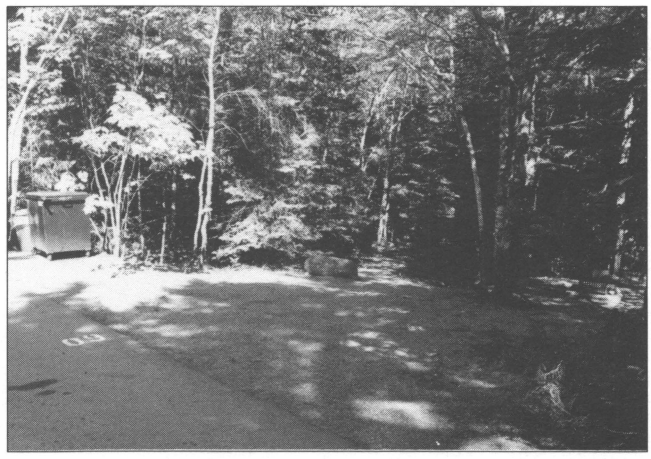


Figure 119: This Blackwoods campsite is poorly located next to the footpath to a comfort station, and refuse dumpster.

affected by the existence of social trails. Social trails that are to remain should be lined with timber poles or stones and surfaced with well aged wood chips. The installation of additional bituminous surfaces should be avoided.

Site Furnishings

▲ Stone Fireplaces at Seawall Campground

Issue:

The majority of stone fireplaces at Seawall campground that were constructed by the CCC are in very deteriorated condition. The stones and firebrick which form the fireplaces are coming apart and the steel fire grates are badly deformed (Figure 120). In some instances, pre-fabricated steel fireplace rings have been installed inside the historic stone fireplaces.

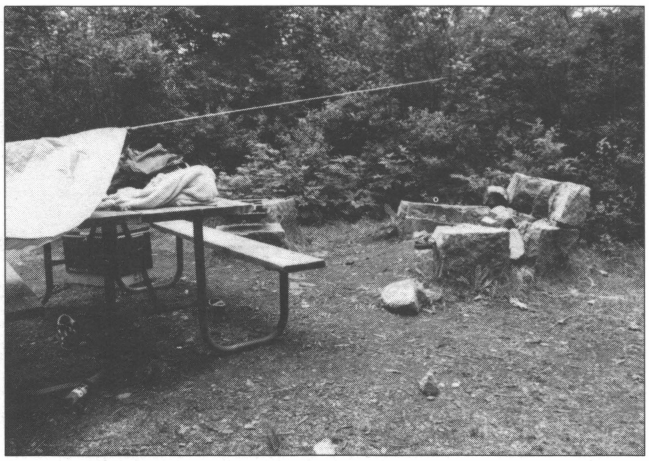


Figure 120: An example of an historic stone fireplace in very poor condition, Seawall campground loop "A".

Recommendations:

Seawall's collection of stone campsite fireplaces, while deteriorated, is a significant character- defining feature of the campground. Original design drawings and specifications should be consulted to facilitate the restoration of these features as part of Package ACAD-232.

▲ Steel Fireplaces at Blackwoods Campground

Issue:

Within the area of "link" trailer campsites in Blackwoods loop A, many of the steel fireplaces currently in use are installed on the driver's side of the parking link. This effectively separates the fireplace from the defined campsite area and picnic table on the passenger side of the parking link. Trailer and RV campers typically use propane or gasoline stoves for cooking so this is of little practical consequence. However, the illogical placement of the picnic table on one side of the trailer and the fireplace on the other creates a wider area of soil compaction (Figure 121 and 122).



Figure 121: "Link" trailer sites, Blackwoods loop "A." In order for the main door of this trailer to face the fireplace and campsite area, the driver was forced to travel the wrong way on the one-way camp road.



Figure 122: Typical circular steel fireplace, Blackwoods campground.

Recommendations:

The consistent relocation of steel fireplaces to the passenger side of a trailer parking link is desirable in an effort to minimize the area of disturbance. However, consolidating picnic table and fireplace should not be undertaken unless the former fireplace site is completely obliterated and revegetated.

▲ Campsite Picnic Tables

Issue:

The collection of picnic tables in use at both of Acadia's campground, while in good condition, may need to be replaced in the future.

Recommendations:

The picnic tables currently in use at the campgrounds are not themselves historically significant. These tables are constructed of bent steel tubing, on to which is fastened wooden boards for table top and bench surfaces. They are unmistakable as modern features and are not particularly rustic. The oldest examples date to the mid-1960, during the tenure of the Job Corps. These "Job Corps" style tables replaced two earlier generations of furnishings. During the 1930's and 40's, the original tables were constructed out of rough hewn timbers (Figure 123). The second generation of tables, installed during the 1950's, was constructed of rough-sawn dimension lumber (Figure 124).



Figure 123: Historic view c.1937-38, Seawall campground. Photo shows one of the types of timber picnic tables used at Acadia National Park's campgrounds and picnic areas during the historic period.

It would be appropriate to recapture the rustic spirit of the original furnishings wherever possible without creating a false sense of history. A variety of design alternatives for picnic tables could be developed within the scope of Package ACAD-232. These alternatives should be consistent with the historic character of the campgrounds, yet easily maintained and distinguishable as contemporary features. The design options explored could include a variety of methods, materials, and finishes. Some alternatives are described here.

Alternative #1: Use original drawings to reconstruct original timber picnic tables.

Alternative #2: Replace existing wooden boards with thicker dimension sawn lumber, re-using existing steel picnic table framework.

Alternative #3: Design a new picnic table that is easily maintained yet compatible with the rustic character of the campgrounds.

The plastic picnic tables currently being field tested elsewhere in the park may be environmentally sensitive for their use of recycled plastics, but are not in keeping with the rustic values out of which the campgrounds have evolved. Tables constructed primarily of wood are more intrinsically appropriate to the setting. The use of plastic picnic tables should not be extended to the campground environs.

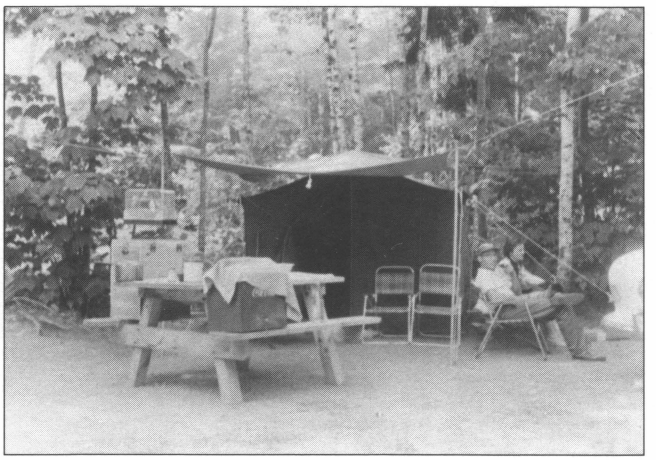


Figure 124: View c. 1950's at Blackwoods campground shows a picnic table constructed of rough-sawn dimension lumber.

▲ Campsite Numbering Signage

Issue:

Even with campsite numbers painted on the road, many campers become confused and lost. The design of easily read yet compatible rustic campsite markings is perceived as a real need in both campgrounds.

Recommendations:

Before the installation of bituminous concrete on campsite loop roads, routed wooden posts were used to identify individual campsites. A contemporary interpretation of these rustic markers could again be employed to identify campsites in tandem with painted pavement

markings. To help children, loop indicator markings could be color-coded. Example: Blackwoods loop A could be red, loop B could be blue.

▲ Pedestrian Signage

Issue:

The review of existing miscellaneous signs installed within the campground suggests that many signs are installed too high. Historically, minor signs were unobtrusive due to their low horizontal placement (Figure 125 and 126).



Figure 125: Appropriately sized and placed pedestrian signage, Blackwoods campground.

Recommendations:

The height and size of a sign is an important factor to consider in appropriately blending it with its surroundings. Minor campground signage should be examined comprehensively within the scope of Package ACAD-232 and in the context of an updated park- wide signage plan to insure that rustic values are preserved at Blackwoods and Seawall campground. Signage has the opportunity to communicate much more than the message printed on its surface. The choice of type style, materials, finish, size, and placement may all work to reinforce a sense of place.

The *National Park Service Sign Manual* (rev. 1988) identifies several different types of signs.[13] These include: regulatory, warning, information, destination, interpretive and entrance signs among others. Standards for letter size, type style and other minutiae are all specified and appropriate where public safety and motor vehicles are concerned. However, in examining the sign manual, it is difficult to determine a standard height placement for minor pedestrian signage.



Figure 126: Many small signs are placed too high. As a result, the sign seems out of place in its setting.

Park and Recreation Structures, published in 1938, is full of examples of the use of rustic pedestrian signage placed at a low unobtrusive height. This publication served as a written expression of the design ethic in place at the National Park Service during the historical development of the Blackwoods and Seawall campgrounds, and should be consulted for design ideas to be incorporated into the new replacement signs.

▲ Campground Entrance Signs

Issue:

The entrance signs for both campgrounds, as they currently exist, are not compatible with the rustic values of the campgrounds. These signs are typical of the UNICOR signage system used throughout the national park system. Other than white lettering on a brown field, very little differentiates the NPS signage from the green and white reflective signage used on state and federal highways (Figures 127 and 128).

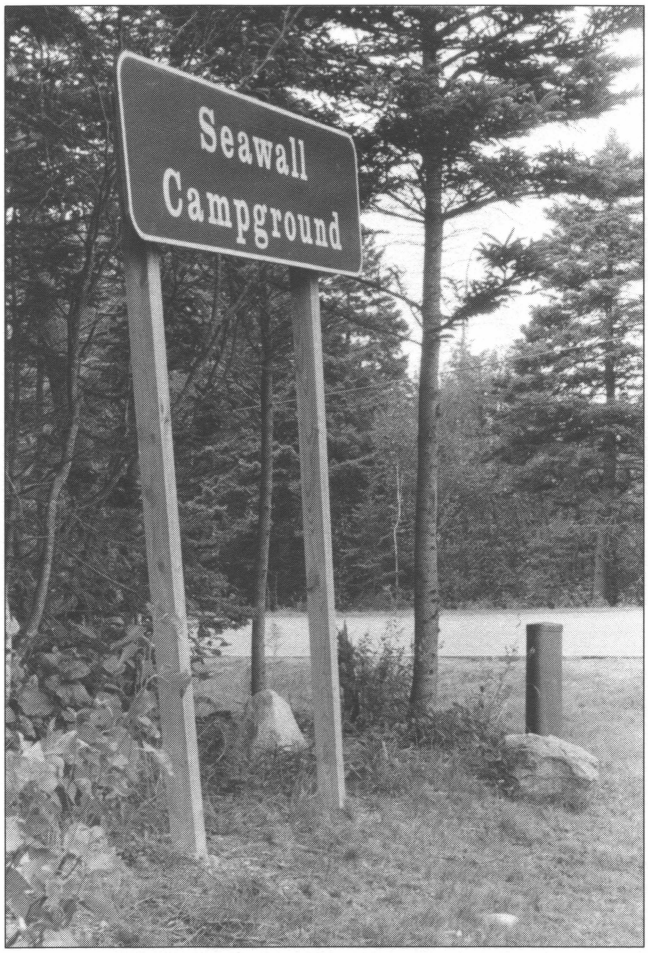


Figure 127: Seawall campground entrance sign. Other than its brown background, little differentiates this kind of sign from state and federal highway signage.

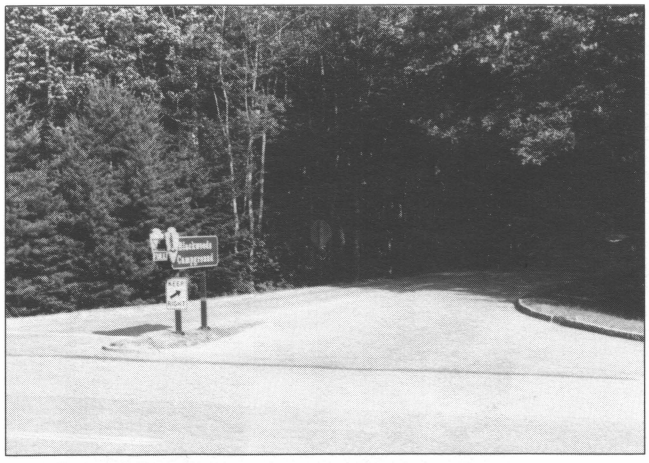


Figure 128: Blackwoods campground entrance sign.

Recommendations:

Research conducted thus far has not discovered the historic design of the original campground entrance signs, however examples of other entrance signs at Acadia National Park typical of the period have been documented (Figures 129 and 130). Contemporary

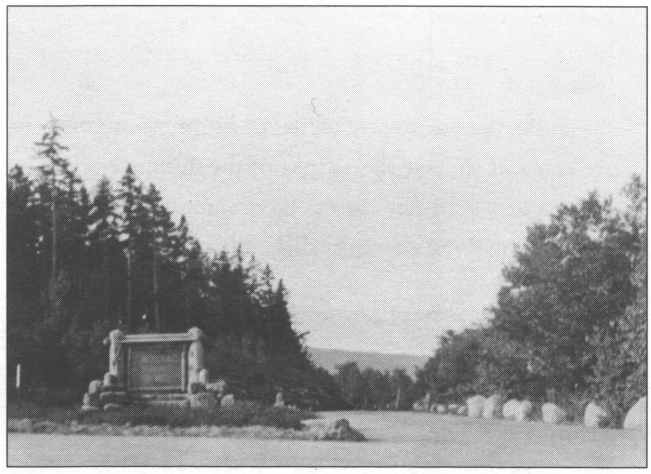


Figure 129: Example of typical rustic entrance sign of the 1933-1942 historic period, Cadillac Mountain Road.

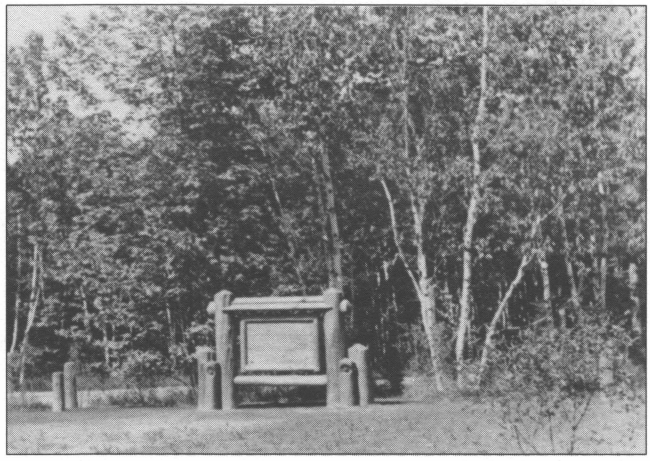


Figure 130: Example of typical rustic entrance sign of the 1933-1942 historic period, location unknown.

design alternatives for entrance signage should be developed that are in keeping with both the rustic character of the campgrounds and consistent with a park wide signage plan.

▲ Seawall Checking Station Signage

Issue:

The installation of many minor signs at the Seawall Checking Station has created a visually cluttered and confusing situation.

Recommendations:

The front porch and landscape of the Seawall Checking Station needs study in an effort to reduce visual clutter and coordinate information presented to the visitor.

▲ Trash Receptacles

Issue:

Dumpster pads constructed of bituminous concrete are too soft to bear the weight of the dumpsters and are damaged. Dumpster casters have sunk into the surface of the pads, making the units difficult to move (Figure 131).



Figure 131: Typical contemporary dumpster installation, Blackwoods campground.

Recommendations:

Where necessary, the dumpster pads should be replaced with reinforced Portland cement concrete and feature wheel stops at the back of the pad to prevent the dumpster unit from rolling off the back of the pad. The white surface of the Portland concrete can be blended with the adjacent roadway by spraying its surface with emulsified asphalt and applying a final chip seal. Another option would be to add a dark grey tint to the concrete mix, to blend the surface in with its surroundings.

The continued use of small dumpsters, as contemporary features, has limited impact on the rustic character of the campgrounds and helps control of animals feeding at trash receptacles.

▲ Campground Lighting

Issue:

Campground lighting is currently minimal, limited to area lighting at the checking stations, and path lights to the amphitheaters. Simple light fixtures attached to the comfort station buildings and interior light shining through comfort station windows provides the only outdoor lighting in the campsite loops. Area lighting at the amphitheaters is inconsistent with the rustic values elsewhere in the campgrounds (Figures 132, 133 and 134).



Figure 132: An appropriate, low-placed path light leading to the Seawall amphitheater, constructed 1961. The style and fresnel lens used in these fixtures may indicate their salvage from the former Seawall Naval Radio Station.



Figure 133: A contemporary low concrete path light appropriately used at both Seawall and Blackwoods amphitheaters.

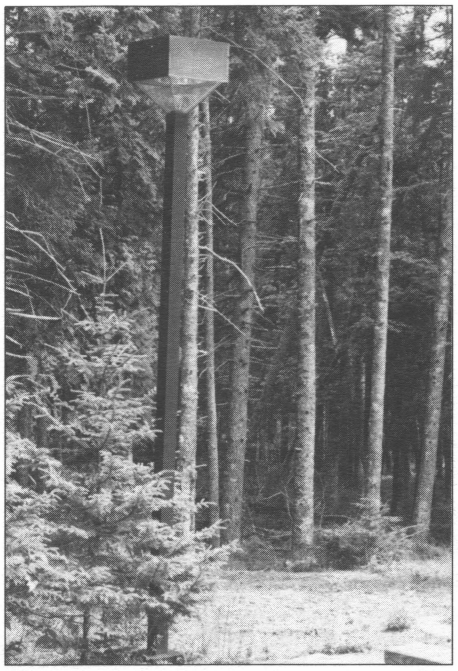


Figure 134: Inappropriate urban style light fixture used at the Seawall amphitheater.

Recommendations:

A minimal approach to campground lighting should be maintained that is consistent with the campground mission statement. Though not specifically writing about site lighting, Grosvenor Atterbury's 1929 writings about general park development seem appropriate:

> ...I believe it would be better to keep park accommodations extremely simple. The whole atmosphere might better harmonize with the "out-of-doors" idea - the "back-to-nature" concept - than to satisfy the artificial, conventional standards by which such a great and increasing majority of us habitually rate our comfort, happiness and well being..."[14]

Both campgrounds have managed to serve the needs of visitors for forty five years with the barest minimum of site lighting. Therefore, existing light fixtures should be studied, and where possible, the wattages or lumens of the bulbs providing outdoor lighting should be reduced. Where they exist, harsh lighting provided by halogen or mercury vapor bulbs should be replaced with conventional incandescent. The character of the fixtures should also be carefully considered. The low path lighting to the campground amphitheaters is consistent with the historic intent to subordinate structure to the landscape. However, the amphitheater area lighting, which serves as the "house lights" is an off the shelf fixture more appropriate to an urban setting. The use of this kind of fixture should not be repeated in the campground. When it is time to replace the amphitheater area lights, a more rustic fixture should be installed.

▲ New Gates

Issue:

In order to more actively manage the use of the campgrounds, especially Blackwoods, the park has expressed a need to install additional gates at the entrance to campsite loops, and in sections of campsite loops to control traffic.

Recommendations:

The boulder and chain gates located at Blackwoods campground are very simple and in keeping with the rustic values of both campgrounds. The repetition of this detail where additional gates are required is appropriate. For aesthetic reasons, consideration should be given to replacing the frayed and twisted cables on existing gates with a heavy gauge chain. The continued use of sawhorses is both ineffective and out of character with the landscape.

Architecture and Utilities

▲ Replacement of Non-Historic Comfort Stations

Issue:

Since Seawall loop D and Blackwoods loop B were constructed after the period of significance, the comfort stations within those loops may be considered "non-contributing" resources of the historic landscape. Several of these non-historic comfort stations are severely deteriorated.

Recommendations:

The replacement of non-contributing comfort station buildings with a contemporary yet compatible comfort station prototype would have no adverse effect on the cultural landscape. However, to minimize landscape disturbance, replacement buildings should be constructed on the approximate footprint of prior buildings. The non-contributing comfort stations at Blackwoods are: Bldg(s) 96, 118, 119, 120, 121 and 122. The non-contributing comfort stations at Seawall are: Bldg(s) 178, 179, 180 and 181.

In developing and refining the prototypical comfort station to be constructed at Acadia, designers would again be well advised by Albert Good, the editor of *Park and Recreation Structures*, who wrote in 1938:

> "Any economy in fulfillment of these primary [sanitary] requirements makes absurd any indulgence of a too impetuous urge to dress up the structure. The comfort station [that is] not a part of a building housing other park facilities is very properly so subordinated by location that there is little reason for embellishing it structurally."[15]

▲ Paint vs. Stain

Issue:

Historic research indicates that the comfort station buildings were originally stained. Most buildings at both campgrounds, including both contributing and non-contributing structures, are currently painted a standard "NPS Brown."

Recommendations:

The return to a stain finish for the comfort station buildings is consistent with research findings and the rustic character of the campgrounds. A stain finish would allow the wood siding to breathe and more easily adjust to fluctuations in temperature and humidity. This would mean greater longevity for the surface and reduce maintenance costs. However, while the use of stain appears in the historical record, research conducted thus far has not determined the historic color of this stain. Historic black and white photography indicates that the buildings were tinted with a dark pigment. If portions of original siding or other exterior woodwork can be located, it may be possible to determine the exact tint by using paint analysis procedures (Figures 135 and 136).

If paint analysis is impossible or inconclusive, a dark brown stain should be selected. In the absence of information indicating otherwise, the choice of brown stain eliminates speculation or personal taste from decisions of tint as brown stain is most similar to the color of the existing paint. A second and perhaps more appropriate reason to select a brown stain is the ability of dark colors to recede and thus easily blend in with the wooded surroundings. Lighter colored stains would make the buildings stand out, and be seen as objects in the landscape rather than part of the landscape. This subordination of structure to landscape was addressed by architect Albert Good in the 1938 volumes of *Park and Recreation Structures*:

> ...In its most satisfying expression, the park structure is designed with a view to subordinating it to its environment...The color of the exteriors, particularly the wooden portions of park structures is another most important factor in assimilation. Naturally such colors as occur in, and are commonest to, the immediate surroundings serve best. In general, warm browns will go far toward retiring a wooden building in a wooded or partly wooded setting. A light driftwood gray is another safe color. Where contrast is desired to give architectural accent to minor items, such as window muntins, a light buff or stone color may be sparingly used. Strangely enough, green is perhaps the hardest of all colors to handle, because it is so difficult to get just the correct shade in a given setting and because it almost invariably fades to some very different hue...[16]

Although Good's writing makes reference to "light driftwood gray" as a potential color choice, the choice of gray is not recommended in the case of the campground



Figure 135: Historic view c.1937 of a comfort station in Seawall loop "A." Photo clearly shows the absence of any highly pigmented stain or paint. However, the photo may be construction documentation prior to the final finish.

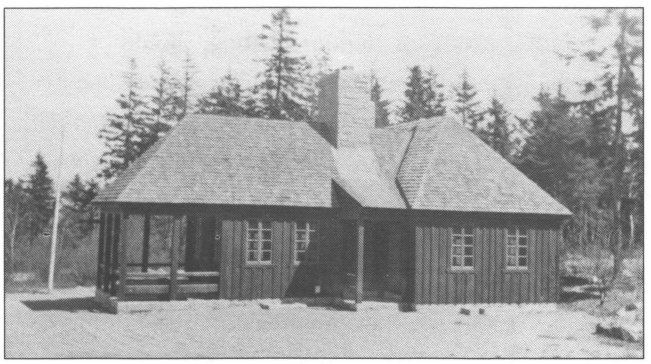


Figure 136: Construction photograph c.1942. This photo shows the former Blackwoods checking station obviously given a dark colored final finish.

comfort stations. A semi- transparent gray stain is more appropriate for buildings in a relatively open area or very close to the seashore. The choice of a brown semi-transparent stain would help the comfort stations blend into the darker wooded settings of Blackwoods and Seawall campgrounds.

▲ Roofing Materials

Issue:

The existing roofing on some historic comfort station buildings is deteriorated and needs to be replaced. In addition, a compatible roofing material needs to be selected for the new comfort station prototype.

Recommendations:

When re-roofing becomes necessary, wood shingles should be replaced onto comfort station roofs that had been originally constructed using wood shingles.

The choice of roofing for the contemporary comfort station prototype may appropriately depart from the use of wooden shingles. In this regard, Albert Good advised in 1938:

> ...A green roof might be expected to blend with the green of surrounding trees, yet because a mass of foliage is an uneven surface, intermingling other colors, and broken up by patches of deep shadow and bright openings, and because a roof is a flat plane which reflects a solid continuous color, anything but harmony results. Brown or weathered gray roofs, on the other hand, blend with the colors of earth and tree trunks to much happier results....[17]

▲ Comfort Station Privacy Screens

Issue:

Privacy screens for historic comfort stations featured vertical boards with small "V" notches in their sides that created a diamond pattern. These screens stood away from entrance doors, reaching into the landscape. Repairs over the life of the campgrounds in many instances have removed this original design pattern from the comfort station privacy screens (Figure 137).

Recommendations:

Original design drawings for historic comfort stations should be consulted and missing privacy screens should be replaced. The application of this detail to contemporary comfort stations is not appropriate (Figure 138).

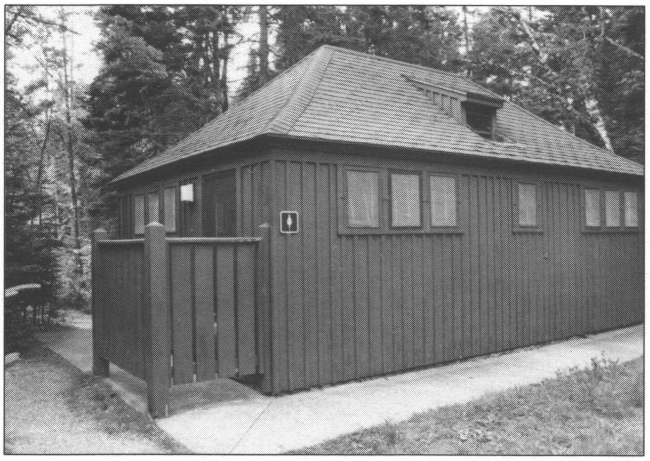


Figure 137: Historic comfort station at Seawall campground showing its privacy screen lacking the historic diamond pattern.



Figure 138: A renovation during the 1980's inappropriately introduced historic details into this contemporary Loop B comfort station.

▲ Landscape Plantings Adjacent to Comfort Stations

Issue:

The landscape adjacent to many comfort stations has been highly compacted with foot traffic over the life of the campgrounds. Loss of native trees and shrubs near the buildings currently works to disconnect them from their setting.

Recommendations:

The installation of foundation planting is not recommended in connection with historic or contemporary

comfort station buildings. However, the informal and modest placement of groupings of small trees and shrubs near the comfort station will help to blend the structure to the site. Detailed plans for the installation of native plants at the campsites should also address the landscape adjacent to historic and contemporary comfort stations.

▲ Seawall Checking Station Landscape

Issue:

The landscape adjacent to the Seawall checking station, like that of many a comfort station is deteriorated due to age and soil conditions.

Recommendations:

Plantings for the landscape adjacent to the Seawall checking station should be developed in conjunction with a camp-wide planting plan.

▲ Comfort Station Accessibility

Issue:

Historic comfort stations were constructed on granite foundations, that often required the user to take a step up to gain access. Non-historic comfort stations constructed on a concrete slab also require a step up to gain access (Figure 139). This single step is now seen as an accessibility barrier, and a potential trip hazard. Having gained access to the building, the interiors of the comfort stations do not meet current accessibility guidelines.

Recommendations:

Each of the historic comfort stations in Acadia National Park's two campgrounds occupy unique topography that presents different challenges in making these historic buildings universally accessible. It is likely that some comfort stations in the campgrounds are more easily made accessible than others. It is recommended from a cultural resources perspective, that if possible, accessibility modifications be made to the non-historic comfort stations rather than the buildings dating to the CCC era. Similarly, the accessible campsites should be located proximate to accessible comfort stations.

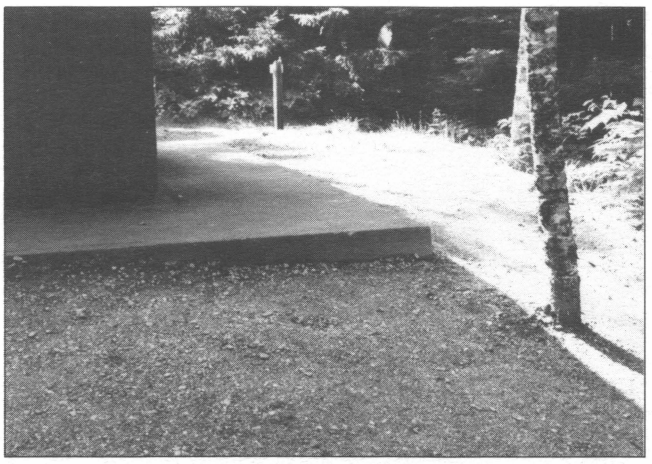


Figure 139: Typical small step near the entrance to many historic and contemporary comfort stations. Accessibility modifications to historic buildings and placement of accessible campsites needs to be thoughtfully considered.

▲ Blackwoods Checking Station

Issue:

As presently located, the checking station at Blackwoods presents an obstacle to vehicular circulation, appears out of character with the rustic architectural traditions of the park, and is too small to meet the needs of the campground staff and visitors (Figure 81 and 140).

Recommendations:

The redesign of the northern portion of the Blackwoods camp court, including the checking station intersection and the trailer dump station may necessitate the need to replace or redesign the existing Blackwoods checking station. This small building was constructed in 1976 and is not itself historically significant. It may be possible to move the building a short distance to a new

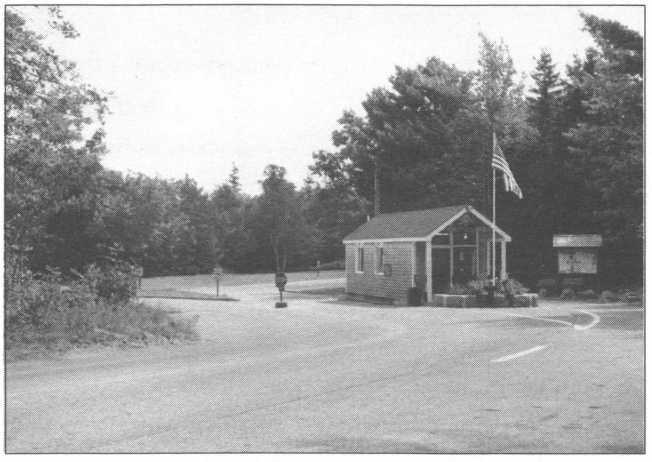


Figure 140: Blackwoods checking station, constructed 1975. Plans to redesign the circulation at the northern end of the "camp court," may require moving or modifying this building.

location. If this is done, attention should be paid to providing a proper landscape setting for this structure. The building is now completely surrounded with bituminous pavement.

▲ Blackwoods Privy

Issue:

The small privy located near comfort station #96 in loop A is believed to have been constructed c. 1940. The privy building is in very deteriorated condition, yet remains as the last surviving example of this type of facility in the park. If no action is taken to stabilize the Blackwoods privy, the small structure will soon fall down on its own accord. This has been identified as a safety hazard by park staff.

Recommendations:

The c. 1940 date for this building has been supplied by David Arborgast during preparation of "Inventory of Structures: Acadia National Park," in 1984. At this writing, no information has been found that would contradict this earlier assessment of age. Consideration may be given to using the stabilized structure as a small tool shed or storage building. If a contemporary use cannot be found for this small, deteriorated building, it should be documented with archival quality black & white photography before demolition. The privy hole should be filled with clean sand to eliminate a potential safety hazard, while protecting possible archeological resources.

▲ Expansion of Numbers of Water Taps

Issue:

Many campsites are located far from a potable water source. It is believed that this has caused many social trails, as campers take short cuts through other campsites to obtain water.

Recommendations:

The chapter of *Park and Recreation Structures* devoted to tent and trailer campsites provides the following historical standards:

> ...A tent campground has long been felt to be suitably equipped if safe drinking water were provided not more than 200 feet... should not these same facilities provided within similar maximum distances be satisfactory in a trailer camp? Is it really desirable to go further and provide on each individual campsite so many of the refinements of a hotel room?...[18]

Based on these historical standards, additional water taps should be provided only in minimal numbers, placed to serve those sites farther than 200 feet from the nearest existing tap. The repetition of the existing utilitarian water tap design is appropriate.

▲ Dishwashing and Gray Water Disposal

Issue:

Proper facilities for dishwashing and gray water disposal are needed to control the increased presence of raccoons feeding on food wastes improperly disposed of in the woods (Figure 141).

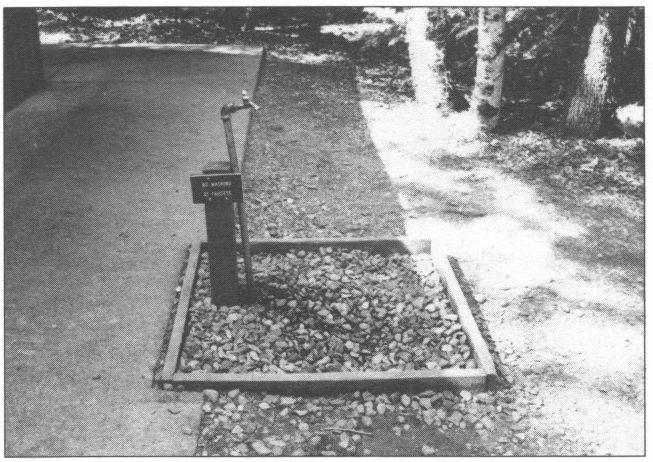


Figure 141: The sign on this water supply tap reads: "No Washing At Faucets," an indicator of an operational/public safety issue at both campgrounds.

Recommendations:

Wash houses and laundries were designed during the CCC era to be added as wings to the existing comfort stations. However, these facilities were never installed, and the plans never contained provisions for dishwashing. Review of the 1938 volumes of *Park and Recreation Structures* reveals no information about the design of dishwashing facilities for public campgrounds.

Due to the health and safety issues inherent in the design of such a facility, technical alternatives should be developed which conform to applicable federal and state public health codes. Only after a technical sanitary solution is selected, should the details of its architectural expression be considered. However, some generalizations may be appropriate.

Dishwashing facilities would logically be located in the neighborhood of the comfort stations, due to the proximity of water and sewer utilities. It would be necessary that plans for dishwashing facilities be architecturally compatible with existing buildings and the architectural traditions of Acadia National Park. Second, the provision of free standing dishwashing facilities in proximity to the comfort station may work to spread the area of user impact across a greater area of the landscape. For this reason it may be desirable to confine these impacts to the smallest area possible by designing them as an simple, compatible additions to the comfort stations. Although showers and laundries were never constructed, this was the approach taken in the original design for the Blackwoods and Seawall comfort stations/ wash houses. This approach, rather than the details, may be appropriately applied to the schematic planning for future dishwashing facilities.

▲ Post-Rehab Revegetation of Underground Utility Lines

Issue:

Rehabilitation and or construction of new underground utilities will involve major ground disturbance and the removal of vegetation.

Recommendations:

All traces of ground disturbance should be obliterated and revegetated using native plants specified earlier in this report. Due to the small sizes of plant materials propagated through the park's Interagency Agreement with Natural Resources Conservation Service, revegetated areas should be fenced off from the public for a number of years, to permit the young vegetation to mature.

▲ Comfort Stations Interiors

Issues relating to the renovation of the comfort station interiors are not addressed by this report, however excerpts from round-table discussions concerning building interiors are referenced in an appendix to this document. (Appendix D).

Management Issues

A design solution does not exist for every problem and issue facing Blackwoods and Seawall campgrounds. Many problems or deficiencies result from longstanding patterns of use and may be best addressed through public education.

Many management issues were identified during round-table discussions early in the preparation of this report. These issues should be addressed and resolved before planning for the upcoming rehabilitation progresses to advanced stages. While many of these issues are outside the scope of a Cultural Landscape Report, a selection of campground management issues are briefly presented to facilitate discussion and resolution by the park.

▲ Zoning of Campground User Types and Resolution of User Conflicts

Issue:

The physical segregation/zoning of different types of users is specified in the General Management Plan to help reduce conflicts. Tent campers are more sensitive to issues of privacy, because they must rely on distance and vegetation for privacy, while RV campers may simply go inside and shut the door. In addition, tent campers seem to harbor some animosity toward RV campers over the use of portable electrical generating equipment.

Recommendations:

The zoning of user/equipment types may be an excellent way to resolve both user conflicts and other operational issues of the campground. The desire to flexibly accommodate a variety of camping equipment has prohibited the use of vehicular barriers such as boulders or logs to define the exact placement of cars, trailers and RV's. Unrestricted vehicle access results in compacted and disturbed soil, damaged trees which define the campsite, and a continuous widening of the area damaged by use. One solution to this issue is the zoning of user/equipment types within the campground to allow exact delineation of parking areas using vehicular barriers. This solution is supported and directed by the General Management Plan (p. 39). Note: This change will require specific instructions to, and coordination with the private company handling camp-

site reservations at the Blackwoods campground.

The continuous use of the "link" and "bypass" sites of Blackwoods loop A for trailer use is well established historically and should remain, however some thought could be given to reducing the maximum size of RV's and trailers using these sites. This is necessary because the largest RV's in use today are out of scale with the campground as it was originally designed. The Seawall loop A and B should be reserved for automobile/van and tent use because of their original spur campsite design. The Seawall loop C should be reserved for trailer/RV use in keeping with the original design for this area.

▲ Shower Facilities and the Expansion of Services

Issue:

Whether the National Park Service should offer on-site shower facilities at Blackwoods and Seawall campgrounds has been raised during discussions taking place early in the preparation of this report. This question implies an expansion of services at the campgrounds.

Recommendations:

This is a difficult issue and any decision made would involve both positive and negative consequences. Historic campground development standards, provided for wash houses containing showers no greater than 1,500 feet from any campsite.[19] This is approximately a five minute walk. Private vendors currently provide showers outside the park boundary over one mile away. As a result, the majority of campers drive rather than walk to the showers. One positive result of providing on-site showers would be to reduce the number of "vehicle trips-per- day" on the campground roads.

The corresponding negative consequences may be political, and could result in a competitive relationship with private business. This was most likely the issue which eliminated plans for the construction of showers during the 1956-1966 Mission 66 construction program.

▲ Vegetation and User Education

Issue:

Much of the damage to vegetation adjacent to a campsite may be simply attributed to a lack of environmental sensitivity by the public. For example, many trees in campsites display scars, damage and decay originating from burns from gasoline or propane lanterns. This damage occurs when nails are driven into trees and a hot lantern is placed in contact with tree bark. Other damage is caused when campers desert the defined area of their campsite and pitch tents in the adjacent woodland, hastening its destruction.

Recommendations:

Many problems affecting the campgrounds can be mitigated through a change in management approach or public education. Part of the long-term natural and cultural resource protection strategy for the campgrounds may require creating a greater awareness in the public of the implications of their actions. Alternatives to destructive behavior need to be offered, such as stringing a line between two trees and suspending a lantern between them instead of on them. Part of every evening campfire program could be dedicated to instructing the campers in environmental ethics and minimum impact camping. These evening sessions could be used to help explain the closure of some camp sites, and the placement of fencing around new plantings of screening vegetation.

▲ Re-numbering Campsites and Documentation

Issue:

Repeated changes to the numbering system identifying the individual campsites over the years has made it impossible to track or assess the condition of individual sites over time.

Recommendations:

When campsites are abandoned/moved/created as a part of the upcoming rehabilitation, it should be accompanied with comprehensive documentation. Once the new numbering system is established, photo documentation of each site with a date recording camera should be undertaken, and the numbering system should not be changed again without comprehensive archival documentation. This will help to facilitate consistent campsite management.

▲ Length of Camping Season and Campsite Recovery

Issue:

The length of the camping season has steadily grown. The 1949 park brochure lists the campgrounds as being open to the public from June 15 to October 1. The lengthening of spring and fall "shoulder seasons" leaves little opportunity for campsites to recover.

Recommendations:

Some scientific/economic analysis should be undertaken which specifically examines the cost- benefit relationship between the length of the camping season and the protection of natural and cultural resources. From a strictly resource protection point of view, it is probable that this analysis would reveal benefits from a shorter camping season. From the revenue side, this analysis may help determine a point of diminishing returns, where the number of camper/days no longer covers the fixed costs of labor and maintenance expenditures for that season. This analysis might be best accomplished through a partnership with the business or economics program at the state university.

▲ Enforcement of Existing Regulations

Issue:

Many existing campground rules need to be adequately enforced. These rules apply to resource protection and to the safe and efficient operation of the campground. Examples of this are limits to one vehicle per campsite, erecting tents outside the defined campsite area, quiet hours and even pet leash rules (Figures 142 and 143).

Recommendations:

The management of Acadia's campgrounds involves striking a balancing between acting as the nation's host vs resource protector. Either campground at full capacity has more residents than many small towns in the region. It is inevitable that infractions of campground rules will occur. All regulations affecting the campgrounds and their use should be reviewed. Following this review, a well thought out approach be taken towards the education of the public of the need for these rules. Next, a consistently applied program that addresses both warnings and sanctions should be developed for the



Figure 142: Campsites were not designed to accommodate this much equipment. Blackwoods loop "B."



Figure 143: This campsite appears unoccupied, however, a tent has been pitched in the shadowy wooded area nearby. This practice promotes destruction of adjacent vegetation and widens the campsite area.

infractions that will occur. This program, and the thinking behind it, should be developed and shared with all employees involved with the campgrounds, not just enforcement personnel.

▲ Park Service vs Concessionaire Management and Resource Protection

Issue:

Campground management arrangements made elsewhere in the national park system may eventually lead to a proposal for the management of Seawall and Blackwoods campground by a private concessionaire.

Recommendations:

In the management of Acadia's campgrounds, the park has sought to provide as much protection as possible for the natural and cultural resources associated with those campgrounds. The NPS has not managed the campgrounds primarily for revenue. Clear guidelines, inspection and performance criteria should be developed prior to turning the management of park resources over to a private vendor.

ENDNOTES: TREATMENT RECOMMENDATIONS

1. U.S. Department of the Interior, National Park Service, History Division, "Management of Cultural Landscapes" in *NPS-28, Cultural Resource Management Guideline*, Release IV, (Washington, D. C.: U.S. Government Printing Office, 1994), 99.

2. U. S. Department of the Interior, National Park Service, North Atlantic Region, *General Management Plan and Environmental Assessment for Acadia National Park*, (Denver, Colorado: Denver Service Center Branch of Publications and Graphic Design, 1992), 52.

3. Ibid., 52.

4. U.S. Department of the Interior, "Appendix C: Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" in *NPS-28, Cultural Resource Management Guideline*, 236.

5. U.S. Department of the Interior, *NPS-28, Cultural Resource Management Guideline*, 104.

6. Ibid., 105.

7. *The Random House College Dictionary*, 1980 ed., 63.

8. Albert H. Good, ed., "Apologia" in *Park and Recreation Structures*, vol. I, (Washington, D. C.: U.S. Department of the Interior, National Park Service, 1938) 1.

9. U.S. Department of Justice, "Appendix A to 28 CFR 36 (ADA Title III), "Standards for Accessible Design: ADA Accessibility Guidelines" (ADAAG)," *Federal Register*, (26 July 1991) vol. 56, no. 144, p. 15602.

10. Patterson to Merrick, 1 August 1995, National Park Service internal correspondence between National Biological Service and Denver Service Center. See Appendix E.

11. American Society of Civil Engineers, National Association of Homebuilders, and the Urban Land Institute, *Residential Streets*, 2nd ed., (Washington , D.C.: Urban Land Institute, 1990), 36.

12. "Tent and Trailer Campsites" in *Park and Recreation Structures*, vol. III, 6. See Appendix F.

13. U.S. Department of the Interior, *National Park Service Sign Manual*, rev. ed., (Washington, D. C.: U.S. Government Printing Office, 1988)

14. Grosvenor Atterbury, "Notes on the Architectural and Other Esthetic Problems Involved in the Development of our Great National Parks," 1929. From files, National Park Service, North Atlantic Regional Office, Boston, Massachusetts. Section V, Bryce Canyon.

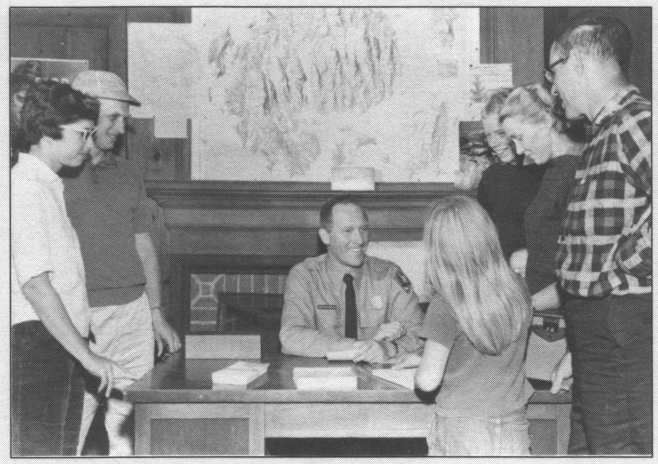
15. "Comfort Stations and Privies" in *Park and Recreation Structures*, vol. I, 129. See Appendix G.

16. "Administration and Basic Service Facilities" in *Park and Recreation Structures*, vol. I, 6.

17. Ibid., 7.

18. "Tent and Trailer Campsites" in *Park and Recreation Structures*, vol. III, 7.

19. Ibid., 7.



RECOMMENDATIONS FOR SUBSEQUENT WORK

Recommendations for Subsequent Work

Coordination With SHPO

It is recommended that a copy of this Cultural Landscape Report be submitted to the Maine State Historic Preservation Officer (SHPO) for concurrence with its findings and recommendations. Once a schematic design has been developed for the campground rehabilitation, it is also recommended that consultation with the SHPO occur again to review the proposed work. This briefing should also be coordinated with the full scope of work and Section 106 compliance for ACAD-232.

Plant Material for Repair/Rehabilitation of the Campgrounds

The park's interagency agreement with the Natural Resource Conservation Service may not produce sufficient quantities or species for the campground rehabilitation, and it may be necessary to determine other methods or sources of plant material. Considerations should be given to transplanting material found in disturbed areas of the park to a "nursery" to hold them until they are needed during construction. This may require the development of partnerships and special funding sources.

Ethnographic Assessment

Preliminary efforts to locate an ethnographer and complete an ethnographic assessment of the campgrounds for inclusion in this report have not been successful. Consideration should be given to completing this work before final design for campground rehabilitation is completed.

Schematic Design Process

The recommendations included in this CLR should be referred to during the schematic design for the campgrounds (Package ACAD-232). Since the campgrounds are cultural landscapes, it is desirable that a historical landscape architect/cultural landscape specialist participate in design development or review to assist with problem solving and to ensure that the features, materials, and spaces that contribute to the significance of the resource are preserved.

National Register Listing

As pointed out in the section entitled, "Analysis and Statement of Significance" appearing earlier in this report, neither Seawall campground nor the historic portions of Blackwoods campground are currently listed on the National Register of Historic Places. A park-wide National Register nomination, including campgrounds and all other potential cultural landscapes should be a priority for subsequent work and is supported by the park's General Management Plan. However, it is unnecessary to wait until a park-wide National Register nomination is completed to seek National Register listing for Seawall and portions of Blackwoods campground. This is due to the fact that a nationwide multiple property listing entitled "Historic Park Landscapes in National and State Parks" was completed in 1995 concurrent with this report. Nomination forms for Seawall and Blackwoods could be prepared identifying the campgrounds as an associated resource of this recent nationwide multiple property listing, reviewed by the Maine SHPO and then submitted to the National Register program.



APPENDICES

APPENDIX A

CAMP PLANNING AND CAMP RECONSTRUCTION

By

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U. S. Department of Agriculture

Published By

CALIFORNIA REGION, U. S. FOREST SERVICE,

S. B. SHOW, Regional Forester

CAMP PLANNING AND CAMP RECONSTRUCTION

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A camp ground consists of an area set aside and reserved for the single purpose of allowing people to spend some time in the open, away from cities and towns, in forest and woodland. The choice of the camping place was formerly left to the visitors themselves, but with the immense increase of campers in National Forests and National Parks it became necessary, for reasons of sanitation and because of the steadily and alarmingly increasing danger of forest fires escaping from camp fires, to restrict camping to definitely chosen and designated camp grounds, so that the campers who formerly were scattered through the forest are now concentrated in large numbers in relatively small areas. This concentration, while it eliminated the dangers of stream pollution and of uncontrolled forest fires, brought new problems of administration. The effects of the very intensive use of the area, day after day and year after year, by a relatively large number of people, began to appear in slow but constant changes in the original cover of vegetation. The enormous increase in the number of automobiles driven into, and parked in, the camps intensified the effects of heavy use to such a degree that first the ground cover, then shrubs and young trees, and finally larger shade-giving trees began to die, and that many camp grounds finally became useless and had to be abandoned because they no longer offered the pleasant surroundings which the visitor seeks in camping.(1) This driving of automobiles into the camp itself is by far the most damaging element. The soil surface becomes compacted and hard, and the plant roots are injured. The automobile, in turning and moving about among the trees and shrubs, causes a great deal of mechanical injury, and at last a point is reached where the cumulative effects on plant life become so great that first suffering and then death ensues.

A further consequence of concentrated camping is the accumulation of ash heaps from camp and cooking fires. Apart from the unsightliness and dirt, these ashes have an injurious effect on plant life. The ash lye which the rains wash into the soil in high concentration is poisonous to plants. The roots of shrubs and trees under the ash heaps are seriously injured and often killed.

(1) E. P. Meinecke. A Camp Ground Policy. U. S. Forest Service, Og ' Utah, 1932.

Since most campers prefer to choose their own spot for the building of a fire, the open spaces within a camp are soon covered with the remains of old fires which after a while are covered with fallen leaves, dust and earth. The injurious effect, however, goes on until the ashes are leached out. The damage to the roots is intensified when it is added to the direct injury of the hot flames of the fire to the branches and foliage of near-by trees.

The diminishing value of many designated areas for camping in pleasant surroundings has reached a point where it becomes necessary to adjust their use to the changing conditions, in order to prevent further damage and to protect the camps from destruction. Instead of single families or small groups occupying a camp, as in former days, many people now congregate in one area, and a community of a temporary character is formed, just as in a hotel a kind of community life develops, though the guests may be changing daily. Certain regulatory restrictions become inevitable in order to safeguard the rights of all the guests as well as those of the hotel or camp. The institution must go on uninjured to be ready at all times for new guests, whether it is a private hotel run for profit or a Government establishment free to all the people.

These regulatory restrictions must be drawn with greatest care. They must be adequate to obtain the desired results of protection and permanence of the camp grounds. At the same time they should encroach as little as possible upon that legitimate degree of personal liberty which the camper has a right to enjoy. The limits of liberty of the individual are drawn by the respect for the rights of others, including those of the Government, which, in turn, is obligated to protect the interests of all and to insure the permanence of the camps for the use of coming generations.

The average citizen clearly understands and recognizes the necessity of his own submission to legitimate regulation in the interest of the social group to which he belongs. He wants orderliness and the feeling of safety in his own pursuits, and he insists on a similar compliance, on the part of others, with the simple rules of give and take that are expressed in the regulatory laws governing community life. In his city or town he is under regulation from morning until night. When he goes camping, however, he seeks at least an approach to the free and unhampered life of the pioneer. All day long he roams in the forest, without restrictions except those of common sense. As soon as he enters camp he steps into a primitive community, and adjustments to his neighbors become necessary which jar upon his ideal of absolute liberty. The additional restrictions imposed upon him in the interest of orderly community life lead him right back to the very conditions of city narrowness which he has sought to escape, unless they are drawn so unobtrusively that he hardly recognizes them as such.

It is of the greatest importance that the directions and instructions which the camp authority wishes to convey to the camper be logical and based on common sense, and that the means through which the camper is informed be carefully chosen so as to avoid an unpleasant reaction in his mind. He will automatically keep driving on a well-made road, and there is no need to admonish him to do so. If he finds a well-constructed cooking stove, conveniently placed, he will not go to the trouble of building one for himself. With all this, it must not be forgotten that even the best of law-abiding citizens, when he is torn loose from the accustomed and accepted restrictions of town life, has some difficulty in adjusting himself to his new freedom. He does not instinctively know what is permitted and what he is expected to avoid. He will drive on the camp road, but there is no self-apparent reason why he should not get off the road into the woods if he so desires. The erection of signboards will not prevent it, but physical obstacles, properly placed, will automatically keep him on the road. Large boulders or logs or ditches convey to him the unwritten information that the camp administration desires him to stay on the road and that automobiles are to be kept out of the wooded camping areas. The art of distributing such heavy obstacles where nature has not provided them lies in the automatic and immediate conveyance of the instruction to the driver and in avoiding at the same time the impression of artificiality.

The concentration of tourists in camps is a necessary restrictive regulation. It cannot be changed, but undesirable consequences can be mitigated or avoided. People will continue to move about on a relatively small area, to harden the soil and to tramp out the ground cover. But the introduction of order into the campsite will tend to direct the travel into more or less definite channels and paths, just as in a room certain paths develop which are more heavily used than other parts of the room.

Since the damaging effect of the automobiles by far exceeds that of moving people, it becomes imperative to fix it in place in such a way that it serves its purpose within the camp but occupies the least space. That is achieved by allotting for it an open-air garage or a parking spur leading off the road and extending a short ways into the campsite. The second objectionable feature is the movable fire and cooking place. Every campsite must, in the long run, be furnished with a definite location for the cooking fire, either plainly indicated or provided with a built-up grid or cook stove. Wood fires within the campsite must be strictly confined to these designated emplacements. The fixation of the car and of the cooking fire naturally governs the choice of the proper place for the table, which should be fixed, if it is at

all possible. The location of the tent will follow logically from that of the other camp features. The use of the tent has the least objectionable consequences for the permanence of the campsite.

In the order of importance, the fixation of the car in its parking spur comes first, next that of the fireplace, and last that of the table.

CAMP PLANNING

Camp planning combines two main objectives, the fullest utilization of the limited space compatible with increased convenience and comfort of the camper, and the permanent protection of the woodland character of the camp ground. In Parks and Forests, the areas set aside for camping are chosen with regard to their attractiveness, which lies mainly in the type of trees, shrubs and other green vegetation on the ground and their distribution. A plan which aims at full utilization of the space exclusively is apt to overlook the fact that the camper is not attracted by roads and bare lots but by the vegetation which affords him shade and recreation in the green forest.

Utilization of space must, therefore, be subordinate to, and governed by, the type and distribution of plant life on the ground. The plan must be adapted and adjusted to the vegetation. It aims at the conversion of a wild forest area into a pleasant and comfortable camp ground.

The natural, untouched vegetation in the forest is irregularly and unevenly distributed so that no two camping areas are alike. Each one has to be planned and arranged on its own merits. A similar variety exists with regard to the composition of the forest cover. At lower elevations wide-spreading oaks, with shrubs, make excellent camps. Higher up there are pines, firs and cedars, with scattered broad-leaf trees in the openings, and at still greater elevations the camp grounds may be located in aspen groves and among subalpine pines. The varying sizes of the trees and shrubs, their mass effects, and even color and different shades of green, have a strong bearing on the character of pleasantness and power of attraction. Further, not all types of vegetation are equally susceptible and sensitive to invasion by man. The large old oaks of the lower country, with the broad open stretches of grass under and between them, are less endangered by public use than are the dense groves of short aspens and high-altitude pines of the mountains. Even a road slashed through the aspen and pine thickets upsets the natural balance of life on their borders, and when openings for campsites are cut into the groves the entire physiological setup under which the trees, with all the many associated plants, have grown into a natural association is profoundly disturbed. The sudden letting in of strong sunlight and of winds in itself effects changes from which the trees suffer and to which they have difficulty in adjusting themselves.

When man moves into the camp and adds to the handicaps by trampling out the grass and lower plants, of hardening and compacting the soil, o scattering ashes and of scorching the foliage with his wood camp fire, th limit of toleration may be reached and overstepped.

Camp planning is futile, and even dangerous, if it does not give th most careful consideration to the physical makeup of the area to be regulated There exists an intimate relationship between vegetation and soil, and th treatment which may perfectly suit one type of soil will prove disastrous i camps with another type. Vegetation growing in rich ground with evenly maintained moisture is far less sensitive to moderate use than are plant which are barely able to support themselves in poor, gravelly soils. The typ and distribution of the vegetation on the ground determine the type an details of the plan which is to serve it best.

Into every plan for camp ground regulation there enter two important elements which are fundamental for success or failure, and which, once they are carried from the provisional plan into execution on the ground, can no longer be corrected. They are the road system and the subdivision of the whole camp ground into individual sites or lots.

THE ROAD SYSTEM

The individual campsites within the camp ground area must be directly accessible by roads. These service roads are permanent features. They are expensive to build, and errors in judgment in laying them out cannot easily be remedied. The road plan should, therefore, be very carefully considered before any actual improvement work is done. The road has its definite beginning, where it enters the grounds, and it must again lead out of them. The fixed starting point determines at least part of the general direction of the road and therefore influences strongly the whole plan of subdivision, particularly in smaller camp grounds. Larger ones offer greater freedom in planning once the camp ground is entered. But always the road must lead out again to a logical point.

The tracing of the roads depends immediately upon the subdivision into campsites or lots. The determination of the legitimate standard size of the lots precedes necessarily the planning of the roads which are to serve them.

There can be no doubt that the one-way road system is the most desirable and serviceable, and that it should be adopted wherever possible within the camp grounds. It restrains fast driving, cuts down the dust nuisance and saves a great deal of space that may more profitably be thrown into actual camping or into screens to insure a higher degree of privacy in the camps. The use of a narrow road in two directions invariably leads to its broadening and to disorder. There will be cases where the principle cannot be carried

through without modification. Even then it should rarely be necessary to carry a two-way road far into the camp ground.

The camp service road has only one objective, namely, to make each individual campsite or lot easily accessible. It can, therefore, serve only one tier of lots on each side. In the camp community there are no back lots. Spur roads leading to them would be too long, and one would have to provide for turning space on the back lot, with resulting waste of valuable space. The ideal road system is one which utilizes the available space in such a manner that it directly reaches every campsite.

The best utilization of the whole camp ground is secured by a one-way road which is lined on both sides by campsites. In the simplest case, that of a relatively narrow strip, the road leads through its middle, serving lots on either side. On larger grounds the road may swing back at the end to serve another single or double tier, parallel to the first. In broader camp grounds of rectangular or square outline connecting roads break up the area into smaller units, each laid out in individual lots. These connecting roads run back into the main road at such an angle that the driver is forced to continue in the one direction, and large rocks or other obstacles are placed so that he will not attempt to turn against the one-way travel. (Figures 1 and 2 give examples of subdivisions and road systems.) The distance between two par-

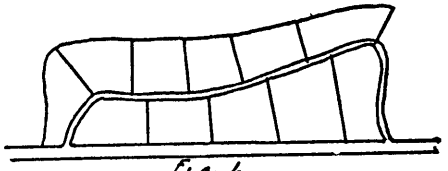


Fig. 1.
Subdivision and Service Road in Small Camp Ground.

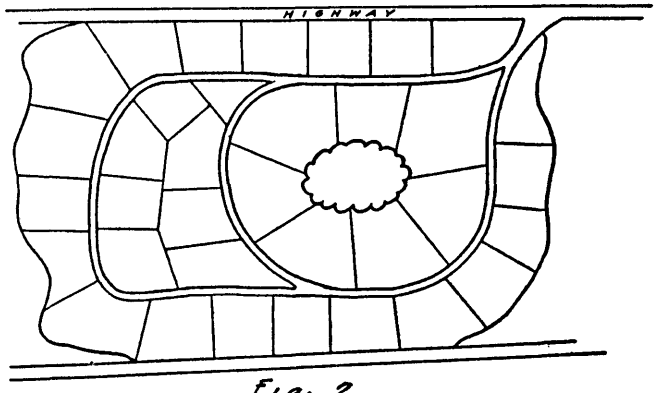


Fig. 2.
Subdivision and Service Road in Larger Camp Grounds.

alleling connecting roads is determined by the size, and more particularly by the depth, of the lots making up the two tiers lying back to back between the roads.

In older camp grounds the road generally developed out of the haphazard tracks of vehicles, driven without preconceived plan by the campers themselves, and the camps were fitted in the same aimless way into the space left between the tracks. The resulting waste of space is avoided in the planned camp ground. In the reconstruction of older camp grounds it is frequently necessary to obliterate the traces of the old roads completely by digging them up or by ploughing so that the hard roadbed may again be brought back to natural conditions and, in time, may become suitable for vegetation. The road system is far easier to plan in newly laid out camp grounds, once the standard size of the campsites has been established and a tentative plan for the subdivision has been laid down. In this plan the utilitarian features are considered first. The camp must be comfortable and usable. Next comes the factor of pleasantness. Each camp should have the advantages of shade and more or less privacy against adjacent campsites. This seclusion is provided for by a neutral zone left between adjoining sites. Preferably, it will consist of a strip of green shrubs or young trees, or, where these are absent, of a correspondingly broader belt of open land. A similar neutral zone of green should protect the camp from the dust and noise of the road. Where this is not available the lot should be set farther back from the road. The distance from one road to the next one paralleling it equals, therefore, the widths of the two campsites lying back to back plus the widths of the neutral zones between the two and between each camp and the road. It is obvious that the road system cannot be laid out before these distances are known, but it is just as clear that the planning of campsites without any regard to the existing physical conditions will lead to trouble. The road must be fairly level and must maintain its standard width. If the arrangement of the campsites forces it into steep ground or into large boulders or rock outcroppings the expense involved in road building becomes prohibitive, and the entire scheme and pattern of the camp ground must be altered to fit the case.

Very few lots will be rectangular in shape. They are of all conceivable forms, some roundish, others elongated, and they are fitted together irregularly as in a picture puzzle. In few instances will the distance from road to road be the same, so that only in rare cases will the roads follow a straight line.

SUBDIVISION OF THE CAMP GROUND INTO LOTS OR INDIVIDUAL CAMPSITES

A given piece of land is to be broken up into smaller units, each one

offering more or less the same advantages as the others. Where that is impossible the advantages and the less desirable features should be distributed as evenly as possible. People go camping in order to enjoy certain pleasures they do not find at home, and they are willing to pay for them, up to a certain degree, the price of inconvenience. They want, above all, shady trees and green shrubs, reasonable protection from dust and wind, and fairly level ground to pitch their tent on, and to go about their simple housekeeping. They want water near by, but object to being located too close as well as too far from garbage pits and comfort stations. They desire a certain degree of privacy obtained either by a screen of shrubs or young timber against neighboring campsites and the road or by a broader belt of unoccupied ground. Land suitable for camping is by its nature more or less covered by irregularly distributed timber or brush, and the art of camp planning consists in fitting the sites into this vegetation as it is found on the ground. Each site presents its own problems of outlining and arrangement in order to make the best of existing conditions. The only changes that can be made immediately are negative, that is, they consist in the removal of trees, shrubs or large rocks to make room for essential camp features, such as parking spur, fireplace, table and tent. Nothing can be added at the time of planning. Planting is expensive, and its effects do not become visible for years. The greatest care must, therefore, be exercised in the choice of trees or shrubs to be removed. An error in judgment cannot easily be rectified. This kind of work, which requires careful weighing and a good deal of creative imagination, should under no circumstances be left to untrained men. Each tree or shrub to be cut should be designated, and the cutting should be strictly confined to these plants. No greater mistake can be made than to cut out all lower growth indiscriminately. A screen of shrubs or young reproduction between camps is a valuable asset, and its preservation must be made an integral part of any subdivision plan.

Since shade is one of the most important requirements, it becomes essential in subdivision that the movement of the sun over the course of the day be ascertained with regard to those camp fixtures where shade is most needed. Most campers like the full morning sun on tent, fireplace and breakfast table; but later in the day, and especially for noon and afternoon cooking and eating, protection from the hot sun is necessary. The dinner table must stand in the shade during the middle of the day and in the afternoon, and if it is at all possible, the cooking fire should have similar protection. Next in importance comes the protection of the automobile, and last in line that of the tent, which, as a rule, is little used during daytime.

The direction of the prevailing winds is an important factor in laying out the camping sites. Where winds are blowing strong the campsite should

have the protection of trees and high shrubs. The direction of the prevailing winds also influences the emplacement of the fireplace and the position of the smokepipe to insure favorable draft conditions. The smoke should not be allowed to drift on the table or onto the car.

The average family needs a certain amount of space for comfortable camping, but there is obviously a limit to the space that may be allotted to each. Not infrequently, restriction in camping space may be compensated by advantages in better shade, level ground and greater privacy, but for each camp ground a standard size of individual lots or sites must prevail. The same camp ground should not contain disproportionately large and small campsites. Obviously, there can be no hard-and-fast rule. Where little space is available and demands are heavy the individual lots or sites will necessarily be closer together, and proper utilization demands that they be kept smaller than on large camp grounds with relatively little use. When screening, consisting of young timber or thick brush, is adequate the campsites may be moved more closely together than in open timber with little natural screening.

The camper is really furnished with a roofless cabin in which the essential commodities are the garage, the kitchen stove, the dining table and the sleeping quarters, with enough space to move around without inconvenience. The trees and shrubs surrounding it form the walls. And just as in a real cabin, all these features stand in a certain definite relation to each other. The car carries the bedding, but this is generally removed in one, or in very few, bundles to the tent, involving a single transfer upon arrival and another one upon departure. The distance from car to sleeping place is, therefore, not of great importance. But the car in its parking spur is also the larder where the camper keeps his provisions. It must, therefore, not be too far removed from the cooking place. Provisions are, as a rule, not carried in a single package, and in camp housekeeping many trips back and forth from car to stove and table are necessary.

The actual space occupied by the essential pieces of furniture in the roofless cabin, while varying somewhat, can be figured fairly closely. The average car measures about 5 feet 4 inches by 18 feet. For the moving car, however, 8 feet should be allowed. The standard stove concrete base is 52 inches by 22 inches. The table top, standard, measures 5 feet by 3 feet, and the space occupied by a table with attached benches is 5 feet by 5 feet. Tents average 10 feet by 12 feet, with pegging 12 feet by 16 feet.

To these measurements must be added the space needed for the use of the fixtures. All parts of the car are readily accessible if the dimensions of the parking spur are planned for convenience. The tent is approached only at its entrance. The other sides are not used. But the table and the stove need plenty

of space. The cook must have room to move around the stove, and there must be some space for piling firewood and placing a box or two for cooking staples. The family gathers at the table in full strength three times a day, and needs plenty of room in sitting down to, and leaving, the meals.

These requirements applied to the character of the area, its topography, the distribution of trees and shrubs, rockiness of the ground, shade, screening from the road and neighboring camps, intensity and type of use should govern the size of the camp lot, and it will not be difficult to set up, for each camp ground, a certain standard of dimensions of campsites which makes for the best utilization and an even distribution of advantages and disadvantages.

PLANNING THE INDIVIDUAL CAMPSITE

Four main parts make up the individual campsite—the parking spur, the cooking stove, the table, and the tent. The car is not allowed to move outside of the road, and is confined to a parking spur which branches off at a convenient angle from the road. On leaving, the car backs into the road and goes on in the prescribed direction. The parking spur is clearly defined, and obstacles on the ground, such as larger trees, boulders or logs, indicate plainly its outlines. This confinement immediately introduces a system of order which affects the rest of the campsite. Another feature which, in the interest of safety and order, is definitely fixed is the cooking stove. It must be so placed that adjoining vegetation is not endangered, and that the smoke does not drift onto the car or interfere with the use of table or tent. There exists, then, a definite relation between the emplacement of the cooking stove, the parking spur and the other elements of the camp. Hence, the choice of the parking spur is contingent upon the position chosen for the cooking stove, and vice versa. One cannot be chosen without due regard to the other.

Trails develop in the use of the campsite by the campers themselves as they walk to and fro from one feature to the other. There is the entrance to the camp, from the car, leading to fire, table and tent. There is a definite trail from the front of the tent to car, fire and table; but the most used trail runs between cook stove and table. In the ground plan of the site these trails play an important part. Each feature must be readily accessible. It is, therefore, a mistake to arrange them in such a manner that one stands in the way of the other, as, for instance, would result from placing tent, table and stove in a straight line. The best arrangement is that of the square or of the diamond, in which each feature is easily reached from any other.

Ample moving space is needed around the table and the stove. They should not be crowded in among trees or other obstructions. In the case of the tent, only the front need be freely accessible. The sides and the back are

not used for travel, and may be fitted closely into groups of trees without inconvenience. The parking spur is clearly outlined. Travel is confined to the side towards the camp itself. The other sides may be disregarded, as far as walking and moving about of the campers are concerned.

OUTLINING THE INDIVIDUAL CAMPSITE

The camper has the legitimate wish to feel secure in the possession of his temporary home. On the other hand, he must not transgress upon his neighbor's camp. Each camp must be so readily recognizable as a unit that there is no question as to boundary lines. Only in this way can overcrowding, disorder and conflict be avoided.

Where ample natural screening is still on the ground there should arise no difficulty as to the definiteness of outline. Each camp centers around the parking spur and cook stove. Table and tent will never be far removed from these two. But not all camps are in this favorable condition. Heavy use in the past may have done away with screening shrubs and young timber, or a misled sense of neatness may have led to their destruction by man, so that only larger trees, from pole size upwards, are left. In such cases the gaps may be partly filled by sparingly placing heavy boulders or short pieces of a large log in line with the supposed campsite boundary. This will not, and it should not, provide for a solid outline. It should merely indicate, more by suggestion than by actual fact, where the boundary of the campsite is supposed to run. Where the gaps are too wide or too difficult to fill, the application of an horizontal dash of paint, about two by four inches, on the trunks of the trees forming the outline will suggest rather than emphasize the size of the camp. The dashes may be placed about five or six feet from the ground. Loud and garish colors should be avoided. Adjoining camps may be given different distinguishing colors. Whatever means are chosen, the great danger lies in overdoing and overemphasizing rather than in suggesting. The best boundary will always be the natural one. Small groups of trees or tall shrubs, in fact, anything that sets off the camp against its surroundings, serve best.

THE PARKING SPUR

The parking spur does not necessarily have to be just long enough for the car. Frequently it will be advisable to let it run more deeply into the campsite, always provided that it permits the car to back out. The only condition is that under no circumstances must the car be allowed to turn within its spur. The rapidly increasing use of trailer and of lean-to tents erected alongside of the car may be met, when there is room, by broadening the end of the spur sufficiently to allow for these accessories, as long as the car itself cannot be turned. The obstacles used must be so large and so solidly fixed in the

ground that the driver will not even attempt to make a turn.

Most campers legitimately object to exposing their car unprotected to the hot sun, and wherever possible the parking spur should be placed so that it is shaded, at least during the middle of the day. Where tree shade is scanty, however, it is more important to reserve it for those parts of the campsite where the people actually live, in particular for the cooking fireplace and for the dinner table.

Equally important with the protection of the car against the broiling sun is protection against smoke from the fire. The car should never stand too close to the fire, and a study of the prevailing morning and evening winds will be helpful in preventing the mistake of placing the car spur in the lee of the cooking smoke.

COOKING FIRES AND CAMP FIRES

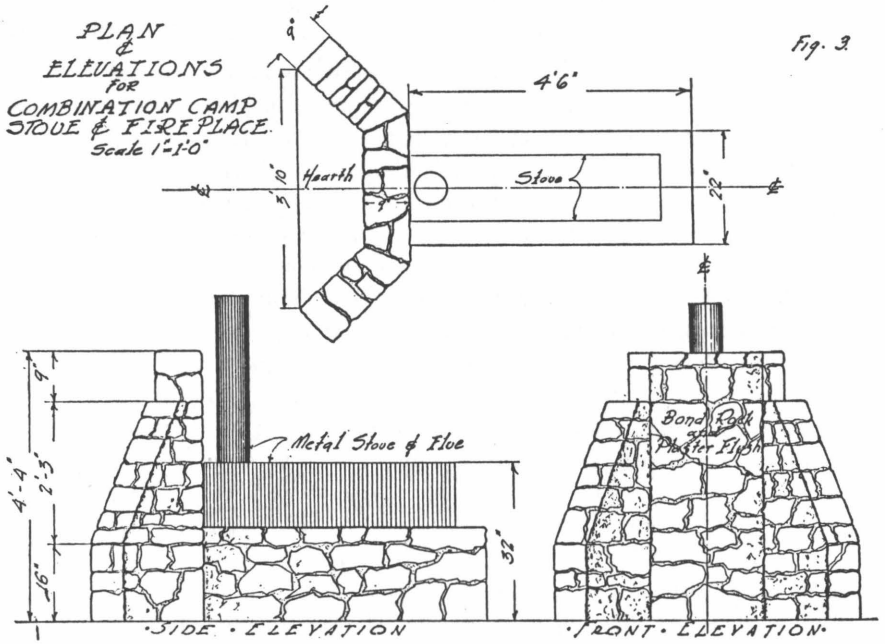
The objective of regulating the use of fires in camp is the protection of the green trees and shrubs. The danger from open fires built on the ground is threefold. The flame may actually ignite the vegetation and cause serious destruction. It may scorch the bark of near-by trees or burn and kill overhanging branches. Finally the heap of ashes left is leached out by rains and the resulting concentrated lye injures the roots in the ground. The open fire has, therefore, no place in the regulated and protected camp ground. In modern camps a cooking stove or grate is provided, raised on a solid concrete or rock foundation, and no fire may be built except on these foundations. The correct choice of their location is of great importance, since in case of error the heavy structures can be moved only at considerable expense.

There is danger of scorching from these improvised stoves, and it is advisable to place the cooking fire not closer than about eight feet from the nearest tree, and to lop off any overhanging branches that may be endangered. The direction of the prevailing winds matters greatly. It is essential to remember that, at least in the mountains during normal weather, the direction of the evening wind is opposite to that of the morning wind.

An increasing number of campers carry gasoline stoves in their outfits. The types of cook stoves and foundations usually furnished in camps are poorly suited for setting up the gasoline stove, which is more often placed inconveniently on the ground or on the table. A stout lateral extension built onto the table may be suggested for the accommodation of the gasoline stove.

Many campers like to gather around a campfire when the sun goes down and the cool night sets in. The old type of open campfire is not only the most wasteful form of heating systems, but it is highly objectionable from

the angle of camp protection. In large camp grounds it is undoubtedly preferable to provide a central community campfire, so located in an open space that no danger to trees and shrubs is to be feared. There will still be a number of campers, especially in small camp grounds, who prefer the privacy of their own campfire. Under no circumstances should they be allowed to build a fire on a place of their own choosing. The best solution of the problem may be to build, onto the stovepipe end of the foundation, a small fireplace with short, sloping wings and raised back for better draught, made of re-enforced concrete or, preferably, of rocks. (Fig. 3.) Concrete easily cracks



and disintegrates in winter frosts and also from the intense heat of the fire. Old-fashioned mortar may be preferable when the use of fireclay entails too great an expense. If the orientation of the cook stove with regard to the evening winds is such that the smoke from the suggested type of fireplace makes its use inconvenient, a variant may be employed in which the opening of the fireplace is at an angle of 45 degrees to the length axis of the stove. This fireplace is a simple rectangle, one side of which is formed by the narrow side of the cook stove foundation, while the other is a prolongation of one of its long sides. (Fig. 4.)

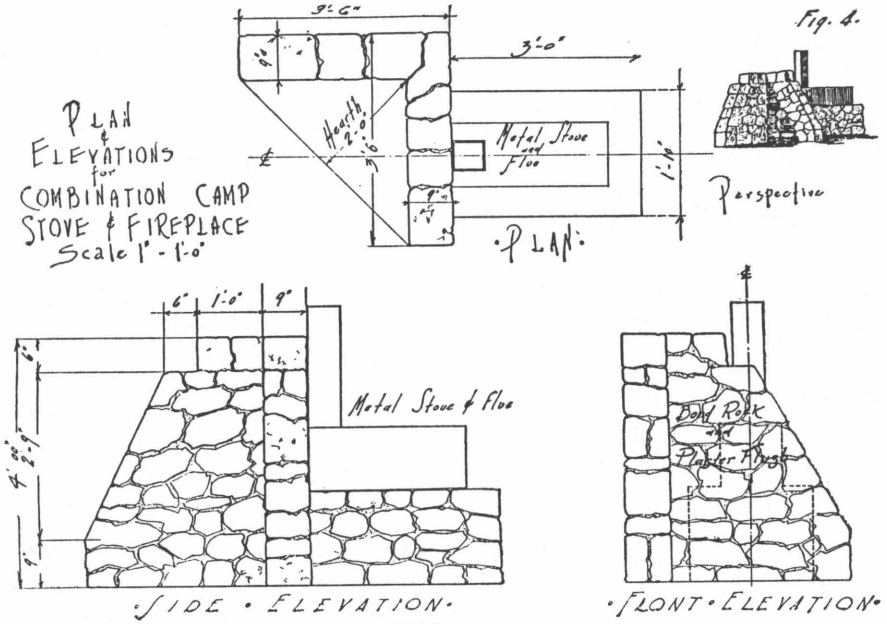


Fig. 4.

CHOICE AND USE OF OBSTACLES, OBSTRUCTIONS AND BARRIERS

Obstacles are used mainly to keep the automobile from encroaching upon all parts of the camp ground where its free circulation is likely to injure plant life, and to mark the outlines of individual campsites, or to protect especially attractive vegetation or valuable trees from injury.

The automobile belongs exclusively on the road and in its parking spur. As soon as it leaves these it becomes a menace. If it can be driven into green timber it will soon be followed by others. Provision must be made to prevent the occasional driver from getting off the road. The only directions which the driver of an automobile will follow implicitly are the risks to his car. Frequently there will be natural obstructions, rocks, stumps of trees or large logs, scattered through the camp grounds, which serve to keep the car in its place. The entire scheme of protection should tie in closely with these. Only in cases where they are not sufficiently strong or not advantageously placed should they be supplemented with big rocks or large chunks of down trees. These should be used exclusively where they serve the definite purpose of regulating traffic and keeping the automobile in bounds, and they should be placed only where they are absolutely needed. The use of too many obstacles gives an air of artificiality to the camp ground and raises the cost item far beyond the reasonable.

Obstructions and barriers have a deterring and directing effect only when they are immediately noticed by the driver. When a tourist arrives in camp his car is moving, and he must decide on the spur of the moment and in a fraction of a second which way to guide his car in order to avoid any damage to it. Obstacles and barriers must, therefore, be of such a nature that there is never a moment's hesitation on the part of the driver, and that he immediately reacts to the directions as expressed by the placing of obstacles. Small rocks are too easily overlooked by the driver of the moving car. They do not look dangerous, and they are too easily moved. Logs of small diameter offer no obstruction at all, and their use is a waste of effort and expenditure.

The size of rocks and logs to be employed is determined by the deterrent effect they produce upon the driver. Rocks should be partially embedded in the soil. They appear more natural and more solid than rocks placed merely on the surface. The size of the visible part of the rock is reduced by embedding, and this decrease in deterring mass must be taken into consideration in the choice of the rock employed. The color and visibility of the rock is important. In the open, against a light-colored soil, a reddish or blackish rock will stand out more strongly than a white boulder. Light-colored rocks show best against a darker or green background. It is always best to create a contrast between the rock and its surroundings. A sharp-edged rock has a stronger deterrent value than a smooth or rounded one, and should preferably be employed where strong protection is desired, for instance at the base of endangered trees. On the other hand, there can be no justification for the use of obstacles which introduce serious risk to the car beyond that currently encountered in mountain driving.

It is neither necessary nor desirable to outline roads or spurs with rows of regularly spaced rocks. The object is not at all to make the camp look pretty, but exclusively to insure order, to restrict the movement of the car to definite lanes and to protect the vegetation in the forest. Regular rows look unnatural. The rocks need not be placed more closely than the width of a car, just so far apart that no driver will attempt to go through between them. For this purpose a few well-placed large boulders will serve far better than a lot of smaller rocks. The spacing of the boulders should neither be regular nor should they be placed in a straight line; in fact, the more natural the arrangement of the rocks can be made to appear the better will the character of an area as a campsite be preserved. When people go camping they want nature as unspoiled as possible. No one would camp in a city garden with neat borders of whitewashed small rocks along the paths. The object of improving a camp ground is certainly not to embellish it, but to introduce just that degree of order which is necessary to make a camp ground permanent,

safe and pleasant, and no more.

The use of logs to serve as barriers and guides along roads and parking spurs is, in general, much cheaper than the hauling and digging in of boulders. In our wild forests the ground is often strewn with down trees which can be used for this purpose. On the other hand, logs and pole fences are far less permanent. Large logs lying on the ground will act as barriers for a long time, even if they decay, but a large part of the campers will try to get their firewood from these conveniently placed sources, and no "forbidden" signs will stop them. A simple method will effectually take care of this nuisance. It is recommended to drive a number of the corrugated fasteners, which are commonly used to hold the mitre in doors or to fasten the corners of boxes, into the parts of the log which will be most likely to be attacked by the axeman. The lesson will be quickly learned.

When wood is used for barriers the plain, natural log, placed in such a way that it gives the appearance of having fallen where it lies, is without doubt much preferable to the artificial fence. The latter may be useful in helping out, especially in picnic grounds under heavy use when the character of the area approaches that of a city park. In the wilder regions it is plainly out of place. The fence should be kept as simple as possible. Plain poles on low posts are both serviceable and more in keeping with their surroundings than are higher and more elaborate fences. Where vandalism develops, a number of the corrugated fasteners hammered in flush will soon stop the nuisance.

Cedar logs are far more durable than pine. Fir is the least to be recommended. Creosoting, at least on the under side of the log where it is in contact with the ground, may prolong the life of the log.

When logs are used at all they must be substantial. The outlining of a parking spur or road with poles and tops of young trees may serve temporarily, but within a very short time they will have to be replaced. The driver will surely not hesitate to run over a pole if he so desires. In particular should the end log of a parking spur be heavy and of large diameter.

An infallible check on whether roads and parking spurs are correctly laid out, and whether the choice and emplacement of obstacles is adequate or not, consists in trying out every road and every parking spur by driving a car over and into them, just as the visiting campers will do. Any mistake or error in judgment will promptly appear, and may then be corrected before it is too late. The proof of the fitness of a camp ground for use is the automatic and effortless reaction of the camper to the improvements made for his benefit.

To a minor degree rocks or logs will be used for the purpose of defining the outlines of the individual camps and of small patches of green which are not needed for camping, and which add to the general attractiveness of the camp. For these purposes the rocks or logs are not really obstructions, but if placed correctly, with regard to the reaction they produce in the minds of the campers, they will aid in regulating the circulation of the campers within the grounds. If placed at random, no good service will be served. The rock or log must convey a message to the camper. There is always one definite position for either, which is best, and all others are meaningless. Man does not see objects singly, but always in relation to others near by. This distance varies with the size and conspicuousness of the objects. A space is called open when the objects are so far distant from each other that this relation is not established. The task of filling an open space consists in placing a conspicuous object in such a position that a relation is established between it and its nearest neighbors, to right and left, so that, for instance, trees which were too far from each other to be seen in conjunction are now brought together by the introduction of another body, such as a boulder or a log. This tying together is the only objective of introducing material from the outside, and the simpler the means employed the better is the result. One large rock serves the purpose far better than several smaller ones.

The protection of trees, especially along roads and at the entrance to the parking spurs, demands special attention. Carelessly driven cars often sideswipe trees, tearing off the bark and producing more or less serious injuries, the repetition of which may lead to death. Obviously, trees at sharp corners and at the outside of the road curve are most endangered, and these will have to be protected by placing large rocks in such a position that the driver will automatically avoid them in self-defense. Here, also, there is generally but one way of placing them correctly, both from the point of view of protection offered to the trees and from that of safety to the automobile. Small rocks are hardly seen against the tree, and logs can rarely be used for this purpose. The rocks must be firmly embedded in the ground.

Trees at the entrance to the parking spurs are particularly endangered, first from the car turning into the spur, and then again from the car backing out, so that such trees are in need of protection from both sides.

TIDYING THE CAMPSITE

On an old, much-used camp ground the original vegetation, with exception of the older trees, is generally so far gone that there is little left to remove. Even dead branches and twigs have, as a rule, long since found their way to the cooking fire. Cleaning up will mostly be confined to the obliteration of old fireplaces and to the removal of ash heaps, both visible and

buried. But in newly planned camps, with more luxuriant vegetation, space will often have to be cleared for the parking spur, the stove, the table and the tent. The tendency will rather be to go too far in clearing. No living shrub or tree should be removed that is not plainly in the way, and all such vegetation which acts as a screen from neighboring camps must be strictly preserved. Branches overhanging the stove or the parking spur should, however, be removed, and dead branches, in so far as they may constitute a fire risk, should be trimmed off throughout the camp.

In certain regions the fireproofing may have to go further. Sagebrush is highly inflammable and should be eradicated to a distance well away from any source of fire. In other camps the vegetation on the ground, for instance, luxuriantly growing ferns, is green, and therefore safe in spring, but dries up later in the year, and then constitutes a serious fire menace.

In general, the rule prevails that the best campsite is one which shows least interference with natural conditions. The mistake is often made of raking off all litter, leaves and needles from the ground. This cover of litter is essential for the maintenance of normal conditions in the soil, and consequently for the healthy growth of the trees. Its removal is not only prejudicial to the vegetation but exposes the raw soil and makes the camp dusty and dirty.

Another common mistake is that of removing all down trees and logs, and even rocks. There is no question but that these should be taken out wherever they plainly interfere with camp life; but a well-placed rock or log affords not only a convenient seat, but it may contribute materially to the natural aspect of the woods camp. An old log overgrown with green moss is an asset in the lanscape, a thing of beauty, and therefore to be protected.

BEAUTY IN THE CAMP

Strict and narrow adherence to the principles set forth will cover every foot of land with campsites, and in many cases, where use is excessive, this is the only treatment the camp ground can be given. But it is important to remember that a camp ground is primarily meant to offer pleasant surroundings, with an abundance of green trees and shrubs in natural distribution, shady and intimate. Generally, the breaking up of an area into sites will leave some unused or unusable spots, open spaces covered with a tangle of vegetation, small patches and groups of reproduction, or picturesque outcrops of rock with some green. They are the "pictures on the wall," the decorative element that tends to break the monotony and adds to the feeling of living in the woods, away from the restrictions of civilization.

Many camp grounds lie along brooks, creeks or rivers. The public's tendency to crowd down to running water is undesirable from the point of view of sanitation. Aside from this consideration, there are often particularly beautiful spots along the creek, little waterfalls, small islands, rocks and rich vegetation which really belong to the whole camping community, and should be kept out of the site-planning scheme and reserved for common enjoyment.

PLANTING

Planting will undoubtedly often be necessary to help out the natural vegetation in these beauty spots as well as for filling gaps in screening from camp to camp and for raising barriers against the highway. The use of small nursery stock will rarely be advisable, except in very well-protected places and in the building up of camp ground areas against future use. The cost of transportation of larger plants from a distance is prohibitive. But there will always be young trees or shrubs available in the forest near by. With careful balling and the usual precautions in transfer and planting, these native young trees and shrubs, grown under the same climatic conditions, will have the best chance to survive. As for their placing, the same rule should be followed that governs the distribution of obstacles. They should be planted only where needed. There is one essential difference, however, between the two. Trees will grow, and the effect of the planting within a few years will be an entirely different one from what it is in the beginning. Intelligent planting, therefore, makes high demands on imagination. The landscape gardener must visualize the ultimate effect of his planting as it will appear in the future. The final proof of good planting comes to light only after ten or twenty years have elapsed. In this connection it is essential to give close consideration to the character of the plants to be used. The difference in the rate of growth, in growth form, in color and in mass effects of the crown, may in time produce a picture quite different from that intended at the moment of planting. Slow-growing plants will soon be completely shaded out by more vigorous species. The slender spire of one tree may be crowded out by the broad crown of its neighbor. Differences in soil moisture between the original site of the transplanted tree and its new location may accelerate or retard its growth. Certain species stand transplanting much better than others, and the time of the year at which the operation is undertaken has a pronounced influence on success or failure.

It goes without saying that plants which are foreign to the native vegetation are entirely out of place. Even if they adapt themselves to their new site they will always be felt as strangers in the native plant community and will detract from the natural beauty of the landscape.

PLAYGROUNDS

In every large camp ground there is a demand for some open space to

serve as playground for children and young people. Not in all camp grounds can this demand be satisfied, but often enough there is some open space available, bare or covered with low brush, unfit for camping, but excellent for the purpose. It is far better, in the long run, to include these in the scheme of subdivision and to clear them of vegetation than to let the campers and children slowly and far more destructively whittle playgrounds out of the green growth. These playgrounds should, if possible, be located at some distance from the campsites, so that the campers are not unduly annoyed by the inevitable noise and dust. Small playgrounds may be scattered throughout the camp ground for the use of smaller children. The dust nuisance on playgrounds, which is particularly objectionable in Western camps, may be abated by the application of river gravel or other suitable material found in the immediate vicinity.

CONSECUTIVE STEPS IN CAMP PLANNING

The first step in camp planning is the determination of the standard size of the individual plots, taking into account the space needed for screening the lot against the neighboring ones and against the road. The standard size varies in different camp grounds, according to the intensity of use, topography and density of tree growth. Each lot must be provided with its parking spur, the cooking stove, and room for tables and tent. There must be sufficient space to allow the campers to move about without undue crowding. Each lot must be directly accessible by road. On this basis the camp ground is roughly subdivided, and a tentative road system is laid out, with due regard to the position of, and distance to, comfort stations and garbage disposal facilities. Road plan and camp ground subdivision are mutually interdependent, but the road invariably must serve the campsites. The only other restrictive features in road planning are unfavorable topography or else fine groups and specimens of trees which must be preserved in the interest of camp beauty.

Once the rough plan has been decided upon, the work of elaboration and refinement begins. Each campsite must possess certain qualities. It must offer shade and protection from winds. There must be sufficient level ground to place a cooking stove, tent, table and parking spur. Its position relative to adjacent lots, and the assurance of privacy against neighbors and road, is important.

Parking spur and cook stove, the main fixed features, stand in close relation to each other, and cannot be located independently. The emplacement of the cook stove influences that of the parking spur. They must be near each other and still not so close that smoke and heat can injure the car. The cook stove should stand in the open, and in afternoon shade.

When parking spur and cook stove have found their definite place, the table and tent can easily be fitted into the picture.

The completed campsite must be immediately serviceable to the camper, and the criterion of usefulness is the unconscious and natural ease with which he avails himself of the convenience offered, in the same way as he does in entering a hotel room. No better check can be made, after the campsites have been laid out, than by going through the motions of every-day camp life, by driving into the parking spur and backing out again, by carrying bedding and provisions into camp, and by serving an imaginary meal from the camp stove.

The final proof lies in the comfort of the camper and in the effective protection of plant life, which gives its distinctive character to the camp.

Appendix B

Excerpts From NPS Memo Regarding the Development of Blackwoods and Seawall Campgrounds

Dorr and Hadley to Regional Director, Region One: 7 February 1941

"...In view of all that has been said at various times in correspondence regarding the program at Camp-NP-2. I think that the whole matter should be reviewed in order to make the situation perfectly clear.

Last June, following the abandonment of NP-2 in March, r. Wirth and Mr. Blaney came to Acadia to look into the matter of reestablishing the camp. After a thorough investigation, a decision was reached to reestablish the camp. The reestablishment was decided upon primarily because the camp was abandoned prematurely, and was the only camp actually closed between the date of abandonment effectiveness on March 25, 1940, and the suspension of abandonment orders two days later. Therefore, the replacement of the camp was to reestablish the full complement of camps under Park Service sponsorship... some jobs had been left in an unfinished status when the camp closed, and there were three new jobs to be initiated.

On July 24 Acting Director Demaray wrote the Superintendent in regard to the reestablishment of Camp NP-2 and its work program... "The Department, in giving its approval to retain two camps until 1941, did so upon Service agreement that every effort will be made between now and that time to finish all possible work on the west end of the island. It is the understanding that additional desirable developments contemplated on the west end of the island, include a wash house, comfort station and development of an outdoor theater. Previous to June 30 the Service made an additional allotment to Acadia for materials to build a comfort station in the Black Forest [sic] section of the park. The material purchased with this money should be applied to the comfort station to be built in the camping area on the west side of the island. Also, it is desired to give priority in the use of material funds allotted to the two camps in Acadia to build the wash house and the outdoor theatre. You are requested to take the necessary steps to complete the development on the west side of the island at the earliest possible date and surely not later than April 1, 1941."

Obviously the intent of those instruction was to complete unfinished work and undertake such new could reasonably expect to complete by April I, 1941. On that basis, the work program work as was undertaken upon the camp's reestablishment.

The first consideration was given to work which remained unfinished on camp abandonment in March. This included the completion of Job No. 279, Truck Trail, Bass Harbor Head; continuance Job No. 280, Marshall Brook Truck Trail;...New Work, under Job No 312, Comfort Station, was started at the Seawall Campground, material for the job having been already purchased with special funds allotted for comfort station construction in the Black Woods Campground, but diverted to Seawall under instructions contained in Mr. Demaray's letter of July 24. Work on all these jobs has continued and is continuing currently, except that by reason of ice and snow on Western Mountain, the trail job was suspended in November and the crew put onto fire hazard reduction work.

Before discussing the circumstances which have prevented the active undertaking of the wash house laundry job and the outdoor amphitheater, I want to point out some of the difficulties which faced the camp on reestablishment and which persisted for some time thereafter.

After camp abandonment on March 25, 1940, all trucks were sent out to other camps; all truck repair equipment in the repair shop including parts, tires, tubes, tools, etc., was sent to Camp NP-I; all hand tools such as shovels, picks, mattocks, crowbars, carpenter tools, etc., were taken over by NP-I, leaving at NP-2 only the poorest, as to condition, and least valuable equipment, and in small quantity. Unfortunately, the garage fire at NP- I on April 12, 1940, destroyed all of the truck repair equipment which had been transferred to that camp.

Camp NP-2 was reoccupied on July 19, 1940. On July 20, one pickup truck was transferred to it from NP-1. On July 27, four dump trucks were sent in from Massachusetts. On August 29 one rack body and three dump trucks...All of the trucks were in poor condition mechanically, and by reason of inadequate funds for repair work, it was not until after the first of September than any appreciable number of trucks could be gotten onto the road for work...

Now, getting back to the new jobs: Prior to camp reestablishment we initiated plan work on the wash house and laundry. On July 20 we received blueprints of drawing NP-ACA-2004- 1- 1, with comments on the roof line. On August 3, Mr. Breeze replied to the letter accompanying the plans, recommending that the roof pitch of the wash house conform to that of the toilet. On August 18 Mr. Ludgate replied concurring in that decision. From that date, August 18, the plan seems to have been lost sight of, because it never was returned in revised form for the concurring signature of the park superintendent.

The memorandum from the Acting Regional Director to the Director, Jan 23, 1941, which transmitted Job No. 328 for approval, says in its fourth paragraph:

"We are at a loss to understand the Assistant Superintendent's statement of October 20 that plans were progressing slowly if it was known in the field at that time that the present plan was to be used since the original drawing for the Black Woods Campground has been available since early in July."

When I said that "plans were progressing slowly", I did not make myself explicit as to what particular plans I had in mind. I meant the plans for the hot water installation in the wash house, not the building plans. I did not receive the water heating plans, with estimates, from the firm which prepared them, until into December, although I had discussed the matter with the firm's representative late in August. In a case of this kind I do not like to rely on "guess" estimates; I'd rather take sufficient time to secure reliable figures, even though delay results.

The governing factor in any job is available funds. Even had all plans been ready and approved when the camp opened in July, the wash house could not have been started for lack of money. Even now, the accumulation of job money is far from sufficient to buy materials for it.

The general emphasis laid on applying the resources of both camps to the west side development sets up a conflict between the west side jobs and Job No. 307, Sieur de Monts Spring House, being built by NP-1 ...recognized the shortage of available funds, and, in effect, instructed us to go ahead with the job with funds in hand, depending upon 1941 fiscal year funds for the balance. I have planned accordingly, and by the first of May will have accumulated enough money in NP-1 accounts to purchase the remaining materials for the spring building.

In the matter of the outdoor amphitheater, it is again a case of planning intelligently. Surveys have been made, and Mr. Breeze is working on the layout. He is, however, under pressure to get out the current edition of the Master Plan for the park, and, having to work alone, is rather put to it to attend to more than one or two other plans. However, by the time the ground thaws sufficiently to allow work to begin, plans will be in shape.

I realize that this letter is long, but I have tried to present the whole matter in an orderly manner...There is one other such factor, one which in my opinion outweighs the others, and that is the established policy in national parks of proceeding with developments on the basis of carefully thought out plans which have had the review and approval of the Washington office. In the instant case I have done and am doing just that. To do otherwise is inviting trouble, as long experience has proved conclusively.

To summarize: Camp NP-2 was reestablished. It has completed work which remained incomplete at abandonment last March; it has nearly completed one new job, the toilet building and sewer system in Loop C at the Seawall Campground. It is working on other worth while jobs approved for it. It has not been idle. If it is finally abandoned on April 1 this year, the remaining jobs — the wash house and the amphitheater — if approved, will be completed by agencies at our command."

Appendix C

The Status of Blackwoods Campground: Physical Conditions and Management Problems and Recommendations for Physical Redesign and Rehabilitation.

21 December 1990

Introduction

Blackwoods Campground has sites over 50 years old, dating back to the CCC era of the 1930's and before. Campground design was based on camping equipment and preferences of that era. The date of the last systematic, comprehensive rehabilitation of campsites is unknown. A band-aid approach to most aspects of the physical condition of the campground, done for many years out of necessity, has resulted in a facility badly in need of improvements.

Park visitation has tripled since 1968 and the campground is now heavily used for 6 months a year, with camping use increasing in other months as well. The environmental impact of this increased use is most apparent in erosion, soil compaction, and vegetation loss.

The lack of attention to physical problems combined with heavy use has also caused numerous management problems for the campground staff that are often the source of visitor complaints. The visitor suffers from a deteriorating facility and an apparent lack of cooperation from the staff as we try to limit their activity to prevent further resource degradation.

This report will describe the physical condition of the campground and the associated management problems and make recommendations for major redesign and rehabilitation to bring the facility up to a standard appropriate for the National Park Service. Campers are a segment of users that have been paying their way for a long time in Acadia and a return on their payments is overdue.

Problem 1: Site Definition.

The most frustrating problem at Blackwoods is the lack of a clearly defined area for the placement of camping equipment. To control impact, a limited amount of equipment is permitted per site (i.e. 2 small tents, one large tent, tent trailer etc.). Nevertheless, campers bring much more with them that we don't find out about until they arrive—utility trailers, boat trailers, screen houses or an additional tent for the children (see photos 7-10).

The gravel area, or area of bare soil, appears to be expanding due to campers crowding additional equipment onto sites, or pitching tents on vegetation or in the leaf litter of the forest floor (see photos 1-6). In 1989, eighty two warnings were issued for tents in non-designated areas.

Gravel fill was put in at some point in the past, but due to the spreading impact, its limits are subject to differing interpretations among rangers and between rangers and campers. This makes consistent enforcement of the camping equipment regulation difficult. Resulting disagreements affect visitor experiences. This is a small scale example of the somewhat conflicting missions of the National Park Service.

Along with the environmental impact, another important reason for site rehabilitation work is its coordination with our Ticketron reservation system. We currently have seven types (sizes) of sites that can be reserved through Ticketron: 1. one small tent, 2. two small tents or one large tent, 3. tent trailers, pick up campers and vans, 4. motor homes and trailers up to 20 feet, 5. motor homes or trailers 20 feet to 30 feet, 6. motor homes or trailers 30 feet to 35 feet, 7. wheelchair accessible.

This classification system is a continuing source of friction between campers and rangers because campers don't always understand it. For example, they don't know why we can't give them a site which (to them) looks no different from the one assigned to them. Telling them it's a different type (size) doesn't always explain it. Most NPS Ticketron campgrounds have much fewer site types (sizes).

With more consistent physical sizes for all types of sites we could cut the number of site types to four:

1. tents (one large or two small) 2. tent trailers, pick up campers, and vans, 3. motor homes and trailers (maximum size 35 feet) 4. wheelchair accessible.

This would be much simpler for us to manage and for campers to understand, and would minimize conflicts and complaints.

Recommendation: A layer of suitable gravel dust should be laid down to define the camping area on each site. Three hundred square feet (15' x 20') of area is recommended for the Type 1 tent site suggested. For the Type 2 site, a level parking area for a van, pick up camper, or the trailer of a tent trailer 10' x 20' is recommended, with an additional 150 square feet (12' x 12') for a screen house or tent.

The motor home and trailer sites (Type 3) should have the same amount of space (12' x 12') for the same reason. Since each site is configured differently, improvements may have to be modified to be accommodated, but the square footage should be adhered to rather strictly. The forest should not be destroyed to accommodate these new standards. Some sites can (and indeed should) be removed from the inventory to retain the campground's current character. Parking for tow vehicles for tent trailers, for tent sites, and for the motor home and trailer sites is addressed in the next section.

Problem 2: Site Parking

Many campers arrive with more than one vehicle for their assigned site. Only one is permitted per campsite. Extra vehicles must be parked at the amphitheater. Since a significant number of non-campers arrive between 8 pm and 9 pm for the amphitheater slide show, the extra parking is often full when campers go there to park. They have no choice other than to park at their campsite. Since the parking areas at campsites are not well defined, when people park more than one vehicle at a site, they are squeezing them in areas not meant for parked cars (see photos 11-22). This speeds and spreads the impact—soil compaction, erosion and vegetation loss. The one car limit is the most violated campground regulation [204 instances in 1989] and it occurs at all times of the day. It is not solely a problem because of evening slide shows. Holiday weekends also bring out an especially large number of extra vehicles.

Recommendation: Parking areas need to be clearly defined just as the camping area does. The one car limit should be retained. We should provide extra paved parking at either the amphitheater, B4 and B6 (abandoned sites), or group camp, if group camp is moved to another location as recommended later in this report. The key to the success of re-engineering parking at campsites is to physically limit the space available by using the gravel dust effectively and supplement it with natural boulders or vegetation rather than concrete curbing.

The recommended sizes for parking areas defined by gravel dust and based on site typing suggested in this report: Type 1: 9'X18' (one car) Type 2: 9'X18" (one car) Type 3: 10'X55' (35' RV + one car) Type 4: N/A, wheelchair accessible sites engineered from Types 2 and 3 above

This will result in changes in the inventory but Blackwoods should retain about 50 RV sites (Type 3), 50 or more Type 2 sites and the rest Type 1 sites. These numbers of sites should best accommodate campers.

Problem 3: Drainage

Heavy rains and prolonged light rains are common along the Maine coast. They cause severe flooding of campsites, roads, and walkways in Blackwoods (see photos 23-48). Soil compaction (often campers cannot pound in tent stakes) means slow drainage. Many campsites may remain unusable for several days following a storm, creating difficulties for rangers and campers. The flooding encourages campers to dig trenches which cause faster soil erosion. Culverts are plugged up with debris due to lack of maintenance for many years. Some have been exposed through erosion.

Recommendation: Any site rehabilitation and redesign of Blackwoods must include its drainage. Culverts should be replaced or cleaned, ditches dug, and the runoff coordinated from higher elevations to lower elevations directing water off sites and out of the campground. Installing gravel dust will help keep sites from flooding simply because of the elevation difference from the surrounding terrain, but if drainage is not attended to

simultaneously, rains will quickly begin to wash it all away.

Problem 4: Traffic Flow

The current traffic flow pattern is all one way counterclockwise with an outer loop and six or more crossing streets in each loop. This is an inconvenience to campers, and time and energy inefficient for rangers and maintenance staff. You must loop all the way around to move from one street to another. Wrong way driving by park employees does occur.

Recommendation: Outer loops should become two way roads with crossing streets alternating one way roads. This would result in more complete patrol coverage of the campground by vehicle, eliminate wrong way driving, and save time for many employees. We should ask for engineering advice for other alternatives to improve traffic flow.

Problem 5: RV Sites and Streets

The width of streets and sites for RVs has not kept pace with RV development. Because of the one way cross streets and the entry to some campsites, RVs and tent trailers have difficulty getting into and out of the sites. Many tent trailers must make a hairpin turn to back in to the site. The solution for these people is often to drive the wrong way on the cross street to get into the site. Some RVs have been damaged scraping rocks and trees trying to get in and out of sites but there have been no claims to the best of my knowledge. Many RV sites are also not level and much blocking is required to level campers (see photos 49-56).

Recommendation: Sites and streets should be improved so they are level and so they truly will accommodate the existing 35 foot limit on RVs. Design of sites and roads must be coordinated so vehicles can get to the site and into and out of the site easily. We can do more than we have to accommodate this segment of the camping public. Policy should be set so as not to increase the 35 foot size limit or engineer sites to accommodate them, regardless of future changes in RV camping equipment.

Problem 6: User Conflicts-Generators

Complaints about the use of generators by RVs are common. Their use is prohibited only during quiet hours, from 10pm-6am (see photo 57). The RV sites at Blackwoods are largely, though not exclusively, in one area, and there are some tent sites mixed in with them. This creates conflicts between tenters and RV owners. Generators can be heard clearly even far outside the primary RV camping area in A loop.

Recommendation: A separate camping area or loop should be provided or constructed for RVs. No campsites should be added to the current site inventory. A new loop should be accompanied by deletions of sites from the existing area, and other campsites so the result is minimal changes in the total number of sites and site types. If a completely new loop is constructed for RVs, the action recommended for Problem 5 becomes necessary for the new loop. Problems with tent trailer sites in the old loops must still be corrected.

A possible location for this loop is on the power line where a third loop was once planned for Blackwoods.

Problem 7: User Conflicts-Group Camp

The Blackwoods Group Camping area (5 sites) is in the middle of the B loop surrounded by family campsites. Large groups have a definite impact on the camping experience, even in a developed campground. Noise complaints about group camp are common in the summer (31 in 1989). The group camping area is physically unattractive. There are few trees in it. It is simply a wide gravel area to pitch tents and it is too small (see photo 58). We are always squeezing extra tents and vehicles there to accommodate campers. Impact is spreading into the adjoining woods as tents are pitched in non-designated areas.

Recommendation: A separate camping area (such as the one at Seawall and other NPS areas) physically removed from family camping areas, should be provided for group camping. As with family campsites, gravel dust should define the camping area. There are two possible locations for this group area—across from the kiosk near the power lines and down in the dumping area. The proximity of the power line area makes it the most likely area for a new group camp, shared with a

new RV loop if that is possible.

Problem 8: Wash Water and Its Disposal

Blackwoods currently has no area for campers to wash dishes or dispose of dirty water. Washing dishes is prohibited in the rest rooms or at water spigots. Nevertheless, it happens regularly. Dirty water is disposed of on or in site. This is unsightly, unsanitary, and attracts animals.

Recommendation: Install slop sinks at each rest room for dishwashing and connect the drains to the sewer system. Require all waste water to be disposed of in the sinks.

Problem 9: Campfire Ashes and Debris-Disposal

The remains of campfires-ashes, garbage, etc.-are currently hauled down to a dumping ground near the COA [College of the Atlantic] inholding (see photo 59). A more permanent and environmentally sound solution should be found. This area is a dumping ground for all kinds of junk. I don't have a recommendation or solution, but the status quo is not satisfactory.

Problem 10: Wheelchair Accessible Sites

In the fall of 1985 or 1986 the few sites for wheelchair users were improved and additional ones were added. Additional rest rooms were made accessible and walkways were paved to them from the sites. The sites remained unpaved. Only one or two of these five wheelchair sites is really suitable for wheelchairs. Three have parking areas that are not level, and two of those three were once (and still really are) tent sites. These two former tent sites are rarely used by wheelchair users. A tent site is not a good choice for a wheelchair user because the parking area is not usually level and few wheelchair users camp in tents, but we got stuck with two sites in B loop and nothing can change that now.

Recommendation: Pave the parking areas for these five sites and make them level. B 13 and 15 should at least have areas level enough to park a van and should be longer if the sites can be engineered for it. The extra length may be difficult because of the slopes involved. A 58, 66, and 67 should be made to accommodate up to a 35 foot trailer or motor home. This will also require site engineering. Consider paving around the picnic table and fire grill areas at all sites.

Problem 11: Winter/Summer Site Rotation

For many years sites Al-34 were open year round and the environmental impact of this shows. For the past two or three years we have kept open A35-65 to give the others a break. This requires campers to walk farther to the water pump and the brick rest room (winterized). The brick rest room closes around the end of November and a porta-john is brought in near A42 but campers must still walk to the pump.

Recommendation: I would like to see a well dug and hand pump installed in the lower part of B loop. We would then have the option of rotating the off season sites between Bl-46 or Bl-20 and Al-34 or A35-65. There is no need to winterize another rest room in B loop. We don't use the one in A thru the winter anyway. Porta-johns can be installed in B just as easily as A. This would give us more options on what to keep open to reduce the impact of off season camping. Lower B loop can be plowed as easily as lower A loop.

Summary

The recommendations listed above are admittedly a major construction and reconstruction project. They come from an experienced front line staff and my seven years of managing Blackwoods.

Seawall surely needs similar attention. The problems there must be described by someone more knowledgeable about it. Both campgrounds provide almost all of the National Park camping experience in New England, and Acadia, as one of the premiere parks in the nation, should Provide a premiere facility for that purpose.

An overhaul of Blackwoods Campground is only one of many needed projects competing for attention and money at Acadia National Park. I suggest that the park campgrounds deserve a high priority (or a higher priority than they currently have) on the list of urgent park-wide needs. Campers have paid in for a long time, and fees are increasing again in 1991. As noted in the introduction to this report, a return is overdue.

Finally, I view these recommendations as guidelines, a starting place for management to begin thinking about what Acadia really wants from its campgrounds. They are also a framework for the engineers and experts in building and rebuilding camping facilities. They are suggestions about what might be and what would work better from the people in the field. 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.

Charlie Jacobi Fee Supervisor Acadia National Park

APPENDIX D

Listing of Potential Issues

Notes from Round-Table Discussions with Park Staff, June 1995

Spatial Organization/Land Use

Segregate group sites from family sites due to noise

Inadequate parking at Black Woods: The ampitheater spaces are used as overflow by campers, creating a shortage for non-campers wanting to attend the evening program.

Visitors want segregation between RV campers and tent campers. This is mostly due to electrical generators of the RV's creating a noise problem.

Many sites are overcrowded- too close together, not private enough.

Investigate the potential for constructive use and or rehabilitation of the ash dump areas.

There is the possibility of re-activating abandoned campsites, especially in BW Loop B

There are not enough group campsites at Black Woods or Seawall.

Both campgrounds have inadequate administrative facilities.

Many sites are poorly located.

Need more employee housing, more Volunteer in Parks RV pads, and more year round housing associated with year round operations.

The location and layout of the present wood disposal yard(s) need to be redesigned.

Need to have a plan and a place for the disposal of fireplace ashes.

Many campers express a desire for a playground or open space play area. Oval loop at Black Woods is hazardous for this due to traffic. The playing field at Seawall has been converted into group camp sites.

Vegetation and Drainage

Seawall's "B" Loop is a swamp, need to either drain it or close it.

Vegetation along the route of the park's dumpster truck bangs into truck, should be cut back.

Need more maintenance and repair of the actual camp "sites" rather than on buildings

Campsite rehabilitation needs to be focused on: a. vegetation b. fire rings, c. definition of tent pads

Campgrounds need to develop a pro-active vegetation management program which goes beyond the removal of hazard trees.

Campground road system drainage needs to be improved.

Oval area at BWCG; turf surface seems out of place/ character

Many social, informal trails become small streams during rains, leading water into buildings.

There are many sites that are wet, boggy or otherwise have drainage problems.

Stormwater drainage needs to be improved, also runoff from water spigots

Ideally, it seems that most campers prefer wooded sites with some privacy or screening.

There are vegetation problems affecting the quality of individual campsites:

*exposed tree roots

*lack of understory, no privacy

*standing water in the campsite

*compacted soil, poor drainage.

*the limits of campsite areas are expanding due to lack of defined borders, definition.

*even aged growth of forest, is a fact which limits the understory in many areas of the campground.

*people damage trees by putting lantern nail in them.

*campers do not understand the problems of the campground.

*social trails, compacted soils.

Circulation

Paths to the restrooms in the campgrounds need to be redesigned. Paths presently cut through the woods, through campsites. Many social trails have damaged vegetation, and disturb the privacy of other campers.

Campground roads are too narrow for larger RV's and the park's dumpster truck, especially when vehicles are parked on the road.

There is excessive vehicle speed on the campground roads, but installing speed bumps is not a good option because of bicycles

Many social, informal trails become small streams during rains, leading water into buildings.

Need to make better handicapped accessible campsites and restrooms.

Black Woods service road needs improvement, needs fire exit.

Need Bus Stop

Campers would like to have more activities available from the campgrounds without having to drive to them; such as trail link ups, carriage road link ups, nature trail, exhibits.

The Black Woods entrance area (oval loop?) is crowded, confusing, with poor circulation.

Kids on bikes go too fast, the wrong way on one-way roads

Rollerbladers on paved campground roads create conflicts with vehicles, bikes, pedestrians

Need better way to gate off parts of Black Woods campground not being used

Campground roads have inadequate turning radii at many points; roads need to be re-engineered for modern vehicles, need to eliminate blind spots at intersections, and need to be wider to provide for the passage of snow removal equipment.

Site Furnishings

Signage needs to be upgraded at campgrounds, especially for marking campsites.

Maintain historic integrity; example, retain the rustic stone fireplaces at Seawall.

Dumpsters have been a success so far. However to manage raccoon problem, additional attractants need to be eliminated. Asphalt pads for dumpsters were a mistake, should have been harder portland concrete.

Some RV sites have the fireplace on the "wrong side."

Architecture and Utilities

Water spigots can be very far away from some campsites. There needs to be more of them.

There is a lack of restroom storage and general campground maintenance storage space, especially at Black Woods

Interior and exterior finishes of the restrooms should be low maintenance. Painting the floors every year is foolish.

What is to be done with the outhouse at Black Woods "A" Loop?

Restrooms often run out of paper towels. Electric hand dryers may be a good alternative.

Campground amphitheater are architecturally unattractive, and out of character with the park.

Campground water spigots need backflow preventers, threads should be destroyed to prevent hose hook-up by campers

Utility systems for campgrounds are old.

Control valves for managing water system are inadequate. There needs to be more valves of a higher quality.

A better solution needs to be worked out for the disposal of dishwashing water. Current lack of planning for this necessity attracts animals, is ugly, and a public health hazard.

The possibility of providing picnic shelters at the campgrounds should be considered. This would be especially helpful at the group camp sites and the winter sites.

Hot water would be helpful in cleaning the restrooms.

Painting exterior siding must be done every year because of high moisture.

Both campgrounds have inadequate administrative facilities.

It seems that the number of actual toilets provided per camper are adequate, may actually have an over-supply. There are generally no complaints of having to wait to use the toilet.

Dump station at Black Woods needs to be redesigned. Current dump station occupies the most publicly prominent location in the campground. Also it is hard to return to campground after dumping. People are generally happy with the layout of the Seawall dump station.

There needs to be a small building at Black Woods to store maintenance supplies, also to provide a break room for the maintenance staff.

Lack of shower facilities is a common complaint among campers.

Need to think about site lighting. It is very dark at night and hard to find your way without a flashlight.

Camp grounds should be kept old fashioned and rustic. Additional lighting should not be installed.

Lighting needs to be better around the restrooms. People can't find the Seawall picnic area restroom.

Need restrooms at the amphitheaters - visitor requests on this, also no restrooms for the speakers.

Eliminate banging screen doors on the comfort stations

Need to provide towel hooks and small toiletry shelves in the comfort stations

The comfort stations are damp due to poor interior ventilation

Need better water supply for winter use

Need to control camper's food waste disposal to manage raccoon problem

The restrooms need upgraded electrical service, more outlets.

Management Issues

Campgrounds need more campground supervision

Need a systematic way to collect and organize camper comments

Need a better way to disseminate public information, notices, etc.

Campers do not pick up after their dogs. Rules are not enforced.

Winter use campsites should be rotated. Same camp sites should not be used every winter.

Park management needs to examine the situation and decide on how many camp sites to provide, and then set that as a limit (See GMP).

Come up with plan to control red ants at Black Woods Campground.

Need more effort at the early and late preparation of sites and restrooms due to increased "Shoulder Season."

Campgrounds should be shut down in winter altogether, for reasons of site rehab. and cost benefit analysis

A plan needs to be worked out to rotate campsites, allowing some sites to "lay fallow"

Park management needs to take a comprehensive look at visitor info; both internal campground related info and general park info.

The campsite reservation system needs to be simplified. Provide fewer types of sites. This would require modification of both physical sites and classifications.

The length of the camping season has become longer over the years. Is this wise management? Has there been a cost- benefit analysis performed on the length of the camping season?

APPENDIX E

United States Department of the Interior

NATIONAL BIOLOGICAL SERVICE
Patuxent Environmental Science Center
Center for Urban Ecology
4598 MacArthur Blvd., NW
Washington, DC 20007

Memorandum

August 1, 1995

To: Team Captain, Civil Engineer, Eastern Team, Denver Service Center

From: Research Agronomist, Center for Urban Ecology

Subject: Trip report for Acadia National Park camp grounds

I traveled to Acadia National Park on June 19 & 20, 1995 to consult with the park staff regarding soil and vegetation condition of the Park's two campgrounds. The first day was spent with Jim Vackasi, Chief of Maintenance and Charlie Jacobi of the Natural Resources Division and we visited the Blackwood Camp Ground. The second day was spent with Linda Gregory at the Seawall Camp Ground.

The key to successful management of vegetation of a campground hinges upon the preservation of the vegetation and soil mantle to guard against degradation. In general, the Blackwoods area is in better condition than many other areas I have visited. However, there are a number of things which can be done to improve the quality of the camping experience for the park visitor. The reports authored by Meinecke, 1932, and Jacobi, 1990 present an overview of conditions and offer recommendations. Also, Jacobi touches upon a number of conditions pertinent to the existing condition of Blackwoods.

Dealing with these conditions and renovation activities requires a cooperative effort between park and professional staff and a public relations effort to gain public understanding. I would recommend a team approach to address the following issues of visitation, site use patterns, vegetation, hydrology, soils, and maintenance. In addition, work to be completed requires planning and agreement between staff and professionals supported by thorough record keeping and photography. All records should be dated, have involved personnel identified, precisely identify needs and what is or has been done, support photography, detailed record keeping, and I would offer

a suggestion that autopsies of plants and site activities be conducted to determine which procedures have not functioned. This latter task will help identify what went wrong and perhaps reveal how a condition may be remedied.

The park has on hand the raw materials to affect site improvements such as rocks, boulders, logs, wood chips, native sandy/gravelly soil, and other materials. The ingredients that are usually lacking include adequate funding, human resources, equipment, and time. In addition, renovation requires time to complete and some results may not be realized for some time. This is especially true where trees are transplanted and only time will reveal results. As a first step, I strongly recommend that the team visit all of the sites and select those sites in most need of priority attention. Any severely degraded site(s) should be closed or eliminated and receive complete renovation. Some sites may not offer adequate privacy or are simply too close together to provide adequate privacy. Some sites may have severe wetness or erosion problems. These may need to be closed at least temporarily until alterations can be made. The significant point is that each site will require individual attention and a determination by the team to reopen or maintain closure.

Once the survey of existing conditions is completed, the sites in the most need of renovation should be selected and renovation begun.

When revegetating sites, road shoulders, etc. use native seed, shrubs, and trees. There are situations where, because of human manipulation of a site, the native plant may not be able to survive and a selected cultivar would be better suited to the modified site conditions. Because of this type of site condition, a closely related cultivar may be better suited to site conditions. Frequently, we try to replant native plants when site conditions have been so manipulated by human activity that they just will not survive. Also, under some situations, the site may lend itself to modification to return it to a more natural state prior to transplanting of the native vegetation.

While traveling to the Seawall site with Linda Gregory, she indicated to me that a program has begun to save or salvage native plants from park areas where construction and/or renovation may occur. The native plants are salvaged and placed in a nursery for future transplanting back into the park. This is probably the best method to insure that native plants are returned to the park. Unfortunately there may not be enough plants available for transplanting. Then it may be advisable to check local nurseries for suitable substitute material.

Blackwoods: I visited the campground with Jim Vekasi and Charlie Jacobi on June 19,

1995. The following list of items will provide a thumb nail sketch of conditions and recommendations for delineating with camp sites.

-It is recommended that a multidicipline team evaluate individual sites recording on a standard information form the existing site conditions, problem areas, methods and materials to deal with problems, a time schedule for competition, appropriate personnel, and initiate a photographic log to track individual site activities.

-Each site visited may need at least minimal attention but it is recommended that the sites in most need receive priority attention. To complete this priority list of sites will require individual evaluation and appropriate priority listing. For the particularly difficult situations, I would recommend that they be visited again perhaps during a heavy rainfall event to observe and record additional information such as the drainage patterns.

-An individual camp site sketch will supply a format for the necessary renovation requirements. The sketch will help suggest the necessary site requirements. For example, there may be a need to restrict vehicular access, provide a well-defined tent pad, or implement a drainage diversion around the site.

-Each site should retain its own identification which remains constant. This identification should carry through on any site photography. If possible, a date recording camera will help keep rehabilitation activities recorded with time. In conjunction with this, site numbering or identification must remain constant over the years and be prominently observed on the renovation information.

-Well-defined tent pads are needed for many of the sites. The pads can be a blend of site soil and locally derived gravel uniformly blended for the sites. If is very desirable to make sure these pad areas contain well-drained fill material. The pads should be elevated above the soil surface to remove them from wet conditions. It is advisable to provide containment for the material used to create the tent pads. This could be in the form of rocks or logs used to define the site.

-Many of the parking spaces have become enlarged permitting random parking and thus excessive damage to the plants and soil. Each of the areas should be well defined for the particular vehicle designated to use the space. Thus, an automobile site can be defined with "stops" of boulders to limit the degree of ingress into each parking area. Allow only so many feet (l and w) per vehicle designation. For the pop up trailers, mobile homes, and motor homes provide adequate space but not abundant space.

-Charlie's suggestion that the types of sites should be reduced from nine to a more manageable number seems sound. He has suggested that four would be best for simplification of reservations and management. It may also be wise to limit the maximum vehicle size admitted to the campgrounds.

-For surfacing of the parking sites, a crushed aggregate mixed with the existing subbase to a depth of 2-3 inches and rolled with a heavy roller should provide an all weather parking surface. As a general recommendation, slightly slope (about 1 to 2% slope is adequate) the subbase to one side away from tenting and activity area. This will help divert water away from the camp area.

-Define the path to table and tenting area with large stones, boulders or wood chips. This will help provide the subtle suggestion to campers to utilize these entry points.

-Define the entire camp site with boulders/wood chips/logs/etc. , to subtly suggest against expansion of individual sites.

-Assess each site to encourage drainage around rather than through the activity area. This may not be possible in all areas and may be a criterion for closure of some sites.

-Transplant native plants into areas where traffic has taken them out. Again these may be collected locally within the park or from sites where construction and/or renovation activities will disrupt the vegetation. Careful handling of plant material is essential and be sure to transplant the plants so that their natural root crown is adequately supported at the soil surface. This has become a serious problem with too many plants placed too deep in the planting hole. They die within a short time.

-Close those sites and/or adjacent sites which have suffered the most impact or are located in excessively wet or rocky situations. This is a site by site selection process to be completed by the park.

-Provide rehabilitation of the forested environment adjacent to impacted camp sites retaining the option to reopen the rehabilitated site at a later date. These areas should be segregated from visitor use until plants are established or about two years.

-It is recommended that a well maintained written and photographic record of activities be kept for all rehabilitated sites. It is highly desirable to create a "restoration data sheet" which can be photocopied and to provide "fill-in" information for individual sites. It is equally important to provide space for identification of who did the work,

when it was done, photograph identification, drainage options, rock placement, etc. Some thought is required to create such a form but it will prove valuable with time and personnel changes. By having a well thought out data form, everyone completes a standard form which contains all pertinent site information. This will help track successes and options available to future maintenance. Selected photo points are beneficial to visually support restoration performance.

-Soil compaction is not the major issue although there are some select locations where foot and/or vehicle traffic may compromise plant growth. Paths and concentrated activity areas are those which demonstrate the most effect. Use wood chips or gravel to surface sensitive locations and replenish these as necessary. Wood chips provide a renewable organic source to assist natural soil rejuvenation. As chips decay, they provide a valuable source of new organic material to the surface soils. The recommended depths are between 2 and 4". Some wash may occur but this can be managed with water bars or sensitive placement of stone. It is not recommended that geotextiles be used under either wood chips or gravel since their use will create an additional barrier to moisture and air movement.

-Trails: Protect tree roots from abrasion and delineate the trail with wood chips or other acceptable surfacing material. This will provide protection from raindrop splash, encourage improved soil moisture relationships, and allow slow breakdown of the organic material to positively influence the surface soil physical condition. By mulching, the park simulates the natural organic matter recycling process absent at sites impacted by human activity. In some locations there may be a need to provide water diversion into the wood lot to prevent down slope erosion and scouring. It is recommended that these diversions be used to prevent a buildup of large volumes of water and that they be placed frequently along the trail so that a buildup is prevented. There are NPS guidelines for installation and maintenance. Also, when a bar is placed, locate small stones and rocks in the exit diversion channel to act as velocity dissipators to further slow water movement, prevent additional scouring, and encourage infiltration. The dissipators can be angular material. Too often trails can become mini stream channels and this should be prevented during design.

-Sites ripe for at least temporary closure are those devoid of vegetation, very wet locations, locations with heavily abraded tree and plant roots, very rocky conditions, or compacted soil surfaces.

-Increase spacing between those sites that are particularly close to one another by eliminating the middle site and rehabilitating it.

-Attempt to provide drainage at the low or down slope sites to prevent wet conditions which may provide a breeding habitat for insects. There may be a requirement for additional culverts or drainage swales. Swales generally require less maintenance than culverts while providing very functional and easily maintained drainage systems. It seems that drains under roadways do not receive the necessary maintenance they should. This maintenance activity is critical.

-Can an attempt be made to segregate motor homes and house trailers in separate sections of the camp ground and away from the pop up tents and other tent campers? This would help eliminate the generator noise and the miss match of vehicles using the site.

-It is important to provide routine inspection and maintenance.

Planting recommendations/techniques:

It is assumed that the park and volunteers will complete most site renovations. It is important that personnel completing this work handle the soil and transplanting work carefully so that root systems are not damaged and materials such as wood chips are placed uniformly to depths not to exceed 4". When chips are used, be sure that they have undergone degradation and are not fresh chips. Their appearance should be a brown color rather than a fresh cut material which is usually a cream or white color. Mature chips can be assured by allowing composting to occur for 4 to 6 months. An occasional turning of the chips with a front end loader will assist breakdown. Also, it is often desirable to add some water.

Before placement of surfacing materials such as gravel or chips, it may be desirable to outline the paths with logs or stones to serve as a guide for placement.

Transplanting is best performed using bare root stock if available. Bare root stock is generally small material and does require careful handling. Otherwise, either use container grown or balled and burlapped stock. In general, it is not recommended to transplanting trees larger than 2 to 2 ½" in diameter at breast height (dbh). Larger trees create an "instant" effect but are considerably more difficult and costly to transplant. In fact, a smaller tree will establish more quickly and grow more rapidly than a larger transplant. In addition, a much higher transplant success is achieved with smaller material. Watering is critical during the establishment phase.

Create a planting hole at least two to three times the diameter of the root ball and be

sure that the hole is not so deep that the root ball becomes buried. Once the tree is planted into the hole, replace the backfill and firmly tamp it around the root ball. The backfill may require slight amendment with an organic amendment. Plant the root ball so that it is firmly supported at grade or slightly above grade and taper the backfill up to the natural root crown of the plant. Create a "doughnut" or saucer shaped ring of mulch around the ball and be sure that the outer edge of the mulch is 4 inches or so above the inner portion. The actual mulch should not exceed a depth of one inch thick at the base of the plant. In no case should the mulch depth exceed 4" or be mounded up around the trunk of the plant. By creating a saucer, this will allow some water to be held in position immediately above the root ball. A thorough watering of the transplant is essential to insure that any air voids are eliminated from the backfill. The plant may require supplemental watering and protection during the first year to insure its establishment.

For shrubs, the same basic transplanting techniques are recommended. Once planted, it may be desirable to cordon off the site until the plants have had an opportunity to establish. For particularly difficult sites, it is beneficial if plants can be transplanted into larger "shared rooting space" configurations if the site has been or is likely to be heavily impacted.

Roadside seeding: scarification of the soil is particularly important since road construction activities tend to compact the soil into a vary dense mass. Once scarified, a mixture of organic matter or composted material is desirable to enhance the soil physical condition. This should be mixed into the surface 2 to 4 inches of soil. Apply the seed according to the seeding rate for the material being used and mulch the seed with another addition of organic material so that about 60% of the soil surface is covered. The entire area should be rolled to insure good seed-soil contact. Watering is always desirable if possible. Watering is particularly important once the seed begins to germinate.

Seawall Camp Ground. This site provides some conditions similar to Blackwoods and the previous discussion and suggestions are applicable. However, there are some additional considerations worth noting:

-The segregation of motor homes and larger trailers into Area C indicates some forethought was given during site design and layout. By and large this area was in good shape during our visit with desirable plant diversity. Many areas provided opportunity for escape from adjacent tent sites. For example, Area D sites 82 - 88 and 76 - 81 are examples.

-Loop B had several areas of concern, those areas where the vegetation is of an even age. There is limited to no regrowth probably because of impact and a transplanting program is recommended along with subtle suggestions to the visitors to use other access points and designated paths. Again these can be defined by rock, stone, etc.

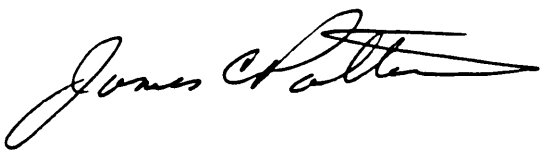
-Define parking areas with boulders and large stones to prevent vehicle damage. Scale parking spaces to vehicles designated for individual camp sites. Drive in parking areas in this camp ground appear to provide too much space. In fact some areas allowed enough space for three of more vehicles.

-Numerous wet spots prevail in B. Perhaps raising the local site elevations would help while exercising care not to impinge upon the root systems of trees. Use a coarse sandy/gravelly soil for elevation increases.

-Soil compaction does not seem to be a major problem. These soils are sandy/gravelly in nature and are easily penetrated with a pocket knife indicating low soil densities.

-Plugged culverts were again a problem. Some areas need new culverts. Surface drainage swales may provide a practical answer for some sites.

-Individual camp site planning and assessment are needed to outline a "to do" list and perhaps a time table to complete the activity.



APPENDIX F

TENT AND TRAILER CAMPSITES

SWEEPING CHANGE in travel and the camping habits of tourists is in process that must shortly force revisions of present day park campground lay-outs if these are to continue functioning to serve campers and preserve parks from misuse. The deus ex machina is the automobile trailer or house car. So popular has this accessory to more abundant travel become that estimates from some parks indicate that one camper out of three has already "gone trailer."

Current production schedules of manufacturers of this equipment evidence that the end is not yet. Although the saturation point is unpredictable, there are indications that taxation and regulation may eventually place limits on the growth of trailer popularity. While the current sharp up-curve of trailer production may level off, as the graph-makers phrase it, at some not distant time, there exists an immediate and pressing need for the suitable accommodation of trailer campers in or near our parks which may not be disregarded. It is a problem to be met squarely and adequately, without lag behind demand and yet certainly without feverish overbuilding based on speculation alone.

It is not unanimously agreed that trailers should be admitted to parks. Some feel that it would be better to ban them entirely and leave their accommodation to private enterprise beyond the park borders. Reasons advanced in support of this opinion are the traffic hazard of trailers on narrow park roads, their destructive effect on light roadways and campsites and, where the camp lay-out must be compact, the likelihood of slum conditions developing and spreading to infect in more or less degree the park area beyond the campground.

It is not here sought to prove that trailer camps belong or do not belong in parks. Probably there are areas where their introduction would be grave error, and others where their presence would not have adverse effect. The intent herein is rather to consider what a trailer campsite in a park can be, once it has been determined that a trailer campground may properly be undertaken on a given area.

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 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.

Basic in this campsite concept is a short parking spur, taking off from a one-way road at a readily negotiable angle, and bounded by naturalized barriers defining the parking space and confining the camper's automobile therein. Supplementing principle is a logical grouping of tent site, picnic table, and fireplace in suitable relation to the parked automobile, existing tree growth, and prevailing winds. Finally, a screening of undergrowth around the fringe, to limit and give a desirable privacy to the individual campsite, completes the picture. 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 casual errands he must either back out 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.

Vainly seeking a more workable solution, he might then make a fresh start and attempt to back

the trailer into the parking spur in order that his automobile might be free for daily comings and goings. If it be recalled that the parking spur for the tent camper's automobile was laid out to be easily swung into head-on from a one-way road, the sharp angle will be appreciated as correspondingly unnegotiable with an unwieldy trailer leading off in a reverse approach. Further, this backing operation creates both obstruction and hazard to traffic that cancel the benefits of a one-way road system.

The more perfectly suited an object, idea, or plan to a given set of conditions, the less readily adaptable it is to different conditions. The very perfection of the ideally executed tent campsite seems to doom it to considerable revision if it is to be made convenient for the trailer.

MOST ADVANTAGEOUS for the head-on parking of the tent camper's automobile was a spur approximating the familiar 45-degree angle parking of some city streets. Best suited to the backing-in of tow-car-and-trailer, if backing is to be tolerated, is this same spur, but only if approached from the opposite direction. It is quite possible that many existing spur campsites, laid out on a one-way loop road, can be made more receptive to tow-car-and-trailer occupancy by the simple expedient of reversing the direction of travel on the camp road and increasing the length of the parking spurs. The results of an intelligent remodeling of certain old campgrounds can be satisfactory in considerable degree, although there will remain the hazards potential in backing a trailer.

Opinion about the difficulty of this operation is divided. There are those who maintain it is no trick at all and that it may be utterly disregarded as a factor in campground lay-out. Others are just as certain that backing a trailer, particularly into a parking spur laid out to minimum requirements, calls for much skill and long practice, and that only camp lay-outs which eliminate all necessity for the backing operation are sufferable. It would seem that the very existence of the latter opinion must demonstrate that backing a trailer is not a trifling task. Those who have observed on the highways the ineptitudes of some citizens for driving a single car forward will sense the havoc that can lurk in their maneuvering a trailer train in reverse. It is felt that the exploration here of alternatives of the spur, which can eliminate in future campground development all necessity for backing trailers, will be tolerated, if not actually welcomed, by serious readers.

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 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 out of the traveled lane. In its elaborations an island is created between bypass lane and camp road. This may be compact or extended, formal or informal in plan, screen-planted or not, all as influenced by the distance it is elected to allow between points of take-off from, and return to, the camp road. The bypass may be surfaced like the camp road or merely graded. Where conditions of soil and climate permit, it may be developed as a well-defined grass-grown wagon trail and not as a roadway, particularly where an island provides physical separation. A range of bypass treatments is shown among the plates which follow.

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. 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 greater privacy, 100 feet or even more. Under favorable conditions the link lane, like the bypass lane, may be in the nature of a well-defined grass-grown wagon trail, rather than a roadway, to a preservation of natural aspect and a saving in development cost. Variations of link campsite lay-outs are presented among the plates.

Included in the diagrams which seek to show the gamut of campsite possibilities more or less receptive to tow-car-and-trailer parking are several spur parking arrangements. None of these requires the

extremity of awkward backwards-maneuvering demanded by the tent camper's parking spur when appropriated to trailer use. Wherever there is a disposition to accept a limited backing of trailer, these spur parking arrangements will receive interested consideration for their many points of merit. They make possible a maximum number of campsites per acre. This is an advantage where a more generous space allotment per campsite and the resultant sprawling campground will mean the dissipating of high scenic or wilderness values. The compactness of these spur sites makes for economy where the campground development contemplates the provision of water, electric, and perhaps sewer connections on every campsite, especially where the site is underlaid with rock. But only a generally level terrain, uninterrupted by any natural features which must be preserved and protected, will lend itself to a geometric, space-conserving grouping of minimum campsites.

There are numerous factors acting to sabotage an arbitrary decision to create a campground providing a maximum number of campsites per acre. Very generally, and it is believed fortunately, some of these influences will operate to prevent trailer campgrounds from becoming too formal in lay-out and too conserving of space to be attractive.

First of all, there is not an abundance of terrain over which it is feasible to construct straight, parallel roadways in the pattern of suburban subdivisions. More often than not it will be necessary to build curving roads in adaptation to contours, and the results will be a pleasing informality and a certain welcome "slack" in space use.

Although there may be very grim determination to be ruthless in sacrificing every tree that chances to be within the blueprint confines of the parking spurs and lanes, it is difficult to believe that there will not be a pardonable warping of geometric perfection in order to preserve especially desirable tree and plant growth, with coincident retention of camp-ground assets and some easing up of space limitations.

Then there is that human trait that stubbornly persists in some of us—a desire for privacy in some degree. Ringed in by the most ideal of tree and undergrowth screening, the minimum campsite has at best only the illusion of privacy. If soil or climate is such that effective vegetative screening between campsites is sparse or lacking, greater distances in lieu of foliage barriers may be adopted to real advantage.

In a park wherein primary scenic splendor might be coupled with an extensive, unspectacular buffer area, lacking competing use claims, there will be less reason to compress the areas sacrificed to the modifying effects of camping. If a sizable park is magnificently forested through its entire extent, and camping is determined to be permissible, a camping area will most certainly not be completely cleared for the dubious benefits and close quarters of a treeless gridiron lay-out of minimum campsites.

Among the influences on the other hand tending to compress campground lay-out, most important is the immunity from trespass rightfully established by the presence of outstanding natural values. Another potent factor in this direction is the extent to which it may be determined to provide utilities—water, electricity, and sewerage. Obviously, installation costs of these increase in direct ratio to the distances involved.

THE EXTENT to which campground equivalents of public services and utilities—water, electricity, and sewers—should be made available in trailer camps is much debated. A tent campground has long been felt to be suitably equipped if safe drinking water were provided not more than 200 feet, toilets not more than 400 feet, and washhouse and laundry not more than 1,500 feet distant from any individual campsite. Should not these same facilities provided within similar maximum distances be satisfactory in a trailer camp? Is it really desirable to go further and provide on each individual campsite so many of the refinements of a hotel room that camping fees must climb to virtual competition with hotel rates—to make vacationing out-of-doors so de luxe as to pass beyond the economic range of the majority?

Surely in our parks we should cling tenaciously to a policy of "live and let live" with respect to human beings. This enlightened attitude has inspired our policy with respect to native flora and fauna in parks. Why not accord man the dignity of treating him as a native faunal species and permit

him to vacation in a park with some lingering trace of the simple style which he could once enjoy—and could afford?

It is not incumbent upon park authorities to give aid and comfort so abundantly to the nomad that he can only be dislodged from the campground by the first frost. Nor is there any apparent gain to derive from depriving camping of the last semblance of adventure and the primitive.

Where site conditions make for moderate installation costs, it would not be unreasonable to go so far as to provide a drinking water tap adjacent to every campsite, whether laid out for tent or trailer.

It would be a great convenience certainly to the trailer camper if he could plug into an electric connection on the campsite and tap park current during his stay. If lighting only were involved, a flat rate per day could fairly cover the cost. But because some trailers are equipped with electric stove, iceless refrigerator, electric iron, electric heater and electric whatnot, is it good business to furnish electric current except by a coin meter? And the camp management, before electing to become an electric service distributor on such a basis, may well ponder the abuses, short circuits, blown fuses, and general distress potential in the nondescript equipment which will be driven into a park.

A campsite waste connection into a sewerage system might also prove convenient to the owner of a de luxe trailer. But would trailer owners generally be truly grateful for the step-up in camping fees to result from the capital and maintenance costs involved in making this convenience available? Doubtless the campground operator for his part would be recurrently, and more than mildly, annoyed by some of the abuses to which this little utility gadget would be heir.

Park planners should not be stampeded into a wholesale introduction of more and more of the complexities of urban living into vacationing out-of-doors. There is every reason for proceeding cautiously with campsite refinements at least until such time as there comes into being a considerably greater degree of standardization of trailer equipment than prevails today. Sewage disposal for individual campsites certainly, and electric service possibly, are public utility fields where angels might at this writing fear to tread. Shall we then rush in?

WHERE CAMPGROUNDS IN PARKS offer some campsites suitable only for tent camping and others devised for trailer accommodation, and when capacity or near-capacity occupancy is the rule, the troubles of the operating staff can be very complicated indeed. Checking the registering campers' equipment and assigning a campsite receptive to it consumes considerable time. There are occasions, with relatively more in prospect, when the trailer campers knocking at the gate exceed the number of campsites laid out for trailer use. There may be many campsites vacant which, laid out as tent campsites, cannot be negotiated by trailers. It is submitted that a lay-out of campsites each of which is suitable for either tent or trailer occupancy is an ideal solution.

The trailer camper, be it remembered, will usually have no reason to pitch a tent. He will not always resort to cooking on an outdoor campstove or fireplace. Of the several units requisite to the complete tent camp menage, the table and bench combination probably will be used most by the trailer camper. Regardless of these facts, none of these campsite accessories should be omitted from the ideal campsite. Although, in general, the trailer camper cannot use the tent camper's spur site without great inconvenience to himself and eventual disaster to the site, the tent camper on the contrary can make convenient use of any trailer campsite without resulting damage. The adaptability of trailer lay-outs to both tent and trailer use means 100 percent flexibility. It dissolves the camp operator's nightly nightmare of speculation as to how many campers-with-this-kind-of-equipment and how many campers-with-that-kind-of-equipment may register. Where campsites accommodating all comers are provided, the varying ratio of trailers to tents in an area need not be the disturbing concern that it now so often is.

The same obstacles, obstructions, and barriers needed to define the outlines of individual tent campsites and to keep the tent camper's automobile from encroaching upon parts of the campground where its free circulation would tend to

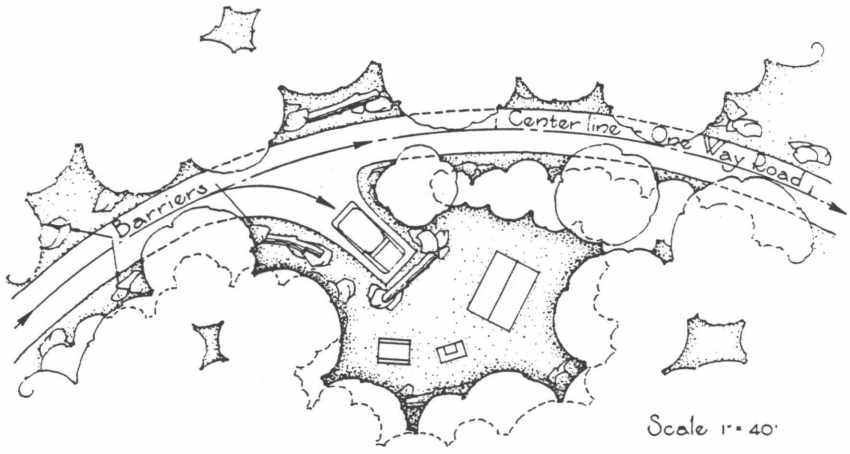
injure plant life are likewise needed in connection with trailer campsites. Where there is a disposition to forego a maximum number of campsites per acre in favor of preserving desirable plant and tree growth, the principles of preservation by naturalizing transplanted rocks and large down timbers are especially applicable. Far too many campgrounds look as though a five-ring circus only yesterday had played to a capacity crowd on the site. The only safeguard against such threadbareness lies in providing obstructions and barriers on an effectual scale. Unfortunately, interpreters of the technique of preservation by means of obstructions and barriers have generally failed in the past to achieve a truly effectual scale. Their manipulations of peewee pebbles and saplings to pass for the rock and down timber barriers of the text and their consternation at the inadequacy of these are not without humor.

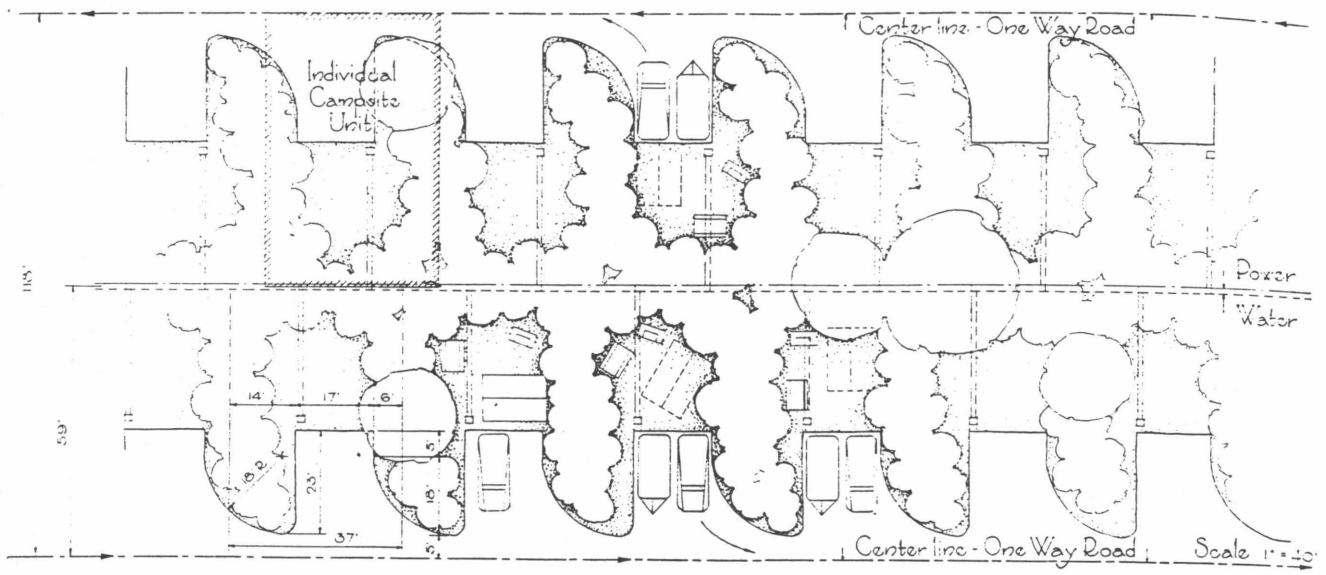
In the drawings that follow it is attempted to delineate possibilities for campsite lay-out receptive to the tow-car-and-trailer and making for the pleasure and comfort of the camper. Coincidently, protection of natural values and of the sensibilities of the park patron-at-large has been sought by one or the other of two theories of approach. One is to allocate a minimum space for the individual campsite and achieve a compactly geometrical arrangement of campground regardless of the ensuing despoliation of natural values over the limited area appropriated. The other approach acknowledges and preserves all such natural assets as forest cover, screening undergrowth, rock outcrops, and natural contours, and results in a more or less sprawling, informal campground that affects a greater area but modifies it in a lesser degree. Either theory has its points, and only a careful survey of the affecting site factors can determine which of the approaches, or what stage of compromise between them, is most appropriately adopted in a particular instance.

The drawings show one-way camp roads 10 feet wide and two-way camp roads 16 feet wide. In the case of either there should be an additional 3 feet to the center line of the gutter. Parking spurs, bypasses, and links are shown 10 feet wide. The minimum space allotment for an individual campsite is largely governed by the minimum turning radii of tow-car-and-trailer.

It will be seen that, because a majority of trailers have doors on the right hand side, flexibility in the grouping of some of the campsite lay-out types is limited. Some are adaptable only to the left side of a camp road, others only to the right. Unless a type adjustable to both sides of a road is used, left hand and right hand types must be selectively combined where development on both sides of a camp road is projected.

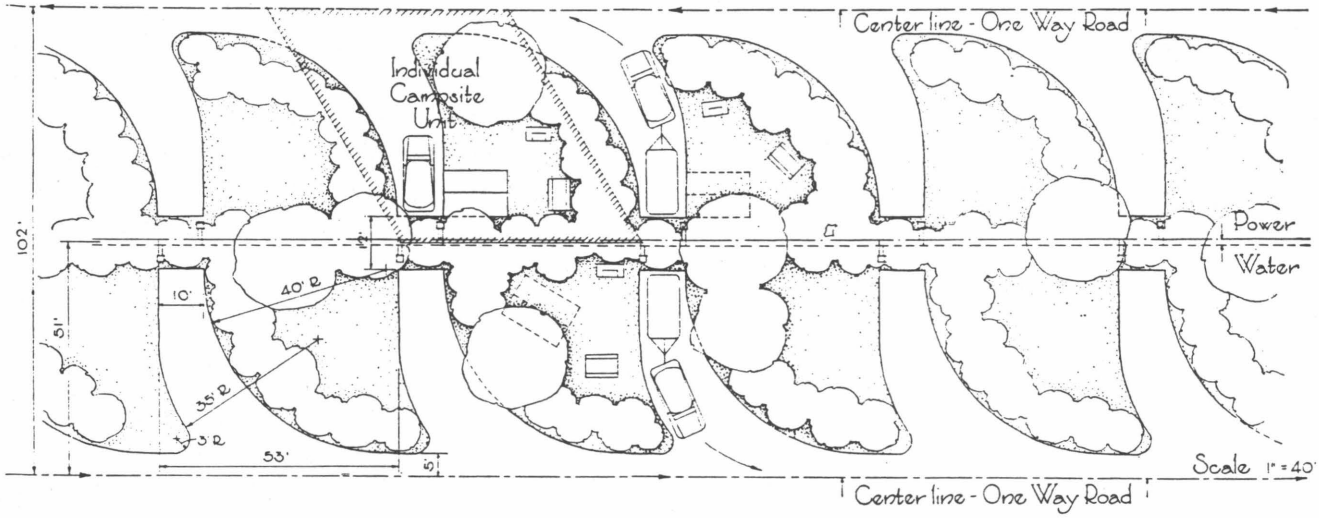
Immediately below is a lay-out illustrative of the lack of receptiveness to tow-car-and-trailer characteristic of the typical tent campsite—a dangerously awkward condition which, in the lay-outs presented by the plates following, it has been sought to avoid.





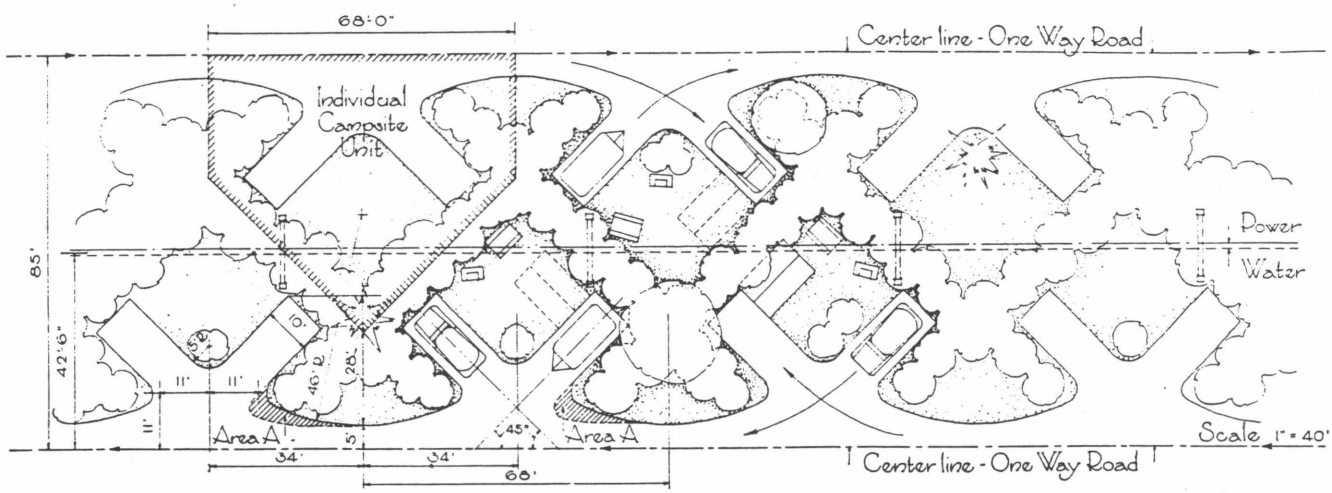
TRAILER CAMPSITE UNIT A (*Area per unit—2,183 square feet including half of roadway. Approximate road surface per unit including spur—80 square yards. Campsites per acre—approximately 20*).

In this compact spur type unit the tow car and the trailer are parked side by side. The type is shown adapted to the left side of a one-way road which permits the right hand side of the trailer (normally the door side) to face the open area. A campground might be laid out to utilize both sides of a one-way road by combining this type on the left and types such as C or D on the right. Unit A might also be adapted to the right side of a road, by interchanging the parking berths of the tow car and the trailer. In that case a less compact spacing will make for easier maneuvering of the vehicles.



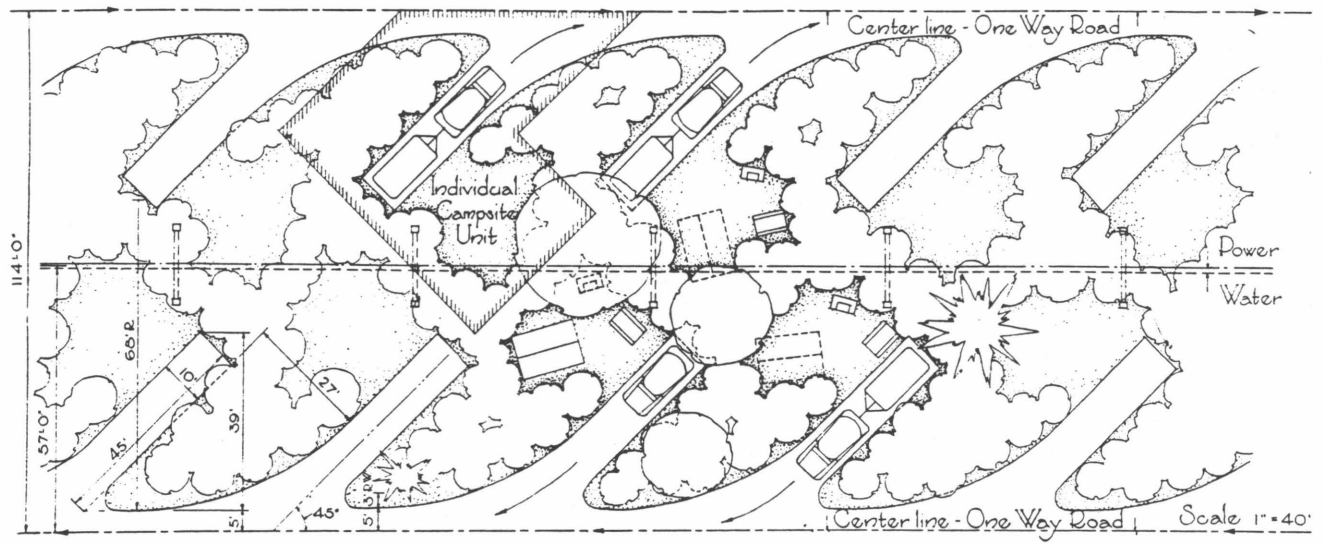
TRAILER CAMPSITE UNIT B (*Area per unit—2,703 square feet including half of roadway. Approximate road surface per unit including spur—106 square yards. Campsites per acre—approximately 16*).

In this spur type of unit the trailer is backed into its parking place and the tow car is parked in front of it. As shown, adapted to the left side of a one-way road, the right hand side of the trailer faces the camp clearing. The unit is convertible to the right side of a one-way road and the door will still front on the open area, if the cleared campsite is rearranged to be on the opposite side of the spur. Combinations with other types of units for variety are, of course, many.



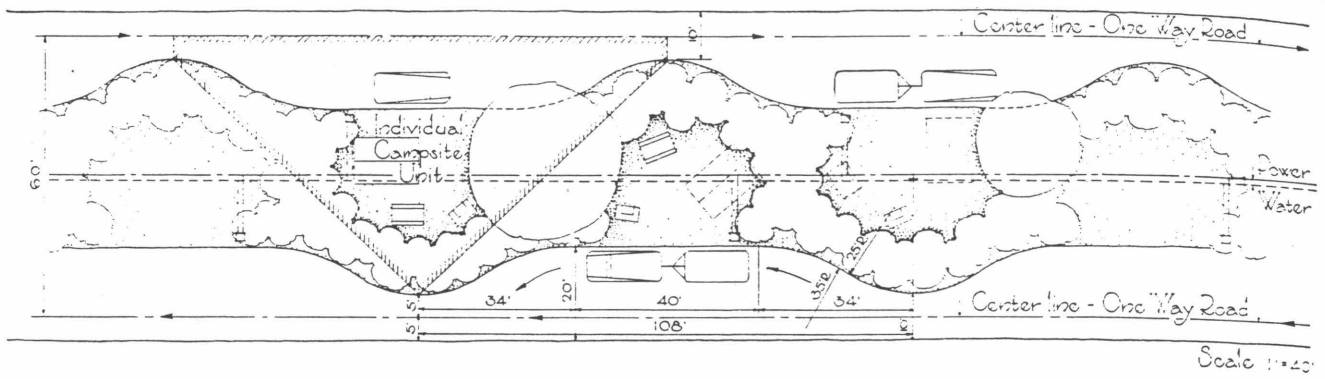
TRAILER CAMPSITE UNIT C (*Area per unit—2,890 square feet including half of roadway. Approximate road surface per unit including spur—130 square yards. Campsites per acre—approximately 15*).

This unit offers separate parking spurs for the tow car and the trailer in an arrangement that makes for a hemmed-in privacy. As shown above, it occurs on the right side of a one-way camp road, yet it might be used on both sides of a two-way road of suitable width and still desirably allow the normal door side of the trailer to face the camp clearing. C units can also be laid out along a one-way road in combination with the strictly left hand types. The adaptability of this unit is considerable. Parking of the tow car can be negotiated without the shaded area "A" being surfaced as a road.



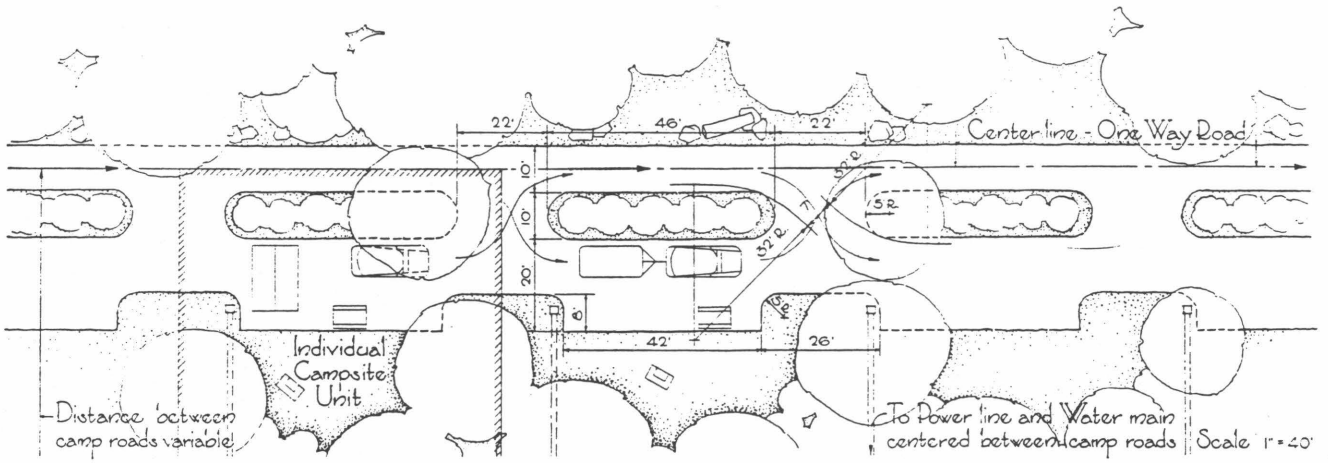
TRAILER CAMPSITE UNIT D (*Area per unit—3,076 square feet including half of roadway. Approximate road surface per unit including spur—118 square yards. Campsites per acre—approximately 14*).

A type of spur parking site, in which the trailer may be readily backed into its fixed parking berth with space between it and the roadway for parking the tow car, as in type B. Although, as shown above, these units are only on the right side of the one-way roads, it will be apparent that they might at the same time be repeated on the left side of these same roads, subject only to an entirely feasible rearrangement of the cleared areas to front on the right hand side (normally the door side) of the trailer in its parked position. Several lay-outs combining this and other unit types are possible.



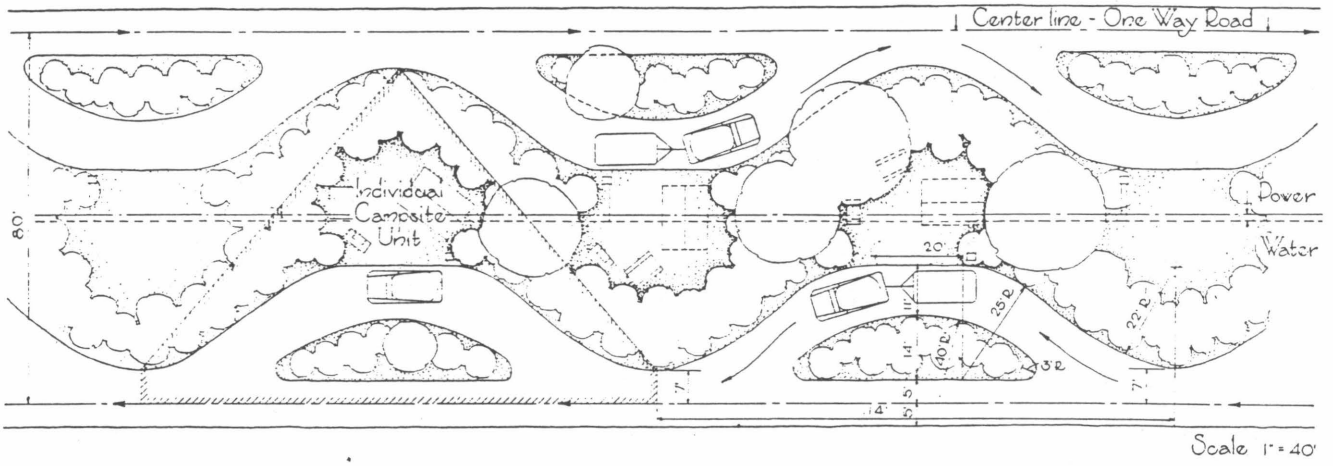
TRAILER CAMPSITE UNIT E (*Area per unit—3,240 square feet including half of roadway. Approximate road surface per unit including bypass—130 square yards. Campsites per acre—approximately 14*).

This simplest and most space-conserving of all campsite units based on bypass parking of the tow-car-and-trailer is merely a defined widening of a camp road so that the two vehicles can be parked off the traveled roadway. Where consideration is properly given to the normal right hand door of trailers, this unit lends itself only to locations on the right side of a one-way road. The drawing above is so arranged. In one-way road systems, combinations with other left hand types are possible. Adjacent to two-way roads, E units are usable on both sides without sacrifice of the desirable feature of the right hand trailer door facing the campsite clearing.



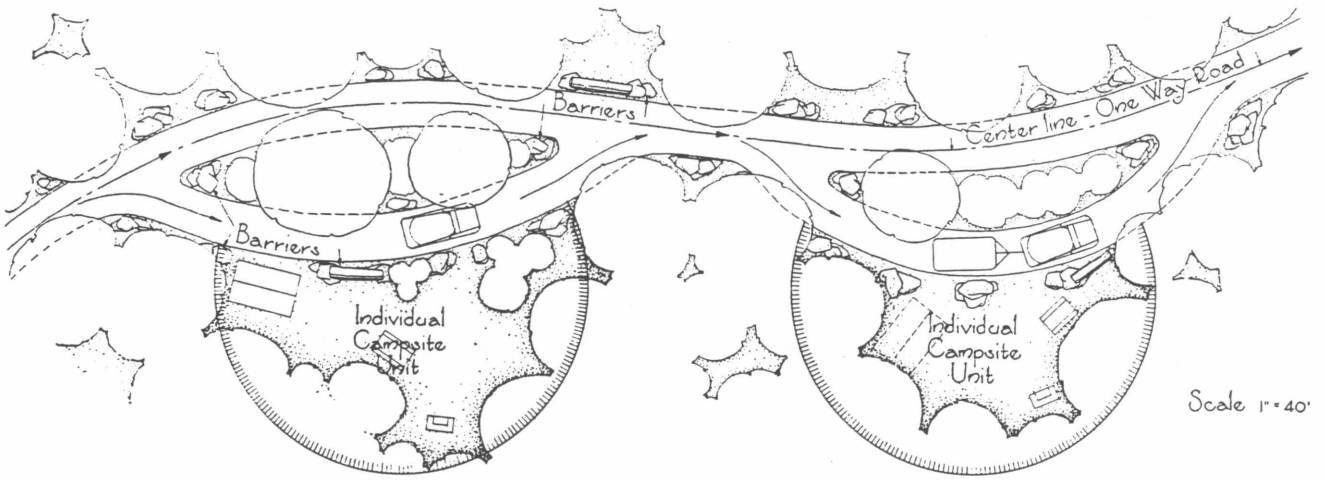
TRAILER CAMPSITE UNIT F (*Area per unit, assuming depth of 60 feet—4,080 square feet including half of roadway. Approximate road surface per unit including bypass—190 square yards. Campsites per acre—approximately 11*).

This bypass unit employs a formal island to separate the bypass parking space from the traveled roadway. As above drawn, the units are laid out along the right side only of a one-way road. There is no apparent reason why these units could not be ranged also along the left side of a one-way road. The surfaced bypass of considerable width allows leeway for parking the trailer so that its right hand door need not be blocked when the bypass is thus entered. Obviously, F units are usable on both sides of a two-way road.



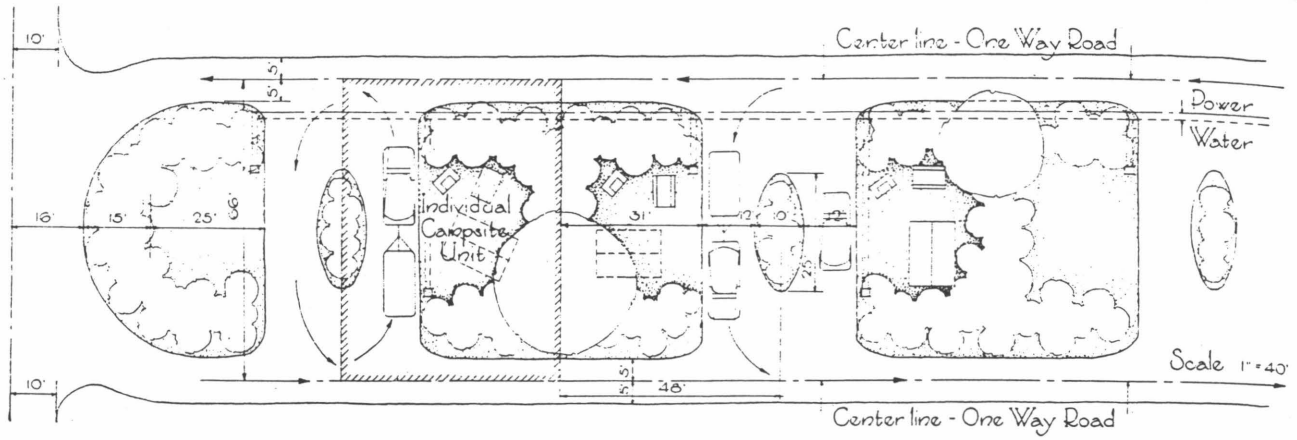
TRAILER CAMPSITE UNIT G (*Area per unit—4,560 feet including half of roadway. Approximate road surface per unit including bypass—183 square yards. Campsites per acre—approximately 10*).

Here again an island separates the bypass parking lane serving the individual campsite from the traveled roadway. These units, if the more customary right hand trailer door is to be served, are only usable on the right side of a one-way road; therefore, if campsites on both sides of a one-way road are projected, some more adaptable unit is better chosen for the left side. Naturally, if a two-way road system is projected, G units are well-suited to both sides of the roads. With all units shown on these facing pages, backing is unnecessary in berthing either tow car or trailer.



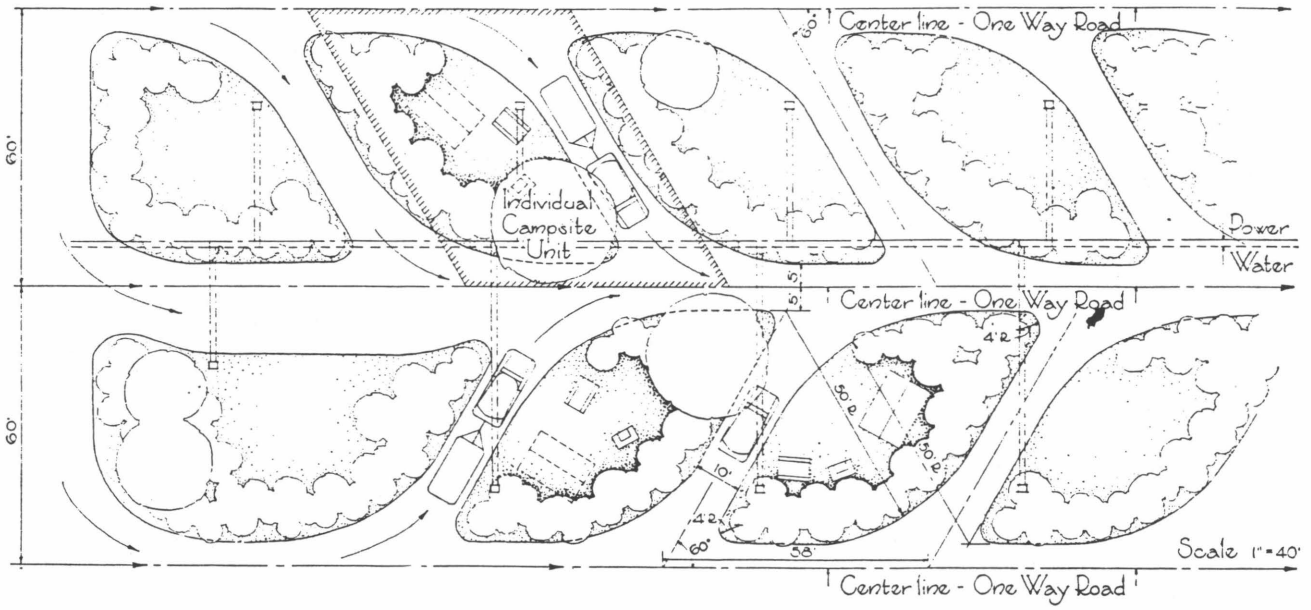
TRAILER CAMPSITE UNIT H (*Statistics of campsite units such as these are indeterminate, because space allocation, road surface area per unit, and the number of campsites per acre are governed entirely by natural factors individual to site*).

This bypass unit is obviously a development of unit G along less formal lines, approached not with a determination to produce the maximum number of campsites per acre, but instead with the triple objective of (1) suiting an irregular topography, (2) sparing existing desirable natural features, and (3) gaining greater privacy for each campsite. The roadway curves to follow natural contours; spacing and naturalized barriers acknowledge, preserve, and protect natural features of site deemed of value; and retained cover and wider, varied spacing of units add to the privacy of individual campsites. Although only well-suited to the right side of a one-way road, and so shown above, these informal units are adaptable to both sides of two-way roads.



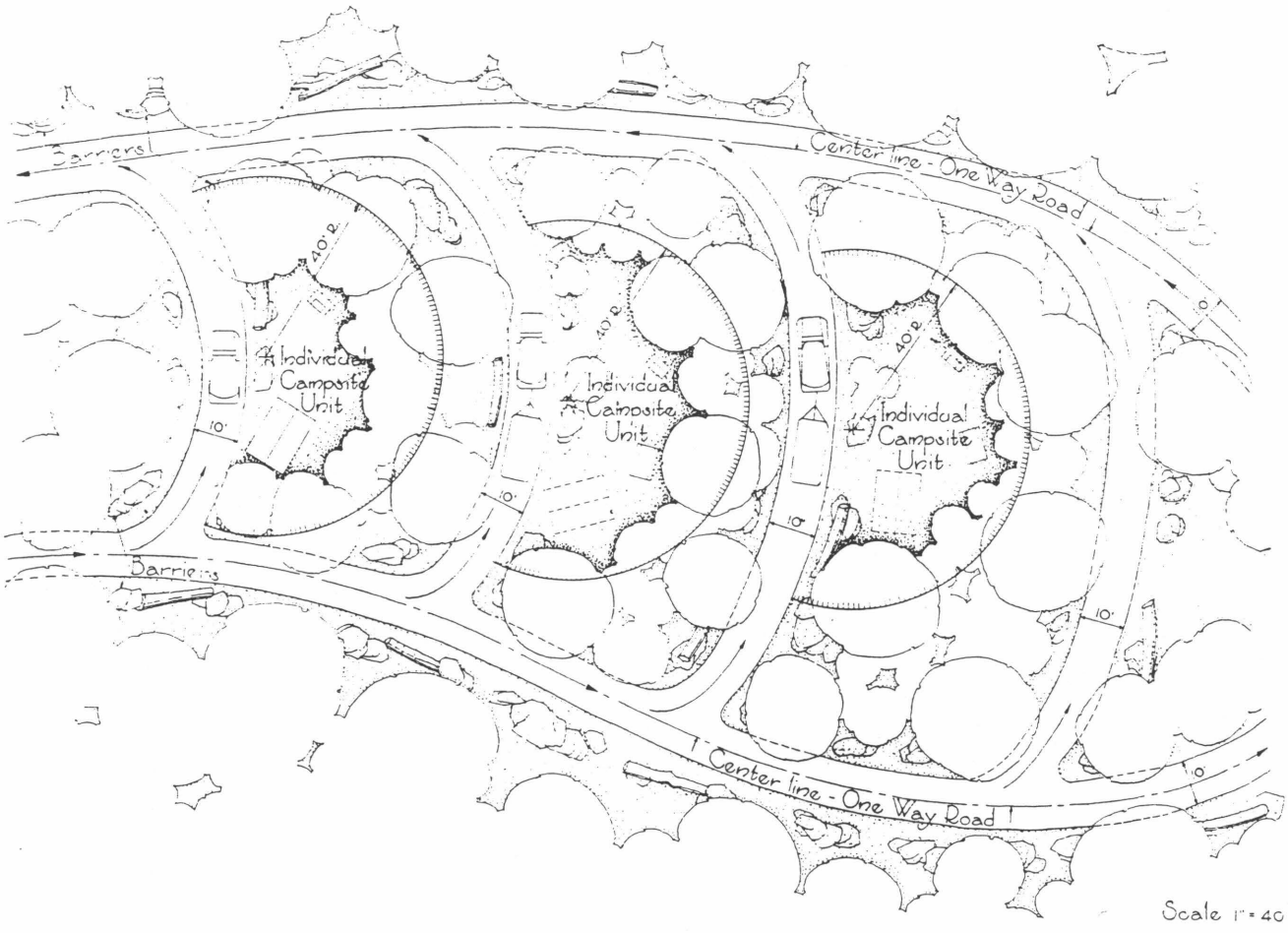
TRAILER CAMPSITE UNIT I (*Area per unit—3,168 square feet including half of roadway. Approximate road surface per unit including link—160 square yards. Campsites per acre—approximately 14*).

As usual, a lay-out along one-way roads is shown in the above delineation of this most compact of the link-lane types of parking here presented. Use of this particular unit in any two-way road system is to be discouraged, for every entrance into and exit from a parking link requires a left turn, crossing an opposing traffic lane. An ingenious and space-conserving unit, but combinations with other types will wisely be limited to the utilization of a right hand unit along a one-way road.



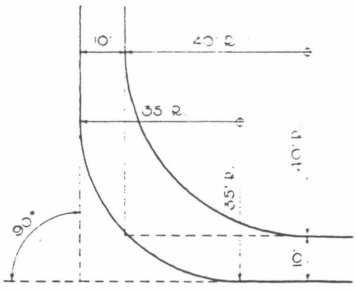
TRAILER CAMPSITE UNIT J (*Area per unit—3,480 square feet including half of roadway. Approximate road surface per unit including link—163 square yards. Campsites per acre—approximately 12*).

That link lanes for parking are desirably confined to campground lay-outs employing one-way roads exclusively is proved again by this example. The fact that traffic of all roads in the arrangement above shown is in one direction suggests that the best possible utilization of this scheme would be a large-scale adaptation in which the one-way roads serve as links between the entrance and exit stretches of a main camp road that loops around the entire campground development. The parking lanes would constitute links between links, so to say, and the result would be one-way traffic throughout the campground and traffic hazards at a minimum.

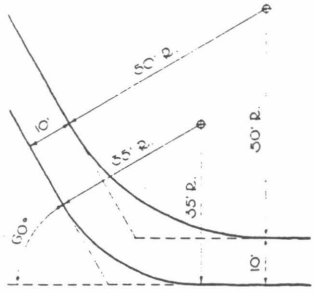


TRAILER CAMPSITE UNIT K (*Because campsite units of this type conform to no prescribed pattern, statistical data cannot be compiled*).

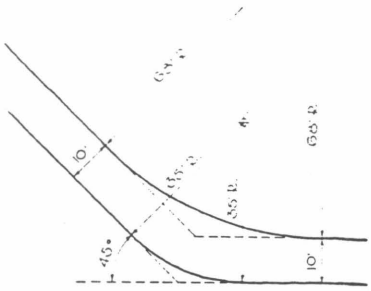
Just as unit H represents a loosely informal and spacious adaptation of bypass parking for tow-car-and-trailer, so this type amounts to an informal and expanded version of the link idea. In connection with both there is the same adjustment of roads to meet existing contours and spacing of parking lanes and cleared areas to spare valuable natural features and afford greater privacy to campers—all as might be motivated by a conviction that, under certain conditions, it is better to modify a larger area only partially than a lesser area completely. In this theory of campsite lay-out, naturalized barriers against damage due to uncontrolled driving of cars play an important part. These must be placed strategically throughout to protect all those natural assets of a campground, in the preservation of which the sprawling campground finds its chief justification.



Minimum turning radii for Car and Trailer – One Way Road



Minimum turning radii for Car and Trailer – One Way Road

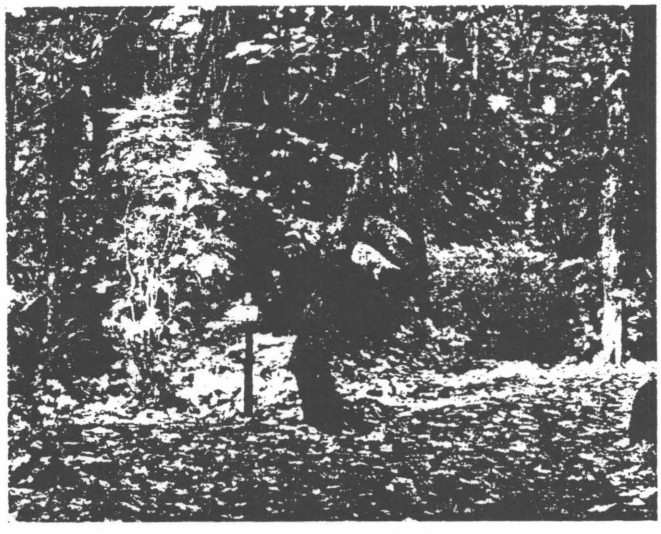


Minimum turning radii for Car and Trailer – One Way Road

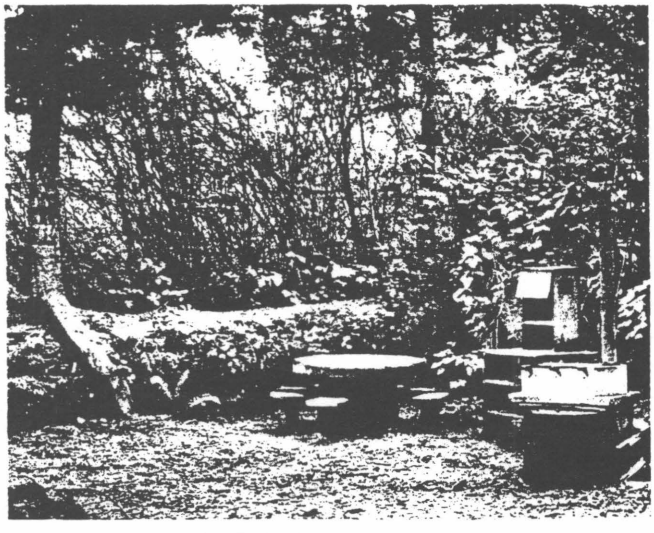
The diagrams above show the development of turning radii for tow-car-and-trailer which have governed a number of the campsite lay-outs of the preceding pages.

The illustrations below indicate the sort of low growth and ground cover which must extend through trailer campgrounds to screen individual campsites if the illusion of privacy is to obtain.

Although both picture the superlative undergrowth found in the redwood forests of the Pacific slope, something approaching the density and varied height of these is possible in many other sections of the country if encouraged by barriers of such effectual size that they will prevent the destructive movement of vehicles and by unremitting replanting and care.



Prairie Creek Campgrounds, California



Patrick's Point Campgrounds, California

APPENDIX G

COMFORT STATIONS AND PRIVIES

IT IS GENERALLY CONCEDED that toilets are the most necessary among structures built in natural parks, and that if only safe water and proper toilets are provided in these areas, the essentials of development have been accomplished. It has even been said that those who will not lead the field in proper sanitation should get out of it and allow those who are "not ashamed to be proud of their toilet buildings" to take over.

In general usage any distinction between "comfort station" and "privy" may be merely one of gentility of phrase. Within this discussion, and perhaps more generally distinguishing than is assumed, "comfort station" applies to buildings equipped with flush toilet facilities and "privy" to those equipped with nonflush toilet facilities.

It is elected herein to consider the more modern comfort station at greater length than the more primitive privy. The former, for the higher standard of sanitation it provides, is the unqualified recommendation of the National Park Service and the great majority of public health agencies for all park toilets wherever conditions, physical and economic, make its adoption possible. This recommendation embraces a positive sewage disposal by natural processes, and decries, along with the pit toilet, treatment by chemical processes alone. The chemical sterilization of effluent, it should be understood, is quite another matter. Such is often desirable subsequent to a sewage disposal treatment by bacterial action.

For those who may be concerned with the details of sanitation in respect to park toilets, the National Park Service Engineering Manual, Part 700—Sewage Disposal, is cited.

If the comfort station is located in an area subject to freezing temperatures, and if at such times it will not be heated, provision must be made for completely draining all piping and fixtures. Whether or not to make a comfort station suitable for operation during freezing winter weather depends largely on the volume of use, and the economics of each case is an individual problem. Sometimes limited winter use of such areas makes more reasonable the provision of temporary chemical toilets during those periods when a flush toilet must be drained or heated. Under such conditions it will probably be more satisfactory to erect small portable pit privies as discussed in the Manual of Engineering Design previously referred to.

In the park toilet building we have another facility not to be taken seriously as a landscape or architectural feature until every demand for sanitation and practical need has been properly met. Any economy in fulfilment of these primary requirements makes absurd any indulgence of a too impetuous urge to dress up the structure. The comfort station not a part of a building housing other park facilities is very properly so subordinated by location that there is little reason for embellishing it structurally. Preferable and usually more effective alternative is to screen both building and approach to it by planting and careful choice of site. The comfort station is often incorporated in a park building which combines other park needs. Linked up with a shelter or concession building, or as part of a multiple use building designated as administration, it is forced to a certain elaborateness of dress that, as a half-hidden separate entity, it does not require.

When comfort stations are a part of buildings housing several facilities, it is generally desirable that direct outside entrance to them be provided in addition to any inside communication. Some park patrons may feel reluctant to make use of toilets requiring approach through what may not be conspicuously enough a public space. Access to comfort stations through a lodge or concession might imply availability only to guests or patrons of these. If intended for free use by the general public, there should be no confusing of the fact of accessibility.

The paramount practical need of proper sanitation implies first of all thorough knowledge of, and strict compliance with, all laws, ordinances, and other regulatory provisions of governing and jurisdictional agencies. Beyond these are other practical and aesthetic considerations which may not be disregarded. The importance of smooth and impervious materials for floors, walls, partitions, and other such interior surfaces is not to be minimized. Funds tend to be scant enough for the maintenance of readily cleaned and durable materials, and are certainly hopelessly less than adequate for the upkeep of materials without such merits. Ease of cleaning will determine the degree of cleanliness that will prevail over the long run. In consequence, any conscious effort at rusticity in suiting the exterior of the comfort station to park environment should be just as consciously forsworn on the interior. Equipment and materials conforming to present day standards of sanitation should be adopted for all interior details.

In the case of the comfort station there is obvious saving in cost to result from grouping men's and women's toilet rooms under one roof. When the facilities are of the privy type, separate structures for the sexes can be built at but little greater cost, and this is recommended. Privies are apt to be less soundly constructed than comfort stations; therefore, greater distance between the men's and women's toilets is desirable.

When comfort stations or privies serve both sexes under one roof, the arrangement of the separate entrances so that each section is suitably remote from the other is important. If on opposite sides of the building, the maximum in desirable separation of the approaches of course results. The approaches and entrances should be clearly marked. A substantial soundproof partition should completely separate the two toilet rooms, and in the case of pit privies there should be complete separation of the vaults serving the men's and women's sections. Unless vestibule and properly swinging door break the sight lines into the toilet rooms, an effective exterior sight barrier in the nature of a wall, trellis, or stockade must be provided to screen the entrance opening.

Toilet buildings, whether comfort stations or privies, must be well lighted and ventilated, and properly protected from the weather. Windows should be placed above the eye level for privacy. When not so placed, and obscure window glass is resorted to instead, the windows can often be opened in summer only with sacrifice of privacy, or remain closed at a sacrifice of ventilation. Windows should so operate that it is possible to equip them with insect screens on the outside. A most practical toilet room window is hinged at the bottom to open inward with chain fastening, which gives some measure of protection against rain, wind, and snow, while providing continuous ventilation and opportunity for a screen on the outside. In milder climates, and elsewhere when winter use is not intended, there is a current tendency to make use of louvres rather than windows. These give a desirable maximum of ventilation, and may also be screened as effectively as windows against insects. However, unless louvred openings are very generously provided, the rooms are apt to be insufficiently lighted. Because ample light and ventilation are prerequisite to a clean and well-maintained room and go far to curb abuse by the using public, an abundance of window or louvred area is to be sought.

Doors to toilet rooms should always be self-closing, by the employment of a high-quality door-closer if possible, or failing this, a less costly but positive substitute device. If window or other openings are screened, door openings should, of course, be fitted with screen doors. The ventilation in summer will be greatly helped. All screening in equipment of toilet rooms must be at least 14 wires to the inch, and preferably finer. While galvanized or black-enameled wire-cloth is satisfactory for the more temporary buildings, bronze or copper employed for permanent structures will, by its longer life, more than offset the greater initial cost involved.

Readers scanning the drawings which follow are reminded to view these only through an architectural lens. Bifocal exploration seeking also details of sanitation will by intent prove unrewarding.

Appendix H

Historic Park Landscapes in National and State Parks: The Historic Landscape Design of the National Park Service, 1916-1942

Multiple Property Documentation Listing, 1995

Context Themes

Origins of Naturalistic Park Design
Writings of Andrew Jackson Downing
The American Park Movement
The American Style of Naturalistic Landscape Design
Sources of Rustic Architectural Design
A Movement for National and State Parks

The Founding of the National Park Service and the Landscape Architecture Profession

Early Development of National Parks

1918 Policy of Harmonization
The Role of the Landscape Engineer
Development of Park Roads

The Western Field Office, 1927-1933

Advances in the Landscape Design of Park Roads
Construction of Trails
The Design of Park Structures
A Program of Landscape Naturalization
E.P. Meinecke and Campground Planning
1932 Study on Park Policies
A Process of Park Planning

National Parks during the New Deal

Public Works Administration
Emergency Conservation Work in National Parks
Development of Scenic Parkways

New Deal for State Parks, 1933-1942

Emergency Conservation Work in State Parks
Submarginal Lands and Recreation
Demonstration Areas
Works Progress Administration
The Park, Parkway, and Recreational Area Study
Portfolios and Publications

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As the Nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally-owned public lands and natural and cultural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historical places, and providing for the enjoyment of life through outdoor recreation. The Department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The Department also promotes the goals of the Take Pride in America campaign by encouraging stewardship and responsibility for the public lands and promoting citizen participation in their care. The Department also has a major responsibility for American Indian reservation communities and for people who live in Island Territories under U.S. Administration.