National Park Service
Cultural Landscapes Inventory

2008

Revised: 9/2021



Cadillac Mountain Summit

Acadia National Park

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Introduction

The Cultural Landscape Inventory (CLI)

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

Scope of the CLI

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

The Cultural Resources Information System (CRIS)

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

Statutory and Regulatory Foundation

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

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

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

Use

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

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

General Information

Property Level and CLI Numbers

Inventory Unit Name: Cadillac Mountain Summit

Resource Classification: Cultural Landscape

CLI Identification Number: 650089

Parent Landscape: 650089

Inventory Status: Complete

Park Information

Park Name: Acadia National Park

Alpha Code: ACAD

Park Organization Code: 1700

Park District: ACAD

Region: Northeast

Restricted: Yes

Landscape Description:

Cadillac Mountain Summit is a National Park Service (NPS) developed area in Acadia National Park, located in Hancock County, Maine. Acadia was the first national park established east of the Mississippi River and today encompasses over 50,000 acres across Mount Desert Island, the Schoodic Peninsula, and other smaller islands. At 1,530 feet, Cadillac Mountain is the highest point on the Atlantic coast between Labrador and Brazil, and the highest mountain on Mount Desert Island. The rocky summit features three high points, or “peaks,” dominated by broad granite ledges and outcrops interspersed with shrubs and grasses and lesser amounts of mixed conifer woodland and forest.

Access to the 107-acre summit area is primarily from Cadillac Mountain Road, a segment of the park’s historic motor road system that climbs the mountain’s north and west slopes and terminates as a broad, tear drop-shaped loop nestled between the eastern and middle peaks. Three segments of the park’s historic trail system also ascend the mountain and connect to the site’s walkways, trails, and parking areas organized around the loop. The Cadillac Summit Center, a small concession and restroom building, is situated on a wooded slope below the middle peak, well away from views of the island-studded horizon and the Atlantic Ocean. Additional parking is provided below the west peak, at the Blue Hill overlook, which offers views to Eagle Lake and the ranges of mountains that march to the west. The Cadillac Mountain Summit is the most popular visitor attraction in the park, and on a typical summer’s day around 6,000 visitors make the journey there.

SIGNIFICANCE SUMMARY

Cadillac Mountain Summit is significant at the local level under National Register of Historic Places Criterion A in the areas of area of Entertainment/Recreation. The site reflects its development as a major visitor destination and developed area in the park. The construction of Cadillac Mountain Road beginning in 1928 and the subsequent construction of visitor facilities, walkways, and overlook trails made possible unprecedented public access to the mountain and its panoramic views and vistas. Cadillac Mountain Summit is also significant at the local level under Criterion C in the area of Landscape Architecture. The site retains NPS Rustic Design style characteristics and features as implemented by the NPS, Bureau of Public Roads (BPR), and Civilian Conservation Corps (CCC). The

design and construction of these features effectively illustrates the harmonization of built features with the park's natural scenery.

The period of significance for the Cadillac Mountain Summit is 1928-1942. The period begins when the alignment of Cadillac Mountain Road was finalized by the BPR, and extends through 1931 when the motor road was opened for traffic. Soon after completion of the motor road, a large parking area, walkways, ranger station, comfort station, and the Cadillac Tavern were built around the road's terminal loop at the summit. In 1933, a loop trail with overlooks designed by the NPS and constructed by the CCC was completed, while additional trails, service roads, and plantings were installed and maintained periodically through 1941, at which time the CCC helped build a military radar station at the site. The period ends when the CCC converted the tavern into barracks. The CCC camps at the park were closed that same year because of World War II, and the summit was temporarily closed to the public.

ANALYSIS AN EVALUATION SUMMARY AND CONDITION

The physical integrity of the Cadillac Mountain Summit landscape is evaluated by comparing landscape characteristics and features present during the period of significance (1928-1942) with current conditions. Many of the characteristics and features are unchanged. The natural systems and topography that define Cadillac Mountain are essentially unchanged since the historic period. Granite ledges and outcrops continue to dominate the summit landscape, interrupted only by scattered patches of shrubs and grasses and occasional masses of woodland and forest. The historic arrangement of pedestrian circulation features around the motor road's terminal loop and parking lot are also still intact. Many of the site details associated with these features, such as granite curbs, steps, and rock borders, continue to illustrate the site's Rustic Design style. Recreational land use has continued, although it was briefly suspended during World War II when the summit was closed to serve as the location of a radar facility. To those who know where to look, vestiges of the summit's former commercial endeavors can still be found, as can some of the now mature plantings installed by the Civilian Conservation Corps that now blend in with the native vegetation. But perhaps the most important characteristic to remain unchanged is the panoramic views in all directions.

Since 1942, slight modifications have been made to the configuration of the summit parking lot. Sections of non-compatible curbing, steps, and guardwalls have been introduced, and the small historic visitor services buildings have been replaced by a single structure, the Cadillac Summit Center. These changes are not ideal as they detract somewhat from the historic character, but collectively they do not diminish the site's overall integrity. Social paths have also developed in and around the parking lot and the Cadillac Summit Loop Trail, and in some cases are threatening sensitive vegetation, but the park is making efforts to control them. The Blue Hill parking lot, radio transmitter complex, water tank, and wells post-date the historic period but are physically and visually removed from the summit area and therefore do not detract from the historic scene. Likewise, the current collection of signs, fences, gates, and trash cans, and a flagpole make use of materials that make them generally inconspicuous in the landscape.

The condition of the Cadillac Mountain Summit landscape is "fair." Relentless severe storms have damaged vegetation and caused erosion, especially in areas along portions of the Cadillac Summit Loop Trail. Runoff has formed deep gulleys alongside the trail that has eroded away the trail subgrade, and surface materials have subsequently begun to crack and edges have broken off. These broken pavement sections and sharp drop offs are potentially hazardous to the public. In addition, several social trails have developed in the vicinity of the Cadillac Summit Loop Trail. Some of the trails have been successfully blocked off, but others have exposed sensitive vegetation to damage from foot traffic and increased the likelihood of soil erosion. Such vegetation may be forever lost if this issue is not addressed. Similar issues are present at the Blue Hill overlook, where portions of the sidewalk are broken and heaved, resulting in tripping hazards. Social trails have also developed here, which results in erosion and excessive loss of vegetation.

Landscape Hierarchy Description:

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

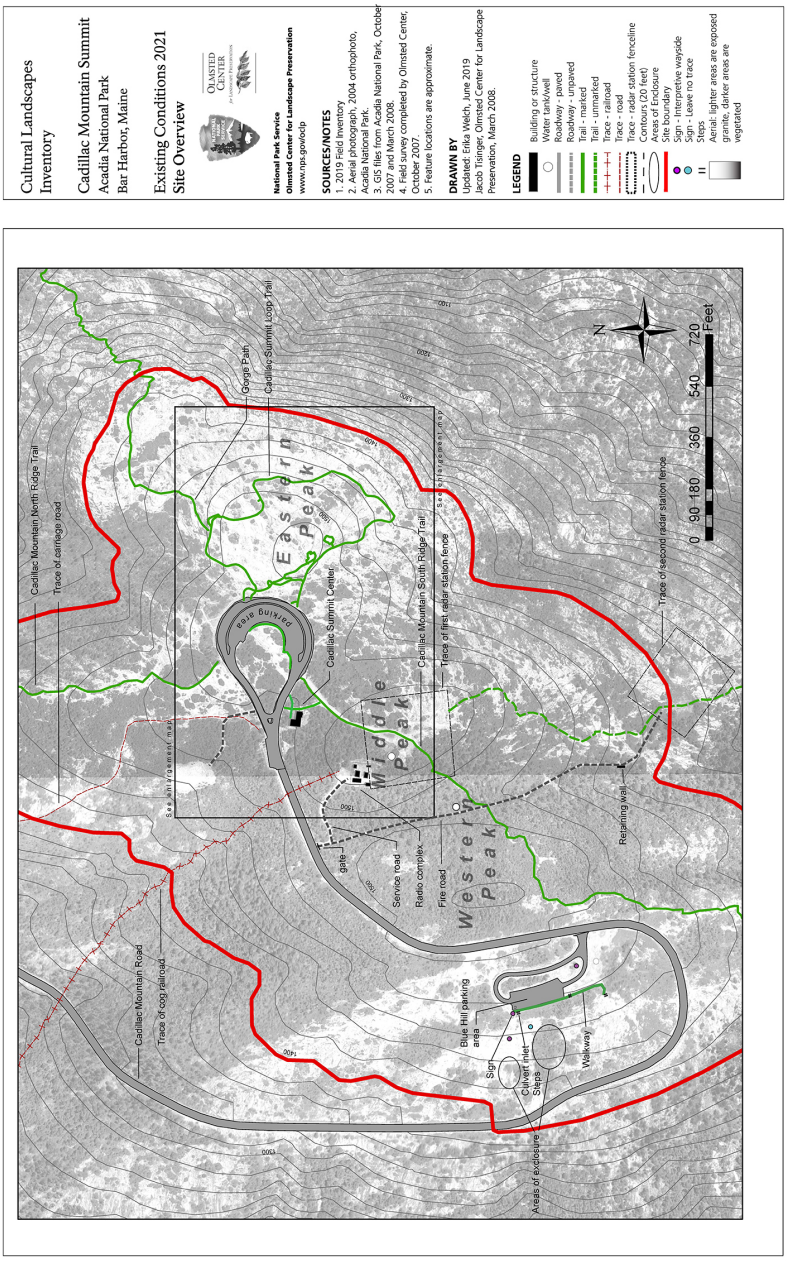
Landscape Type:

Historic Designed Landscape

Other Names:

Other Name:	Cadillac Mountain	**Other Name Type:**	Both Current And Historic
Other Name:	Bauld Mountain	**Other Name Type:**	Historic
Other Name:	Newport Mountain	**Other Name Type:**	Historic
Other Name:	Green Mountain	**Other Name Type:**	Historic
Other Name:	Adams Grave	**Other Name Type:**	Historic

Site Plan



Site map for Cadillac Mountain Summit, 2021, 1 of 2.



Site map for Cadillac Mountain Summit, 2021, 2 of 2.

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 06/24/2008

Completion Status Explanatory Narrative:

In October 2007, existing conditions at the Cadillac Mountain Summit were mapped and evaluated. Field work was completed by Jeff Killion and Michael Commisso, Historical Landscape Architects with the National Park Service's Olmsted Center for Landscape Preservation in Boston. The original CLI was approved by the park superintendent and the Maine SHPO in 2008.

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

SUMMARY OF CLI REVISIONS, 2021
• The management category remains, "Should be Preserved and Maintained."
• National Register information is revised. The significance of the landscape is articulated in the updated National Register Multiple Property Documentation Form, "Historic Resources of Acadia National Park," approved by the Keeper of the National Register in 2017. Cadillac Mountain Summit is locally significant under Criteria A and C in the areas of Entertainment/Recreation and Landscape Architecture.
• The period of significance remains, 1928-1942.
• The following sections have been reviewed and revised as needed: Chronology, History, Analysis (feature tables and FMSS data), and Impacts.
• Information on the Wabanaki – a group of northeastern Algonquian-speaking ethnic groups or tribal nations today distinguished as the Maliseet, Mi'kmaq, Passamaquoddy and Penobscot – has been expanded throughout the CLI.
• Existing condition photographs are updated, and the site plan is revised and GIS-compliant.
• The landscape condition was evaluated as "Fair" in 2008. The proposed landscape condition evaluation for 2021 is "Fair."

Concurrence Graphic Information:

Attachment File Path

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333

JOHN ELIAS BALDACCI
GOVERNOR

EARLE G. SHETTLEWORTH, JR.
DIRECTOR

September 18, 2008

Jeff Killion, CLI Coordinator
National Park Service
Olmsted Center for Landscape Preservation
15 State Street, 6th Floor
Boston, MA 02109

Project: Cultural Landscapes Inventory for the Cadillac Mountain Summit, Acadia National Park, MHPC #1624-08
Location: Bar Harbor, Maine

Dear Mr. Killion:

The Commission has reviewed the subject document, which was received in our office on August 20, 2008. The CLI was conducted in accordance with Section 110 of the National Historic Preservation Act of 1966, as amended.

In a telephone conversation on September 17, 2008, Kirk Mohney of my staff discussed several questions about the CLI with you and Elizabeth Igleheart. Among the topics that were discussed was the classification of certain features in the Cadillac Mountain Summit landscape, the level of National Register significance, the defined boundary, and the challenge of protecting scenic views through regulatory means (primarily the Section 106 process) when the characteristics and limit of those views are not well defined or included within the boundary of National Register listed or eligible resources.

The Commission concurs with the conclusion of the CLI that the Cadillac Mountain Summit is eligible as a developed area that meets the registration requirements of the park's Multiple Property Documentation Form, and that it retains landscape features that contribute to the site's historic features. However, based on the above referenced discussion, it is our understanding that you will:

- Re-examine the list of contributing features for consistency with the results of the archaeological survey and the defined period of significance;
- Include a statement that the level of significance merits further evaluation;
- Include a statement that acknowledges the existence of trails as a separate property type whose areas and period of significance are different from those defined for the developed area covered by this CLI; and

PHONE: (207) 287-2132

PRINTED ON RECYCLED PAPER

FAX: (207) 287-2335

SHPO concurrence letter, September 18, 2008 (8 pages).

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
U. S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

RECEIVED
AUG 20 2008
By 1684-08

In Reply Refer To:
H30 (NER-RS&S OCLP)

AUG 0 1 2008

Earle G. Shettleworth, Jr.
State Historic Preservation Officer
Maine Historic Preservation Commission
55 Capitol Street
State House Station 65
Augusta, ME 04333

Dear Mr. Shettleworth:

Enclosed you will find a copy of the Cultural Landscapes Inventory (CLI) for the Cadillac Mountain Summit landscape located within Acadia National Park. The CLI includes four previously evaluated resources, three of which have been determined as contributing. We seek your concurrence on the contributing status of other resources and features identified in this CLI previously unevaluated for listing in the National Register of Historic Places. The report has been prepared by a team of historical landscape architects with the National Park Service (NPS) Olmsted Center for Landscape Preservation. The CLI program and the enclosed report continue the NPS efforts to update our cultural resource inventories.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all historically significant cultural landscapes within the national park system, and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources and conducting on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the property's overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their character-defining features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that need further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some properties they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but document structures as elements of the overall landscape, and similarly documents other

characteristics such as vegetation, spatial organization, and views and vistas. The CLI is one component of the NPS inventory effort that also includes cultural resource inventories for historic structures, archeological sites, ethnographic resources, and museum objects. For example, the NPS List of Classified Structures inventory includes structural features of cultural landscapes, but the CLI takes a more encompassing approach to the properties, inventorying all above-ground features in each park in which the NPS has a legal or mandated interest.

The summit of Cadillac Mountain is primarily accessed by Cadillac Mountain Road, part of the park's historic motor road system. A portion of this motor road is included in the boundaries of the CLI study area. On March 26, 1993, your office concurred with the NPS determination that the segments of the historic motor road system on Mount Desert Island were eligible for listing on the National Register. However, the evaluation report did not address developed areas along the historic motor road system, such as the Cadillac Mountain Summit. Your office also concurred with the addition of Cadillac Mountain Road and other park motor road segments on the island to the List of Classified Structures on July 1, 1996. In addition, three hiking trails also provide access to the site. The park's hiking trails were determined eligible for listing on the National Register on December 19, 2001.

The "Historic Resources of Acadia National Park" Multiple Property Documentation Form (MPDF) was accepted by the National Register for Historic Places on June 29, 2007. The MPDF identifies property types and historic contexts with which to evaluate park resources. The summit is identified as a "Visitor Facilities and Developed Areas" property type under two contexts: "Community Development and the Origins of Acadia National Park (1890-1937)" and "Rustic Design (1890-1958)" and its subtheme, "Rustic Design of the National Park Service (1916-1958)." Registration requirements outlined in the MPDF for developed areas require that they retain integrity of setting and design to convey their historic use, including the principal circulation system and site organization. The MPDF describes the Cadillac Mountain site as a primary summit destination, with a long history of both pre- and post-NPS development, and currently consisting of an access road (Cadillac Mountain Road), paved parking area, trailheads, and a concession building. The MPDF also notes that although a few modifications are evident in the use of cut granite for steps, signage, trail re-routing, and the new concession building, the summit retains a high level of integrity from its completion in the mid-1930s. The MPDF describes the World War II radar stations at the summit under the administrative and support structures property type, but notes that little of them remain.

Pursuant to Section 106 of the National Historic Preservation Act, there have been two recent consultations with your office regarding the Cadillac Mountain Summit. In conjunction with a planned trail accessibility project on the summit's east peak and a fence replacement project near the middle peak, three archeological sites – the Summit House, the Summit Tavern, and the first Navy radar station of the 1940s – were surveyed. On February 3, 2004, your office concurred with the park's finding that the projects would have no adverse effect on significant archeological or architectural resources. More recently, the Stephen Tyng Mather Memorial Plaque, erected in 1932 at the summit of Cadillac Mountain to honor the first Director of the National Park Service, was determined not eligible for listing in the National Register, in

NPS Cultural Landscapes Inventory – Cadillac Mountain Summit
Acadia National Park
List of Contributing and Non-Contributing Landscape Features
July 2008

Contributing Landscape Characteristics & Associated Features

The following landscape characteristics and associated features contribute to the property's historic character, though not all are considered countable resources according to the National Register of Historic Places. Those marked with a + have been previously evaluated through the NPS List of Classified Structures program.

Vegetation
- CCC plantings
- Turf areas in parking areas and trailheads

Circulation
- + Motor Roads – Cadillac Mountain Summit Road (portion) (LCS #041051)
- + Summit parking area: paved and landscaped medians, perimeter walkway, rough-cut stone curbs and steps, and culvert(LCS #041051)
- + Overflow parking lot (LCS #041051)
- Cadillac Mountain North Ridge Trail (Trail #34) (portion)
- Cadillac Mountain South Ridge Trail (Trail #26) (portion)
- Gorge Path (Trail #28) (portion)
- Cadillac Summit Loop Trail (Trail #33): overlooks, rough-cut stone steps, and stone boulders along some edges
- Trails and stone steps around Cadillac Summit Center area
- Service roads to radio transmitter complex and septic field/carriage road trace

Views and Vistas
- Panoramic views from the summit area
- Panoramic views from Blue Hill overlook area

Archeological Sites
- North Ridge Road (ME 028-082) (ACAD 00174)
- United States Coast Survey Station (ME 028-044) (ACAD 00083)
- Green Mountain House (ME 028-078) (ACAD 00170)
- Summit House (1883) (ME 028-036) (ACAD 00043)
- Summit Hotel (1885) (ME 028-077) (ACAD 00169)
- Cadillac Tavern, or Summit Tavern (ME 028-075) (ACAD 00168)
- Cadillac Mountain Cross #1 (ME 028-006) (ACAD 00026)
- Freemason's Compass and Square Inscription (ME 028-088) (ACAD 00176)
- United States Coast Survey and U.S. Geological Survey Markers (ME 028-044) (ACAD 00083)
- Green Mountain Railroad Summit Terminal (ME 028-026) (ACAD 00120)

- U.S. Radar Station #1 (ME 028-079) (ACAD 00171)
- U.S. Radar Station #2 (ME 028-080) (ACAD 00172)

Non-Contributing Landscape Characteristics & Associated Features

Circulation
- Fire road to second radar station and retaining wall
- Blue Hill parking area, walkway, culverts
- Sawn-top granite curbs and steps
- Rectilinear quarried guardwall at summit parking lot

Building and Structures
- Cadillac Summit Center
- Radio transmitter complex and fence
- Water tank and concrete foundation
- Well along Fire Road
- Well at Blue Hill overlook

Small-scale Features
- Stephen Tyng Mather Memorial Plaque (MON 27) (LCS #041156)
- Signs – informational/directional
- Signs – interpretive wayside
- Signs – wood log trailhead
- Fence – wood barricades
- Fence – post and rail
- Gates
- Flagpole
- Picnic table
- Trash cans

Undetermined Landscape Characteristics & Associated Features

Vegetation
- Spruce tree in south median island

Small-scale features
- Stone fireplaces

consultation with your office, on October 31, 2007. Although not eligible, the plaque is managed as a cultural resource.

The CLI has determined that the Cadillac Mountain Summit is significant under Criterion A for its association with the context identified in the MPDF, "Community Development and the Origins of Acadia National Park (1890-1937)," in the area of entertainment/recreation. It is locally significant for its development as a major visitor destination and developed area in the park. The summit is also significant under Criterion C for its association with the context identified in the MPDF, "Rustic Design of the National Park Service (1916-1958)," in the area of landscape architecture. It is locally significant for its retention of rustic design characteristics and features as implemented by the National Park Service (NPS), Bureau of Public Roads (BPR), and Civilian Conservation Corps (CCC). The period of significance for the Cadillac Mountain Summit begins in 1928, when the BPR finalized the alignment of Cadillac Mountain Road. It continues through the early 1930s when the motor road was opened for traffic, pedestrian circulation features were constructed, and visitor facilities were built. The CCC installed and maintained additional trails, service roads, and plantings through 1941 when they helped build a military radar station complex at the site. The period of significance ends in 1942 when the CCC converted one of the summit buildings into barracks for the station. It was one of their last projects at the summit before the CCC program was disbanded because of World War II.

The CLI fully evaluates the cultural landscape, particularly the associated landscape characteristics and features, and finds that the overall the Cadillac Mountain Summit landscape retains integrity to the areas of entertainment/recreation and landscape architecture. The landscape characteristics and features that date to the period of significance should be preserved since they contribute to the historic character of the property. As noted previously, four of the property's features compiled on the attached lists have already been evaluated, and three have been determined as contributing. There are twenty-two additional features related to vegetation, circulation, buildings and structures, views, and archeology that also contribute to the significance and historic character of the Cadillac Mountain Summit.

We call your particular attention to the Landscape Description, National Register Information, Statement of Significance, and Analysis and Evaluation Summary in the enclosed CLI.

Based on the CLI, we seek your concurrence on the following:

- The eligibility of the Cadillac Mountain Summit as a developed area that meets the registration requirements of the park's Multiple Property Documentation Form;
- The property retains landscape features that contribute to the sites' historic character (see attached lists).

If you concur with our categorization of the landscape resources and features at Cadillac Mountain Summit at Acadia National Park, as contributing, non-contributing, and undetermined, enumerated on the enclosed list, we ask that you please sign on the space provided and return this letter to Jeff Killion, CLI Coordinator (Address: National Park Service, Olmsted Center for Landscape Preservation, 15 State Street, 6th Floor, Boston, MA 02109) **within thirty days**.

- Augment the discussion of Setting and Feeling on page 53 as it relates to scenic views and include a reference in this section to official park planning documents that pertain to them.

If you have any questions regarding our comments, please do not hesitate to contact Mr. Mohney at (207) 287-3811 or by e-mail at Kirk.Mohney@maine.gov.

Sincerely,

Earle G. Shettleworth, Jr.
State Historic Preservation Officer

Thank you for your attention to these reports. Should you have any questions, please feel free to contact Mr. Killion at 617-223-5053.

Sincerely,

Dennis R. Reidenbach
Regional Director
Northeast Region

Enclosure

cc:
Superintendent, Acadia National Park

I concur with above-stated categorizations of the Cadillac Mountain Summit landscape resources and features at Acadia National Park, as contributing, non-contributing, and undetermined.

Maine State Historic Preservation Officer

9/18/08
Date

Fax sent by : 2072888709 ACADIA NATIONAL PARK 06-25-08 12:53p Pg: 2/2

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Cadillac Mountain Summit
Acadia National Park

Acadia National Park concurs with the findings of the Cultural Landscape Inventory (CLI) for the Cadillac Mountain Summit including the following specific components:

MANAGEMENT CATEGORY: Should Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

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

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

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

The Cultural Landscape Inventory for the Cadillac Mountain Summit is hereby approved and accepted.

Jennifer Steele 06/24/08

Superintendent, Acadia National Park Date

Park Concurrence Form, 2008.

Cultural Landscapes Inventory
CLI Updates Concurrence Form
2021

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

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

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

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

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

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

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

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

Superintendent, Acadia National Park Date

Park Concurrence Form, 2021.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	Other	09/28/2021	CLI Update

Geographic Information

State and County:

State	County
Maine	Hancock County

Size (Acres): 107

Land Tract Number(s)

Boundary Description:

In consultation with the park, it was determined that the site boundary of the developed area at Cadillac Mountain Summit should encompass not only the terminal loop and adjacent facilities around the summit's eastern and middle peaks, but also the Blue Hill parking area below the western peak. The 1,400-foot elevation line was chosen as the site boundary to encompass both of these areas as well as portions of the former World War II radar station sites.

Portions of Cadillac Mountain Road, Cadillac Mountain North Ridge Trail, Cadillac Mountain South Ridge Trail, and the Gorge Trail are within the irregular-shaped boundary described above and are discussed in the text in terms of their important role to the site's development. However, the entirety of these circulation features is not specifically evaluated or mapped. The motor road and the hiking trails are considered separate property types and have their own unique periods and areas of significance that are discussed in separate Cultural Landscape Inventories.

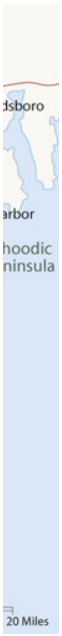
Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Area	44.3560231102467	-68.2260819874835	
	Area	44.3535694783238	-68.2213963913896	
	Area	44.3471235410638	-68.2293858379723	
	Area	44.3504779592636	-68.2315125008325	

Location Map:



Map of the Acadia National Park region. (Acadia National Park website)


sboro
arbor
hoodic
ninsula
20 Miles



Map of Mount Desert Island. The Cadillac Mountain area is at map center. (Acadia National Park website)

Regional Landscape Contexts:

Type of Context: Cultural

Description:

The summit of Cadillac Mountain has attracted people since the 1850s, and probably earlier. Although various business ventures to serve them have gone since that time, people have long eyed the mountain as a place to go to see the panoramic views. Access to the summit was historically by hiking trails, rough roads, and even a cog railroad. The site became part of the national park system in 1916, and beginning in the late 1920s a motor road, trails, and visitor facilities were developed, and for the most part remain in place today.

Type of Context: Political

Description:

The Cadillac Mountain summit is a developed area within Acadia National Park. In 1908, after generations of private ownership, the summit of what was then called Green Mountain was one of several parcels on Mount Desert Island acquired by the Hancock County Trustees of Public Reservations to protect the island's water supply and to preserve scenic views and walking paths. These lands later became part of the national park system as Sieur de Monts National Monument in 1916. In 1918, the name Green Mountain was changed to Cadillac Mountain to commemorate the area's early history. The park's name was changed to Lafayette National Park in 1919 and then to Acadia National Park in 1929.

Type of Context: Physiographic

Description:

The large scale physical forms that define Cadillac Mountain provide the setting for the developed area at the summit. The mountain is the highest point on Mount Desert Island and on the entire coast of the Atlantic Ocean between Labrador and Brazil. Due to its height and longitude, the summit is one of first places in the U.S. to see the sunrise. The summit offers unobstructed views of the inland mountains, Frenchman Bay, and many islands including the Cranberries, the Porcupines, and Isle au Haut. Over the horizon to the east is Nova Scotia, and to the southeast is the vast expanse of the Atlantic Ocean. From the Blue Hill overlook, the views include Eagle Lake and ranges of mountains that extend west to the mainland.

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 06/24/2008

Management Category Explanatory Narrative:

As approved by the park superintendent on June 24, 2008, the Cadillac Mountain Summit meets both of the criteria for the “Should be Preserved and Maintained” management category. Firstly, the site meets National Register of Historic Places criteria A and C in the areas of Entertainment/Recreation and Landscape Architecture. Secondly, the site is compatible with the park’s legislated significance.

In the enabling legislation of Sieur de Monts National Monument from July 8, 1916, Congress cited Mount Desert Island’s distinction as Champlain’s landing place and the great scientific interest in its topography, geology, fauna, and flora. The legislation indicated the primary purpose of the monument was to protect these significant resource values, warning all unauthorized persons “not to appropriate, injure, destroy, or remove any of the features or objects included within the boundaries.” Although providing resource-based outdoor recreational opportunities was not specifically stated in the enabling legislation, such was the intent of the many people who donated thousands of acres for creation of the park. The lands that comprise the summit area were among the earliest donated, and the subsequent development of the summit as a recreational destination within the park supports this intent.

Management Agreements:

Type of Agreement: Concession Contract/Permit

Management Agreement Expiration Date: 01/01/2024

Management Agreement Explanatory Narrative:

Dawnland, LLC. The Concessioner shall provide, operate, and maintain the required and authorized visitor services and any related support facilities and services…for Cadillac Mountain– Retail. Contract from 2014 to 2024. Facilities assigned with real property improvements and maintenance/housekeeping/groundskeeping responsibilities.

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: No

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands are lands outside the cultural landscape boundary, including lands inside or outside the park. The summit has long been a popular recreational destination because of the spectacular views in every direction, and these lands, as well as the surrounding lakes, bays, and the Atlantic Ocean, comprise the viewsheds. In addition to the lands on Mount Desert Island, the panoramic views include the mainland to the west, the Schoodic Peninsula to the east, and the many smaller islands that dot Frenchman Bay.

National Register Information

National Register of Historic Places

Documentation Status: SHPO Documented

Documentation Narrative Description:

The origins of Acadia National Park date to July 18, 1916 when it was proclaimed Sieur de Monts National Monument. On February 29, 1919 it was established as Lafayette National Park, and on January 19, 1929 the name was changed to Acadia National Park. The Cadillac Mountain Summit area was added to the park in 1916.

On June 29, 2007, the Multiple Property Documentation Form (MPDF) titled, “Historic Resources of Acadia National Park” was approved by the Keeper of the National Register. The MPDF identified historic contexts, property types, and registration requirements with which to evaluate park resources. The contexts were “Community Development and the Origins of Acadia National Park (1890-1937),” “John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958),” and “Rustic Design (1890 -1958)” and its subthemes, “Picturesque Style (1890-1950)” and “Rustic Design of the National Park Service (1916-1958).” The three property types were: Circulation Systems, Visitor Facilities and Developed Areas, and Park Administration and Support. Registration requirements for listing properties in the National Register under this multiple property group included meeting Criteria A, B, and/or C in the areas of Architecture, Community Development, Conservation, Engineering, Entertainment/Recreation, Landscape Architecture, Other (Philanthropy), and Transportation.

On June 24, 2008, the CLI for Cadillac Mountain Summit was approved by the Park Superintendent, and on September 18, 2008, the Maine SHPO concurred with the findings of the CLI. The CLI determined that Cadillac Mountain Summit met the 2007 MPDF’s registration requirements for Visitor Facilities and Developed Areas property type under the historic context “Community Development and the Origins of Acadia National Park (1890-1937)” and the historic context “Rustic Design (1890-1958)” and its subtheme “Rustic Design in the National Park Service (1916-1958).” Local level significance was identified under Criterion A in the area of Entertainment/Recreation and Criterion C in the area of Landscape Architecture. The period of significance was identified as 1928-1942, beginning when the Bureau of Public Roads finalized the alignment of Cadillac Mountain Road, and ending when the Civilian Conservation Corps (CCC) converted one of the summit buildings into barracks for the naval radio station, which was one of their last projects at the summit before the CCC program was disbanded because of World War II.

Portions of Acadia’s historic motor road and hiking trail systems are within the Cadillac Mountain Summit area, and have been determined eligible for listing in the National Register. Regarding the motor roads, on March 26, 1993, the Maine SHPO determined that the segments of the motor road system on Mount Desert Island were eligible for listing on the National Register of Historic Places. On July 1, 1996, the Maine SHPO confirmed this determination, and concurred with the NPS’s list of individually-named motor road segments, which included Cadillac Mountain Road. On September 18, 2008, the SHPO concurred with the findings of the CLI, “Historic Motor Road System, Acadia National Park,” which determined that all individual road segments comprising the motor road system were contributing resources and eligible for listing in the National Register, as well as certain pullouts, parking lots, and access roads; walkways, trails and steps; and scenic views and vistas along the historic motor road system corridors. At Cadillac Mountain Summit, this included Cadillac Mountain Road. Regarding the hiking trails, on December 17, 2001, the Maine SHPO determined the park’s trails were eligible for the National Register. On September 20, 2017, the SHPO concurred with the findings of the CLI, “Historic Hiking Trail System – Bar Harbor District, Acadia National Park,” which determined that the district’s trails and certain associated features were contributing resources and eligible for listing in the National Register. At Cadillac Mountain Summit, this included the Cadillac Summit Loop Trail (Trail #33) and portions of Cadillac Mountain North Ridge Trail (#34), Cadillac Mountain South Ridge Trail (#26), and the Gorge Path (#28). A National Register nomination for the hiking trail system is currently underway.

Since the completion of the original Cadillac Mountain Summit CLI in 2008, an amendment and update have been approved for the "Historic Resources of Acadia National Park" MPDF. On June 5, 2013, the Keeper of the National Register accepted an amendment that added Buildings and Structures as a property type to the existing historic context, "John D. Rockefeller, Jr. and the Development of the National Park System (1913-1958)." The amendment did not pertain to the resources at Cadillac Mountain Summit. On June 26, 2017, the Keeper approved a comprehensive update, which incorporated the 2013 amendment and added two new historic contexts: "The Rusticator Period (1835-1890)" and "National Park Service Development of Acadia National Park (1916-1958)." The update identified Cadillac Mountain Summit as part of the new NPS Development context (rather than the Community Development context) and the previously identified Rustic Design contexts.

According to research conducted for the Cadillac Mountain Summit CLI Update, and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," the areas and periods of significance of this developed area, and major resources that contribute its significance, have been determined eligible for listing in the National Register. Therefore, for purposes of the CLI, Cadillac Mountain Summit is considered "SHPO – Documented."

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 09/18/2008

Concurrence Narrative:

On September 18, 2008, the Maine SHPO concurred with the NPS categorizations of the Cadillac Mountain Summit resources and features as contributing, noncontributing, and undetermined. In the review comments, the SHPO recommended the following: reexamine the evaluation of the archeological features as they relate to the period of significance; include a statement that the level of significance merits further evaluation; note that the trails are a separate property site with a period of significance different from this site; and augment the discussion of setting and feeling as it relates to scenic views and include a reference to the park's 1991/1992 General Management Plan and the 1961 Vista Plan.

Significance Level: Local

Contributing: Contributing

Classification: District

Statement of Significance for National Register of Historic Places:

Cadillac Mountain Summit, a developed area at Acadia National Park, is significant under National Register of Historic Places Criterion A in the area of Entertainment/Recreation, and Criterion C in the area of Landscape Architecture. Under Criterion A, Cadillac Mountain Summit is locally significant for its development as a major visitor destination and developed area in the park. The completion of Cadillac Mountain Road in 1931 and the subsequent construction of visitor facilities, walkways, and overlook trails made possible unprecedented public access to the mountain and its panoramic views and vistas. Under Criterion C, Cadillac Mountain Summit is locally significant for its retention of rustic design characteristics and features as implemented by the National Park Service (NPS), Bureau of Public Roads (BPR), and Civilian Conservation Corps (CCC). The design and construction of these features effectively illustrates the harmonization of built features with the park's natural scenery.

The period of significance for the Cadillac Mountain Summit is 1928-1942. The period begins when the alignment of Cadillac Mountain Road was finalized by the BPR, and extends through 1931 when the motor road was opened for traffic. Soon after completion of the motor road, a large parking area, walkways,

ranger station, comfort station, and the Cadillac Tavern were built around the road's terminal loop at the summit. In 1933, a loop trail with overlooks designed by the NPS and constructed by the CCC was completed, while additional trails, service roads, and plantings were installed and maintained periodically through 1941, at which time the CCC participated in the construction of a military radar station complex at the site. The period ends in 1942 when the CCC converted the tavern into barracks. The CCC camps at the park were closed that same year because of World War II, and the summit was temporarily closed to the public.

The following statement of significance is organized by National Register criteria with a focus on the Cadillac Mountain Summit developed area. While the motor road and hiking trail systems have been determined eligible for listing in the National Register, they are not comprehensively evaluated in this CLI because only small portions of the system are within the Cadillac Mountain Summit boundaries. Both the motor road system and hiking trail system are considered separate property types with unique areas and periods of significance. These circulation systems and their associated built features have been evaluated in separate Cultural Landscape Inventories.

CRITERION A
Entertainment/Recreation:
The Cadillac Mountain Summit is significant under Criterion A for its association with the historic context identified in the 2017 MPDF, "National Park Service Development of Acadia National Park (1916-1958)," in the area of Entertainment/Recreation. The popularity of pedestrian excursions and mountain climbs on Mount Desert Island blossomed beginning in the mid-1800s when dramatic paintings by Hudson River School artists attracted masses of summer travelers to see and write about the island. Cadillac Mountain, as the tallest natural landmark on the island, was one of the most popular destinations from which to take in the panoramic views and memorable sunrises and sunsets. By the late 1880s, the summit could be reached by three hiking trails, a carriage road, and a cog railroad, and offered dining and lodging facilities. However, the previous boom years of development on Mount Desert Island to serve both the tourists and the increasing number of wealthy summer residents ended with a land bust, and ventures such as the cog railroad and the hotel on the summit failed and were eventually removed. Though lacking amenities, Cadillac Mountain's rugged natural features and scenic views continued to attract recreational users.

Around this time, there was a growing movement throughout the northeast United States to improve the physical and cultural qualities of villages and towns. To this end, several village improvement societies (VIS) and associations (VIA) were established in the 1890s on Mount Desert Island, and in addition to focusing on their town centers, worked cooperatively across the island to map, improve, and maintain the existing trails and construct new trails. In 1901, summer resident Charles W. Eliot founded the Hancock County Trustees for Public Reservations (HCTPR) primarily to acquire and control land for public use. As many members of the HCTPR were also members of the various groups, the protection of walking paths and scenic vistas was compatible with the organization's vision. (Brown 2007: 183-184)

The HCTPR was incorporated in 1903, and in 1908 they received their first parcels of land, one of which was an 85-acre parcel atop Cadillac Mountain owned by the heirs of Daniel Brewer. This purchase was facilitated by George Buckman Dorr, also a summer resident and a founding member of the Bar Harbor VIA, and financially backed by John S. Kennedy, a banker and railroad magnate from New York. Many other land transfers followed, and by 1913 the HCTPR controlled over 5,000 acres of land on Mount Desert Island. However, many year-round residents, and especially local merchants, were opposed to the increasing limits on places for development. The possibility that such discord could lead to the revocation of the HCTPR's tax exempt status prompted Dorr to recommend that long-term protection of the island's land should come from the federal government. Promotional campaigns by Dorr and Eliot, and financial support by another summer resident, John D. Rockefeller, Jr., eventually lead to the creation of Sieur de Monts National Monument in 1916, with Dorr serving as its first superintendent. Over 6,000 acres of HCTPR lands, including much of Cadillac Mountain, thus became part of the monument, which later became Lafayette National Park (1919) and then Acadia National Park (1929). (MPDF 2007: E19-E23)

The summit was a popular recreational destination when it became part of the national monument, primarily because it was still accessed from well-maintained trails. By the early 1920s, however, reaching the summit was nevertheless arduous and there were no visitor amenities. Around this time, superintendents throughout the NPS were grappling with public access issues, and how to balance the

competing missions of providing park visitors safe and efficient access while not destroying the resources for which the parks had been established to preserve. Part of the solution was the careful planning and construction of park roads and facilities, and in 1922, with popularity of the automobile travel increasing, NPS Director Mather requested that superintendents develop a general roads program for their parks. For Acadia National Park, Superintendent Dorr drew a plan for a "Mountain Road" (later named Jordan Pond/Eagle Lake Road) connecting the northern and southern parts of the island as well as a motor road to the summit (Cadillac Mountain Road), both of which were approved. Another part of the solution was the development of a design style that came to be known as Rustic Design of the National Park Service, which aimed to protect the scenic qualities of landscapes and to provide new design and development compatible with the qualities of the natural environment. (MPDF 2006: E60,E76)

By the end of the 1920s, the NPS Rustic Design style took the form of standardized approaches to building and landscape work. These standards were reflected in Acadia's first master plan in 1927, which supported the previously-approved Cadillac Mountain Road and Jordan Pond/Eagle Lake Road as specific destinations in the park. The master plan also envisioned the summit of Cadillac Mountain as a developed area, though limited in scope. The plan provided guidelines for a new teahouse and advised against overnight (hotel) accommodations since sufficient private lodging already existed in towns around the park. Construction of Cadillac Mountain Road began in earnest in 1928 and was opened to traffic in the fall of 1931. (MPDF 2006: E62,E64)

With the issue of access to the summit resolved, NPS landscape architects Charles E. Peterson and Benjamin Breeze moved quickly to provide visitor amenities. From 1932 to 1934, a large parking area was constructed within the terminal loop of Cadillac Mountain Road, as were new walkways that connected to the existing hiking trails, a loop trail with overlook areas east of the parking area, and three new structures designed in the NPS Rustic Design style: a Ranger Station, Comfort Station, and the Cadillac Tavern (the teahouse proposed in the 1927 master plan).

In 1933, the arrival of Roosevelt administration's New Deal programs began a period of construction projects that had a great impact on the physical development at Acadia National Park. These programs were created in response to severe unemployment resulting from a nationwide economic depression, and provided both money and labor to the NPS, primarily through the Public Works Administration that was funded through emergency appropriations, and the Emergency Conservation Work that was carried out by the Civilian Conservation Corps (CCC). At the summit, the CCC constructed the loop trail and overlooks, which offered visitors dramatic birds-eye views of the Mount Desert scenery and the Atlantic Ocean beyond. In the ensuing years, the CCC constructed additional trails and walkways, a service road and picnic space at the tavern, several stone fireplaces, and engaged in periodic planting and maintenance projects. The CCC's contributions continued through 1942 when the tavern was converted into barracks for the government's radar station complex, situated around the summit's middle peak.

CRITERION C
Landscape Architecture:
The Cadillac Mountain Summit is significant under Criterion C for its association with the context identified in the 2017 MPDF, "Rustic Design of the National Park Service (1916-1958)," in the area of Landscape Architecture. The origin of the Rustic Design style can be traced back to the nineteenth and early twentieth century social movements to protect and preserve natural scenery for the public's benefit. In 1916, Frederick Law Olmsted, Jr. articulated this philosophy in the enabling legislation of the NPS, which sought to conserve natural scenery in parks while providing public access to them. In the early years of the NPS, landscape architects, architects, and engineers recognized the need to develop unified design principles and standards that would guide the development of park facilities and simultaneously protect a park's natural, cultural, and scenic resources. The new style came to be known as Rustic Design of the National Park Service. It drew heavily from the Picturesque Style, which incorporated natural features and materials with rustic constructed features to create an effect that was naturalistic and romantic rather than artificial and contrived. It was also influenced by the Prairie Style that emphasized the use of native plants. In the NPS Rustic Design style, constructed features utilized labor-intensive methods that created a rugged, frontier-like quality appropriate to a wilderness setting. Though general design standards remained the same, features were typically customized with local materials, such as stone or wood, to fit the environment in which they were constructed. By the end of the 1920s, the NPS Rustic Design style guided plans and specifications for site features and structures, techniques for the location of roads and

trails in relation to natural scenery, methods to repair construction damage to natural conditions, and construction of park facilities. (MPDF 2007: E35,E61-E62)

The park's first master plan in 1927 embraced the characteristics of the NPS Rustic Design style in proposals for new facilities, but also recognized the physical character of the park's existing facilities. Fortunately, the new style was appropriate for the picturesque setting of Mount Desert Island that had attracted tourists and summer residents since the mid- to late-nineteenth centuries and encouraged the land preservation and conservation efforts that ultimately established Acadia National Park. The NPS Rustic Design style also complemented the picturesque character of the hiking trails, carriage roads, and structures that had already been built in the park. One of the most prominent existing features was the Jordan Pond/Eagle Lake Road, the park's first motor road, which was widely praised for its superior design and use of native materials that blended the road with the surrounding landscape. As Cadillac Mountain Road had already been approved, the 1927 plan simply reiterated the value of the motor road and the summit as a specific park destination.

Preliminary grading for Cadillac Mountain Road began in 1924, but by 1928 had only advanced around 6,000 linear feet to the White Cap prominence on the mountain's north slope. The slow progress prompted Director Mather to initiate a 1926 agreement with the Department of Agriculture's Bureau of Public Roads (BPR), in which the BPR would survey, develop specifications, and supervise construction of the road, and NPS engineers and landscape architects would oversee planning and review. On a recommendation from Rockefeller's carriage road engineer to refine the grade and route to the summit, in 1928 the BPR retained portions of the route up to the White Cap and then surveyed a new alignment from there along the north and west slopes that ended as a terminal loop at the summit. The motor road was completed in 1931 and noted as an excellent example of road construction in mountainous terrain through its use of spiral transitions and superelevations in the curves, and in grades that accommodated the limitations of early twentieth-century automobiles. The motor road was also hailed for its successful application of the NPS Rustic Design style – the route and overall design of the road laid lightly on the land, and the mountain's distinctive pink granite used in guardwalls, embankments, headwalls, and final wearing course mix, visually harmonized the motor road with the surrounding rock outcrops and ledges. Another example of this successful NPS and BPR partnership was the siting of the terminal loop on the summit. Its location within a relatively broad and flat area near the summit's middle and eastern peaks, rather than atop the peaks themselves, represented both practical and sensitive planning and design.

Nearing completion of the motor road, NPS Assistant Landscape Architect Charles E. Peterson expressed concerns about the contractor's poor cleanup and the large amount of blasting debris remaining along the roadside. One of the worst areas was identified within the motor road's terminal loop. To solve this problem and to address what he felt was an inadequate provision of parking and a general lack of pedestrian amenities, Peterson designed a large parking area in this scarred area. The parking layout resembled a teardrop, essentially filling the bowl area that defined the terminal loop. Peterson also recommended the parking area connect to a system of trails, noting that because it lay in a saddle below a short rise, visitors would want to leave their cars and walk around to take in the views. The use of rough cut granite curbs and steps in these features complemented the built features on Cadillac Mountain Road and, more importantly, the barren mountaintop. The three structures constructed on the summit between 1932 and 1934 – a Ranger Station, Comfort Station, and the Cadillac Tavern – also adhered to the NPS Rustic Design style through the use vertical board and batten siding, hipped roofs, and generally low-profile designs that rendered them inconspicuous and unobtrusive within the summit landscape. These buildings were similar in style to other structures in the park and along the carriage roads.

Beginning in 1933, many of the recommendations set out in the park's 1927 master plan were accomplished by the Civilian Conservation Corps (CCC), and under the supervision of NPS landscape architects and engineers, consequently exhibited NPS Rustic Design style principles. Some of the most important work involved the repair of construction scars along Cadillac Mountain Road and the transformation of part of the old carriage road trace at the summit into a spur to the Cadillac North Ridge Trail. Both projects were primarily accomplished through an installation of native plantings. The CCC also built the Cadillac Summit Loop Trail and associated overlooks, and constructed a trail to the tavern site that passed a small grove of spruce and fir trees carefully pruned to accommodate a picnic area. A service road that followed a circuitous and screened route from the motor road to the tavern was also built by the CCC. Other CCC projects on Cadillac Mountain included routine maintenance, selective cutting for

vistas, and construction of several stone fireplaces and wood directional signs. At the start of World War II from 1941 to 1942, the CCC worked alongside the Army Corps of Engineers and Public Roads Administration to develop a radar station at the summit. Even in such grave times, this facility gestured to the NPS Rustic Design style in making use of existing open areas and paths in order to minimize damage to the landscape.

National Register Significance Criteria:

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

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

National Register Criteria Consideration:

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

Time Period: CE 1928 - CE 1942

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Recreation	General Recreation	
Developing the American Economy	Transportation by Land and Air	Carriage Roads, Touring Roads and Parkways	
Expressing Cultural Values	Landscape Architecture	Rustic Architecture	
Expressing Cultural Values	Landscape Architecture	Protection Of Natural And Cultural Resources	
Shaping the Political Landscape	Political and Military Affairs 1865-1939	The Great Depression And The New Deal, 1929-1941	
Shaping the Political Landscape	World War II	The Home Front	
Transforming the Environment	Conservation of Natural Resources	Origin And Development Of The National Park Service	
Transforming the Environment	Conservation of Natural Resources	The Great Depression And Conservation	

Area of Significance:

Area of Significance Category: Entertainment - Recreation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Landscape Architecture

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

NRIS Name:	Historic Resources of Acadia National Park MPS
NRIS ID:	64500982
Primary Certification Date:	06/26/2017

State Register Documentation:

Identification Number:	MHPC #1604-28
Name:	Cadillac Mountain Summit
Listed Date:	09/18/2008

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE 10500 - 5000	Inhabited	After the Ice Age, the earliest Indian hunting bands move into Maine's tundras in pursuit of caribou, musk ox, mammoth, and other wildlife. (Prins and McBride 2007: xv)
BCE 5000 - 1604	Inhabited	Indian families seasonally fish and hunt sea mammals in Mount Desert Island's coastal waters and collect shellfish on mudflats. Over many generations, shells accumulate at coastal camping sites, forming shellheaps. These sites also contain stone and bone tools, including harpoons, fishhooks, projectile points, awls, and (later) small native copper beads and thin copper blades. (Prins and McBride 2007: xv)
CE 1604	Explored	French explorer Samuel de Champlain names "Isle des Monts Deserts" for its high barren peaks. The Etchemin (later called Wabanaki) Indians guiding him know the island as Pemetic, meaning "range of mountains." The indigenous name of what is now known as Cadillac Mountain was Wapuwoc, meaning "[the] first light white mountain." (Prins and McBride 2007: i-ii; CLR 2006: 12; Neptune nd: 98)
CE 1620 - 1625	Settled	By the early 1620s epidemics and warfare have nearly annihilated the indigenous communities occupying the coastal territories from Mount Desert Island to Cape Cod, leading to European land claims and settlement. (Prins and McBride 2007: ii)
CE 1688	Settled	Private ownership begins when Mount Desert Island is given as a feudal fief by Louis XIV to Antoine de Lamothe, the self-proclaimed Sieur de la Mothe Cadillac.
CE 1713	Settled	Louis XIV is defeated and all of the Acadia region lands (except Cape Breton) ceded to England.
CE 1763	Settled	English begin settling area after Treaty of Paris is signed and gradually displace earlier inhabitants.
CE 1844	Explored	Thomas Cole, a leading artist of the Hudson River School, arrives on Mount Desert Island. This marks the beginning of the island's tourist economy as other artists, writers, scientists, and travelers begin to flock to the area.
CE 1847	Land Transfer	John D. Gilmore and Edward Brewer buy several island parcels, including summit of Green Mountain, from the Bingham Estate with plans to harvest the rich timber stands.
CE 1848	Land Transfer	John D. Gilmore sells his share of land to Edward Brewer.
CE 1853	Established	In August, the U.S. Coast Survey (later USGS) establishes a survey triangulation station at the middle peak of the summit.
CE 1853	Built	A rough road is built up the north slope to haul survey equipment to the survey station. Follows possibly older trail to summit called "Green Mountain Path."

Year	Event	Major Event Narrative
CE 1857	Land Transfer	Edward Brewer's sons, Daniel, Perry, and Porter, acquire the parcel containing Green Mountain summit.
CE 1860 - 1929	Inhabited	From the 1860s-1920s, Indian families are encamped in Bar Harbor, selling crafts and canoeing/hunting services to island locals and tourists. Encampments are relocated numerous times during these years. (Prins and McBride 2007: xxii)
CE 1860 - 1879	Explored	In the 1860s and 1870s, an annual summertime influx of visitors, called the "rusticators," make use of lumber roads and old Wabanaki trails to explore the island.
CE 1861	Built	Following a portion of the government trail, Daniel Brewer builds a passable "buckboard road." Brewer family charges passage fees on the road.
CE 1861 - 1867	Built	Brewer builds the Green Mountain House at the middle peak, part of which may have included the earlier survey structure.
CE 1871 - 1874	Built	Gorge Path (Trail #28) developed from Kebo Brook to summit.
CE 1874	Built	By c.1874, Cadillac Mountain South Ridge Trail (Trail #26) built from Seal Harbor area to summit.
CE 1880 - 1889	Neglected	Brewer's buckboard road has deteriorated by the early 1880s and stretches of it are impassable.
CE 1883	Built	Businessman Frank Clergue constructs Green Mountain Railway from east side of Eagle Lake to the summit's middle peak. Work crews clear right-of-way and anchor the tracks to granite ledges.
CE 1883 - 1884	Built	Clergue builds the summit's second hotel, the Summit House, adjacent to Brewer's old hotel, and near the terminus of the railroad. The three-story building is topped with a square-shaped "observatory."
CE 1884	Built	Clergue constructs observation pavilion on eastern peak.
CE 1884	Destroyed	On August 2, the Summit House and Green Mountain House burn down. Railway company quickly builds a temporary structure on eastern peak incorporating the observatory. Opened by August 15.
CE 1885	Built	Clergue adds on to the two structures on the eastern peak, which becomes the summit's third hotel, the Summit Hotel. The three-story structure features an octagonal-shaped cupola.
CE 1888 - 1889	Built	Green Mountain Carriage Road Company builds a new carriage road to the middle peak, paralleling the deteriorated buckboard road. This new competition inspires the railroad to vandalize the road, which is quickly rebuilt.
CE 1889 - 1891	Built	U.S. Signal Service opens seasonal weather station on the eastern peak, with their offices on the third floor of the Summit Hotel.
CE 1890	Abandoned	Green Mountain Railway closes due to high operating costs, drop in visitors and interest, and a land-boom bust in 1890.
CE 1896 - 1897	Destroyed	Summit Hotel is torn down.

Year	Event	Major Event Narrative
CE 1901	Established	George Dorr and Charles Eliot organize the Hancock County Trustees of Public Reservations (HCTPR) to acquire land parcels on Mount Desert Island to protect water supply and preserve walking paths and scenic vistas.
CE 1903	Built	Cadillac Mountain North Ridge Trail (Trail #34) is by this time a completely separated path parallel and just east of the carriage road.
CE 1908	Land Transfer	Dorr facilitates HCPTR acquisition of 85 acres of Cadillac Mountain Summit area from Daniel Brewers' heirs
CE 1911	Land Transfer	By 1911, most of the north, east, and west slopes of the Green Mountain are in HCTPR hands by this time.
CE 1916	Established	On July 8, Sieur de Monts National Monument is established. The park is comprised of around 6,000 acres that were under the stewardship of the HCTPR.
CE 1918	Established	Green Mountain's name officially changed to Cadillac Mountain to commemorate early history and to honor France and its part in the present war.
CE 1919	Established	On February 16, Sieur de Monts National Monument name changed to Lafayette National Park.
CE 1919	Built	East Ridge Trail (Trail #350) developed due east of Featherbed to the summit.
CE 1919	Established	Cadillac West Face Trail/Steep Trail (Trail #32) developed from north end of Bubble Pond to Cadillac Mountain South Ridge Trail (Trail #26).
CE 1922 - 1927	Built	Jordan Pond and Eagle Lake Road is constructed.
CE 1924	Built	Preliminary grading for Cadillac Mountain Road (CMR) is begun in mid-1924 by National Park Service crews.
CE 1927	Planned	Rockefeller's engineer reviews original survey and estimates of CMR and notes that considerable money could be saved by adjusting the route and grade.
CE 1927	Planned	The park prepares a master plan in 1927, which supports the already approved motor road to the summit and development of limited facilities there.
CE 1928	Planned	NPS Director Stephen Mather decides the Department of Agriculture's Bureau of Public Roads (BPR) should take over CMR project.
CE 1928 - 1931	Built	BPR surveys revised alignment of CMR. Grading begins in October 1929 and is completed November 1930. Surfacing begins May 1931 and is completed October 1931. The CMR is completed for a cost of $350,000.
CE 1929	Established	On January 19, Lafayette National Park is renamed Acadia National Park.
CE 1931	Planned	In September, NPS Assistant Landscape Architect Charles E. Peterson criticizes the great amount of landscape damage from the construction of CMR and construction scars at the summit. Peterson proposes more parking at the summit and a system of trails to connect it to viewpoints and a teahouse.

Year	Event	Major Event Narrative
CE 1931 - 1932	Built	Ranger Station and Comfort Station, designed by Peterson, completed mid-1932. They are located on a slope just north of the middle peak.
CE 1932	Built	Work on Peterson's proposed parking area at the summit begins in August and completed in October.
CE 1933 - 1934	Built	Cadillac Tavern is constructed in 1933 and completed in 1934. It is located on the slope just north of the middle peak, sited by Frederick Law Olmsted, Jr. and designed by Grosvenor Atterbury. Service road from CMR to the tavern also constructed.
CE 1933	Built	Cadillac Summit Loop Trail (Trail #33), designed by the NPS in 1932, is constructed by the Civilian Conservation Corps (CCC) in 1933.
CE 1933 - 1935	Built	The CCC constructs a spur trail from the summit parking area to the Cadillac Mountain North Ridge Trail. They also build a trail from the parking area to the Cadillac Tavern.
CE 1934	Developed	The CCC transforms a portion of a spruce grove near the tavern into a picnic area.
CE 1939	Planned	In December, a ski trail is proposed on the north and northeast slope of Cadillac Mountain. It is not built.
CE 1941	Planned	1941 Master Plan documents existing conditions and proposed facilities in the park and at the summit. Plan proposes an "Overlook Shelter" along the Cadillac Summit Loop Trail. It is not built.
CE 1941 - 1942	Military Operation	From March to June 1941 construction begins on the summit's first military radar station comprised of antennae in a fenced area at the middle peak and support trailers nearby. Work is accomplished by the NPS, CCC, U.S. Army Corps of Engineers, and the Public Roads Administration.
CE 1941 - 1945	Military Operation	Cadillac Mountain closed for the duration of World War II.
CE 1942	Altered	The CCC converts the Cadillac Tavern into barracks for radar station personnel.
CE 1943 - 1945	Moved	Radar station is moved to a new location south and below the middle peak. A service road is built to access the new station.
CE 1945	Demolished	Cadillac Tavern, after being used for barracks, is torn down because of its poor condition.
CE 1947	Destroyed	Devastating fire burns over 17,128 acres of land on Mount Desert Island, around 8,750 acres of which are in the park.
CE 1950 - 1959	Moved	Cadillac West Face Trail/Steep Trail (Trail #32) rerouted south and away from Blue Hill parking area in 1950s to avoid crossing CMR.
CE 1951	Built	"Antennae Tower Communications Building" built at site of former Cadillac Tavern building.
CE 1952	Planned	New comfort station added to west side of Ranger Station, which has been converted to concession/gift shop.

Year	Event	Major Event Narrative
CE 1955	Altered	Projects at summit parking lot include replacing some asphalt in the parking lot with planted islands, realigning existing stone curbs and installing new stone curbs, raising catch basins, and widening some walks.
CE 1960	Moved	Portion of Cadillac Mountain South Ridge Trail (Trail #26) crossing the hairpin turn of CMR below the summit is rerouted to the south and east, into the woods.
CE 1966	Built	Parking area constructed below the western peak, originally named Sunset Overlook and then changed to Blue Hill overlook.
CE 1983	Altered	New concession/restroom building built on site of former Ranger Station and Comfort Station, occupying essentially the same footprint as the former structure. It is now known as the Cadillac Summit Center.
CE 1985	Altered	Sections of gray sawn-top granite steps and curbing are installed during FHWA rehab project 1A9.
CE 1987	Altered	Parking areas at Cadillac Mountain are resurfaced and striped.
CE 1987	Altered	Fog lines are added to Cadillac Mountain Road.
CE 1989 - 2021	Memorialized	Since 1989, as part of Wabanaki cultural revitalization, some Wabanaki participate in sweat-lodge and other spiritual rituals at various locations on the island, or climb Cadillac Mountain for sunrise ceremonies. (Prins and McBride 2007: xxv-xxvi,371)
CE 1992	Planned	The park's General Management Plan identifies the summit as a heavily impacted area. Cadillac Mountain Road is identified as part of the park's Cultural Zone, the concession building is part of Developed Zone, and the remainder of the summit is Natural Zone.
CE 1995	Built	Peat wastewater treatment facility is built to replace conventional system north of Cadillac Mountain Road and west of old carriage road.
CE 1998	Altered	Existing water system, the well at Blue Hill overlook, water tank, and the radio shack are improved. A new equipment building is built at the radio transmitter complex.
CE 1998	Built	Information signs constructed in the rustic style are installed at the summit.
CE 2004	Altered	Local tribes participate on the installation of a small exhibit in the Cadillac Summit Center about Maine's indigenous peoples, as well as the inclusion of more tribal crafts. (Prins and McBride 2007: 383)
CE 2004 - 2007	Altered	From 2004-2007 improvements at the radio transmitter complex include fence repairs, work on antenna array, tower and building improvements, and a buried powerline. A 60-foot tower replaces the previous one that collapses in an ice storm. (PEPC 17164)
CE 2006	Altered	Exposed concrete aggregate accessible paths installed along portions of the Cadillac Summit Loop Trail.
CE 2009	Altered	New siding and a roof are installed at the Cadillac Summit Center. (PEPC 23881)

Year	Event	Major Event Narrative
CE 2010	Built	A 10-meter tall air monitoring tower is erected on a building near the radio tower. (PEPC 31512).
CE 2011 - 2012	Altered	Sewage treatment system is replaced. (PMIS 172193)
CE 2012	Removed	Four small spruce trees within the immediate viewshed of the Hawk Watch program are removed so as to not impact efforts to record accurate numbers. (PEPC 43746)
CE 2016	Altered	The Emergency Services Repeater antennae is replaced. (PMIS 209296)
CE 2016 - 2018	Planted	NPS and partners begin testing plant restoration techniques on the summit. (PMIS 256944, PMIS 173772)
CE 2016	Built	Commemorative plaque recognizing the park's Centennial is installed on a boulder at Blue Hill Overlook, just off the social trail on the ledges where visitors assemble for sunset. (PEPC 66789)
CE 2017	Built	A satellite dish is installed on the south side of the Cadillac Summit Center, (PEPC 66355)
CE 2018	Altered	The parking lot is resurfaced. (PMIS 221943, PEPC 66266)
CE 2019	Altered	The radio repeater tower (now 80 feet tall) and building are replaced. (PEPC 69692)
CE 2019	Altered	Mill and 2-inch overlay applied to Cadillac Mountain Road. (PMIS 221640)

Physical History:

INTRODUCTION

The following section provides information on the physical development and evolution of the site, organized by time periods. Development that has occurred since the original CLI was completed in 2008 is summarized under "Updates, 2009-2021."

NATIVE AMERICAN SETTLEMENT

Native American peoples have inhabited the land now called Maine for 12,000 years. Today four distinct tribes—the Maliseet, Micmac, Passamaquoddy and Penobscot—are known collectively as the Wabanaki, or "People of the Dawnland." Mount Desert Island has been the center of Wabanaki traditional homelands for thousands of years. Long before Europeans arrived, the Wabanaki traveled to the island in seaworthy birchbark canoes, setting up temporary camps near places like Somes Sound – the deep channel that almost splits the island into two halves – to hunt, fish, gather berries, harvest clams, and trade with other Wabanaki. (Acadia NP website)

When Europeans first visited the area just over four centuries ago, Mount Desert Island was seasonally inhabited by no more than a few hundred people. The Etchemin (later called Wabanaki) Indians guiding French explorer Samuel de Champlain in 1604 called the island Pemetic, meaning "range of mountains." Because of its high barren peaks, a prominent coastal landmark for seafarers, Champlain named it Isle des Monts Deserts, or "Island of Barren Mountains." The indigenous name of what is now known as Cadillac Mountain was Wapuwoc, meaning "[the] first light white mountain." Champlain's first encounter with the island's Indians may have taken place at Newport Cove (historically known as Stag Gove), an ideal location for beaching a fleet of bark canoes on Sand Beach and having an eastern lookout from Great Head. (Prins and McBride 2007: i,xv,68,578; CLR 2006: 12; Neptune nd: 98; Review comments: Gladstone, 21 September 2021)

With epidemics and warfare nearly annihilating the indigenous communities occupying the coastal territories from Mount Desert Island to Cape Cod by the early 1620s, much of this land was largely cleared for European settlement. Having lost most of their relatives and neighbors, Wabanaki survivors joined other decimated groups and restructured their social lives. Their existence was further complicated because of fur trade competition and the French and English claims for land. The Wabanaki's enduring interrelationships and close ties to familiar places in a common ancestral homeland are traceable in the well-known multi-ethnic Indian encampments on Mount Desert Island from the mid-1800s through the early-1900s. There were no camps at Cadillac Mountain, but one of the camps in Bar Harbor was visible from the summit in a description from 1884: "The view from Green [Cadillac] Mountain is quite unique…The clustering buildings of Bar Harbor appear like a child's playthings…the miniature vessels like seagulls just alighted; the white tents of the Indian encampment ludicrously suggest a laundry with big 'wash' hung out to dry…" (Prins and McBride 2007: ii,554, citing Chase 1948: np)

EARLY LAND USES, 1688-1870s

Around 1688, in an effort to establish an outpost of French feudalism, King Louis XIV granted the island to Antoine de Lamothe, the self-proclaimed Sieur de la Mothe Cadillac, but widespread settlement did not follow due to a continual threat of war between England and France. After the signing of the Treaty of Paris in 1763, the English began to dominate the area and gradually displaced the earlier inhabitants. Livelihood was primarily through hunting and fishing but supplemented through farming, logging, and especially shipbuilding. The towns of Mount Desert, Eden (later Bar Harbor), Southwest Harbor, Tremont, and Gouldsboro were founded around this time.

Throughout the nineteenth and early twentieth centuries, Cadillac Mountain was variously called "Bauld Mountain," "Newport Mountain," "Adams Grave" (because it was just outside of the town of Eden), and most commonly "Green Mountain." In the early 1800s, Green Mountain was part of the vast holdings of Madame deGregoire. It eventually passed to Senator William Bingham of Pennsylvania and then his heirs, who had acquired it for speculative timber value. By 1847, John D. Gilmore and Edward Brewer purchased parcels of island real estate, including summit of Green Mountain, from the Bingham estate, with plans to harvest the rich timber stands. The following year, Gilmore sold his interests to Brewer. (Hill 1996: 135; Bachelder 2005: 18)

By the mid-nineteenth century, tourism was beginning to dominate the area's economy. In 1844, Thomas Cole, a leading artist of the Hudson River School, arrived on Mount Desert Island. Paintings and sketches of the island's scenery by Cole and others such as Frederic Church, Thomas Birch, and William Morris Hunt inspired other artists, and especially the wealthy, to visit the area. The island's rich natural resources also attracted the leading scientists of the day. Although transportation was at times difficult, the island attracted an annual summertime influx of visitors, called the "rusticators," throughout much of the 1860s and 1870s. Visitors lodged at private homes or inns and began using the old Wabanaki trials and old lumber roads as walking paths to scenic vistas, particularly those situated above the tree lines of the mountains. Walking trips and mountain climbs were much anticipated parts of an island visit, and a journey along the path to the Green Mountain summit was among the favorite destinations. (MPDF 2017: 5,69)

A SURVEY STATION, A COG RAILROAD, AND THREE HOTELS, 1853-1897

In August 1853, the U.S. Coast Survey established a survey triangulation station at the summit of Green Mountain. The station was built to determine accurate measurements of distance and direction, part of a federal mandate to chart and map the coastline. The station, which included a dwelling for the surveyors to reside in, was manned and operated seasonally until 1860 but used for secondary triangulation purposes until end of 1865. Its location was likely around the summit's middle peak. (Bachelder 2005: 20-21,23; Morrison 2003: 4; Hale 1949: 128; Quin 1995: 3)

A rough road was built by Thomas McDonnell to haul the survey equipment to the station. The road, which may have followed the route of the earlier trail, called the Green Mountain Path, ran up the north slope of the mountain from Eagle Lake Road, west of Great Pond Hill and just east of the White Cap, the two most prominent eminences along the north slope, and on to the summit. The road alternatively traversed rocky ground, boggy mud, and open ledge with some soil thrown on top so horses could find traction. Recreational climbers soon began using this road to reach the summit. (Hill 1996: 135; Quin 1995: 3; Brown 2006: 7,25,31,228)

In 1857, Edward Brewer's sons, Daniel, Perry, and Porter, acquired the parcel encompassing the Green Mountain summit. Using a portion of the survey road, Daniel Brewster built a passable "buckboard road" to the summit, so named after the small wagons commonly used on the island. These long, open carriages were pulled by two to six horses along whatever roads were present. The carriages and driver were rented from local residents or livery stables, and a profitable business soon developed to satisfy this clientele. In time, the Brewer family charged passage fees of ten cents on the buckboard road. (Bachelder 2005: 18; Killion/Foulds
2007: 16; Wright, et al. 2004: 3)

With the rusticators making the summit a popular destination, the Brewer family constructed the Green Mountain House between 1861 and 1867 (Figure 1). The hotel/boarding house was situated near the apex of the middle peak and may have incorporated the earlier survey station dwelling. Recalling his first trip to the summit in 1868, future park superintendent George Dorr described it as a "simple structure which was admirably placed looking out to the southward across the ocean." The setting was also described by Clara Barnes Martin in 1867: "A small but comfortable cottage has been erected there this year, where one can dine or spend the night. There is a tolerable road up and one may ride all the way to the summit, although the usual and, perhaps more agreeable plan is to walk." In addition to the surveyor road (Green Mountain Path), other trails to the summit were developed around this time, including the Gorge Path (1871-1874) that headed south from Kebo Brook and then turned west up to the summit, and the Cadillac Mountain South Ridge Trail (c.1874) that tracked north from Seal Harbor area to the summit. In 1874, some 3,000 people visited the mountaintop. (Hill 1996: 135; Brown 2006: 27-28, cites Martin 1867: 9-10; Brown 2006: 36-37,225-226; Bachelder 2005: 61; Morrison 2003: 4; Wright, et al. 2004: 4,10)

By the early 1880s, Brewer's buckboard road had deteriorated and stretches of it were impassable, even though Bar Harbor had become an immensely popular tourist destination and treks to Green Mountain commonplace. In 1883, a local entrepreneur named Frank Clergue aimed to capture this potential market by building the Green Mountain Railway, a cog railroad that tracked 1.2 miles from the southeast shore of Eagle Lake, through the wooded west slope of the mountain, and to the summit near the middle peak and the Green Mountain House. The railway was modeled after a similarly successful venture at Mount Washington in New Hampshire, and with its grand opening in June 1884 became only the second cog railway in United States (Figures 2, 3). The journey was described by M.F. Sweetser in 1888:
"The ascent takes one-half hour. The ride upward is the most notable for the mechanism of the railway, the queerily (sic) tilted cars, and the pudgy little locomotive, sticking its toes in the rounds of the middle iron cog-rail. From time to time, the passengers alight and pick berries or flowers, as the engine puffs its slow way upwards."

The Green Mountain Railway cost $110,000 to build and was successful its first year, carrying almost 3,000 passengers. (Bachelder 2005: 25,40,64,67; Quin: 1995: 4; Wright, et al. 2004: 2-3,5-6; Hill

1996: 138, cites
Sweetser 1888)

Banking that railroad patrons would wish to dine at the summit and perhaps stay overnight to take in the sunrises and sunsets, Clergue convinced the railroad shareholders to back construction of the summit's second hotel, called the Summit House. The Queen Anne-style, three-story building was located approximately fifty feet east of the Green Mountain House and much larger than Brewer's lodge, featuring many more rooms, a wraparound porch on three sides, and a distinctive square cupola "observatory" on the roof (Figure 4). Nearby, on the summit's eastern peak, an observation pavilion was built. It was originally planned to connect to the Summit House observatory and another observatory on the summit's western peak via tramways (they were not built). (Bachelder 2005: 61,63 -64; Morrison 2003: 4; Wright, et al. 2004: 2,5)

On August 2, 1884, the Summit House and adjacent Green Mountain House were destroyed by fire. The railway company immediately built a temporary two-story replacement structure on the eastern peak, adjoining the recently completed observatory. Construction materials were hauled up on the railway, and the building opened thirteen days after the fire. At the close of season, plans were made to erect a larger hotel at the site of the temporary building, and in March 1885 construction began on the summit's third hotel, named the Summit Hotel. The Queen Anne-style building incorporated the temporary building and observatory, and was similar in scale to the Summit House with three floors and veranda around the first floor. The building was completed by June 1 and its dominating feature was an octagonal-shaped roof-top observatory. On the third floor was a telescope for viewing the 360 degree view. The summit also continued to accommodate scientific uses; from 1889 to 1891, the U.S. Signal Service opened a seasonal weather station near the Summit Hotel. Their office space was on the hotel's third floor (Figure 5). (Morrison 2003: 4; Bachelder 2005: 89-92; Wright, et al. 2004: 2-3,5)

The transformation of the summit into a full-service recreational destination by Frank Clergue and the Green Mountain Railway faced some competition beginning in 1888 when the Green Mountain Carriage Road Company constructed a new road to the summit. The lower portion of the route was slightly east of Brewer's deteriorated buckboard road, while the upper portion essentially followed the buckboard route and ended as a loop near the middle peak, between the railroad terminus and former Summit House structure (Figure 6). The 2.5-mile long route was wide enough for two carriages to pass one another, and offered a more direct link between Bar Harbor and the summit. It is possible that around this time some low retaining walls were added along portions of the route to hold soil in place. To stop the carriage road competition, the railroad erected gates on the carriage road where it crossed the tracks (near the summit). Later, under the cover of darkness, railroad proponents set out explosives on the carriage road farther down the slope, but the damage was quickly repaired and no further incidents occurred between the rival companies. (Bachelder 2005: 99-103; Morrison 2008:40)

The scramble to turn a profit at the Green Mountain summit coincided with similar and much bigger plans on Mount Desert Island. Around two miles of the new carriage road passed through part of a large tract owned by the Mount Desert and Eastern Shore Land Company, which was promoting cottage sites and other parcels on the island. By 1890, however, the land boom was over and the repercussions were felt by many, including the Green Mountain Railway. The railroad had been quite successful initially, but high operating costs, the new
carriage road, and a drop in visitors and interest forced it to close and sell the rolling stock and tracks. In the ensuing years, the Summit Hotel, as remembered by summer resident and philanthropist John D. Rockefeller, Jr., became "more or less of a disorderly and disreputable resort, the character of which gave great concern to the summer people." In 1896 or 1897, the hotel was torn down and according to Rockefeller, "the whole community was relieved." For the next thirty years, the summit of Green Mountain continued to be a recreational destination, but did not offer any tourist amenities. (Hill 1996: 128,138; Morrison 2003: 5; Quin 1995: 3-6, cites Letter, Rockefeller to Kent, 1937)



Figure 1. Visitors stand outside the Green Mountain House, c.1870s. Built by Daniel Brewster, it was the first hotel on the Cadillac Mountain Summit. (RM-154, Acadia NP Archives)

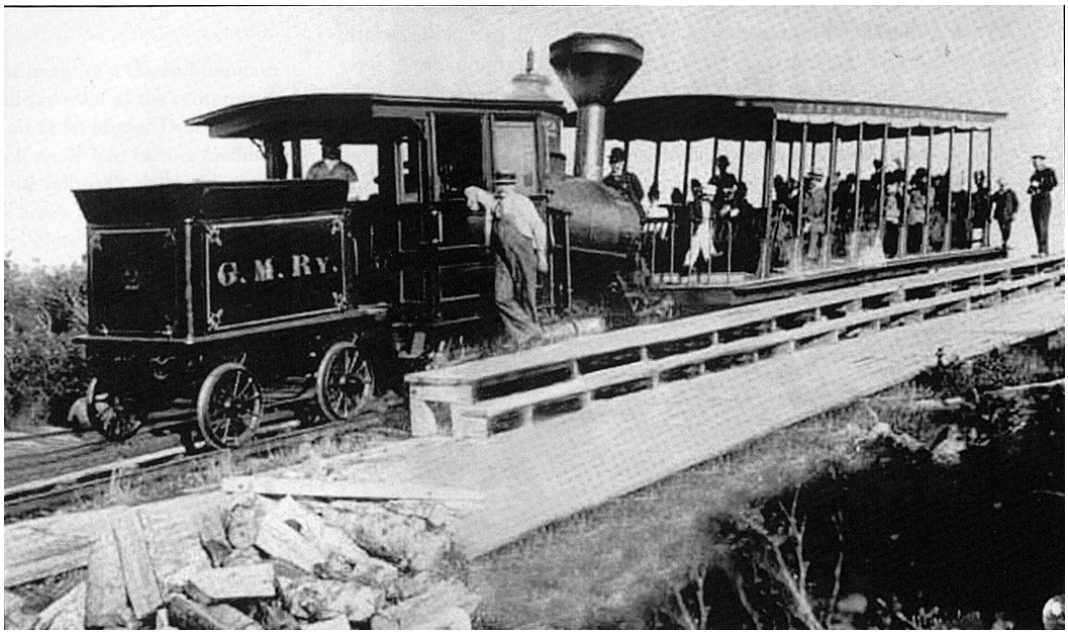


Figure 2. Locomotive #2 of the Green Mountain Railway waits for downbound passengers at the summit, c.1883-1890. (Bachelder 2005: 96, Courtesy William Otis Sawtelle Research and Collections Center, Acadia NP)

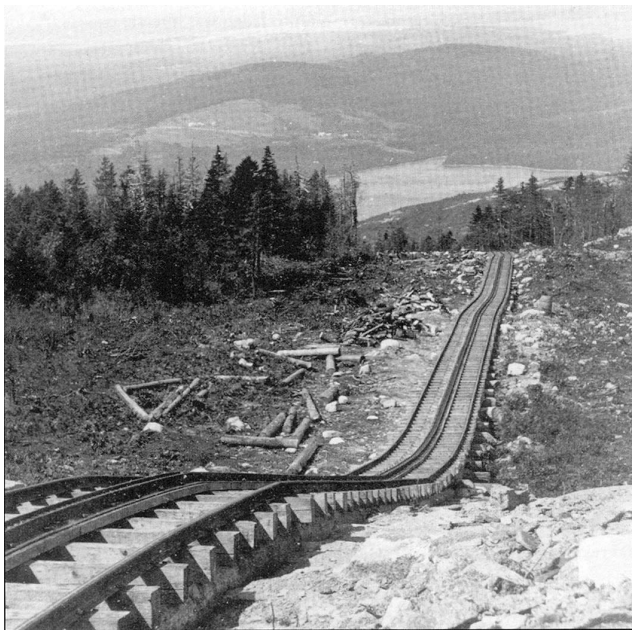


Figure 3. A 1883 view of the nearly completed Green Mountain Railway. Chopped timber still lays next to the tracks. (Bachelder 2005: 47, Courtesy Maine Historic Preservation Commission, Augusta)



Figure 4. View looking north at the second hotel on the summit, the Summit House, c.1883-1884, built by Francis Clergue. The summit's first hotel, the Green Mountain House, is seen in the back. (RM-8, Acadia NP Archives)



Figure 5. A c.1889 view of the third hotel, the Summit Hotel, and the nearby seasonal weather station. They were located on the summit's eastern peak. (Bachelder 2005: 126, Bar Harbor Historical Society)

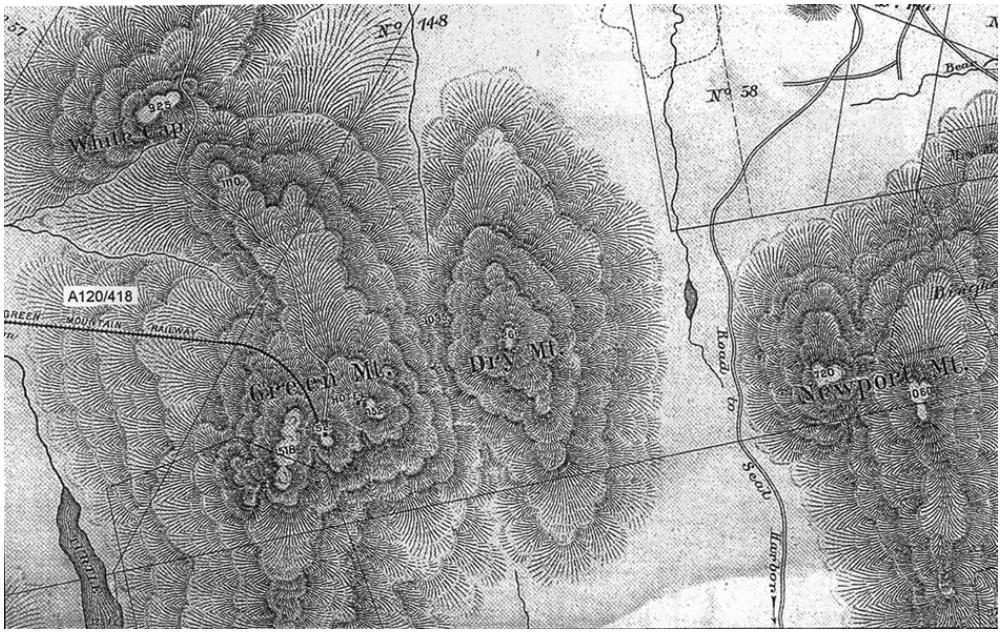


Figure 6. Portion of a 1887 atlas by George Colby showing the Green Mountain Railway, the carriage road, and the Summit Hotel. (from Archeological Overview, draft 2004: Figure 4.23)

THE TRUSTEES OF PUBLIC RESERVATIONS AND A NATIONAL PARK, 1898-1919

Against the backdrop of development on both the summit of Green Mountain and throughout Mount Desert Island, efforts were underway at the turn of the twentieth century to protect and preserve the island's natural scenery. In 1901, summer resident Charles W. Eliot organized the Hancock County Trustees of Public Reservations (HCTPR) to acquire land parcels on the island to protect the water supply and to preserve walking paths and scenic vistas. The group was incorporated in 1903, and with the help of George Dorr, acquired several parcels in 1908, including eighty-five acres of the Green Mountain summit from the heirs of Daniel Brewer. By 1911, much of the north, east, and west slopes of the mountain were controlled by the HCTPR and by 1913, the Trustees controlled over 5,000 acres on Mount Desert Island. Not all of the land acquisitions enjoyed universal support, however, as many year-round residents, and particularly local merchants, were against removing large tracts of land from the local tax roles. (Killion/Foulds, 2007: 19; Hill 1996: 102; MPDF 2007: E21-E22)

To ensure long-term land protection from development, Dorr recommended the Trustees seek federal assistance. The tireless efforts of Dorr and Eliot to garner government support was rewarded on July 8, 1916 when President Woodrow Wilson authorized Sieur de Monts National Monument and named George Dorr its first superintendent. By this time, the Trustee's holdings had grown to over 6,000 acres and included four lakes and ten mountains, including Green Mountain. In 1918 the name Green Mountain was officially changed to Cadillac Mountain to commemorate the area's early history and to honor France and its part in the present war (World War I). Many area residents, however, opposed the name change. Another name change occurred on February 16, 1919, when the monument was renamed Lafayette National Park. The park was noted by Secretary of the Interior Franklin Lane for its historical value, impressive scenery, diverse vegetation and bird life, and recreational opportunities that "…would be capable of giving pleasure...to hundreds of thousands of people living east of the Mississippi River." (On January 19, 1929 Lafayette National Park was renamed Acadia National Park.) (Bachelder 2005: 15; Killion/Foulds 2007: 19,28; GMP 1992: 2,5, from Winsor 1955, II-I, appendix 2:1)

Maps from 1911 and 1918 show the portion of the carriage road at the summit was rerouted from the middle peak to the eastern peak. Research by Peter Morrison notes the carriage road lead to a small parking area at the eastern peak and that it is possible the road may have been improved as part of early park planning efforts. However, later maps show the road ending at the middle peak. Regardless of where it terminated, by the early 1920s the carriage road had apparently deteriorated to the point of being unusable. (Quin 1995: 8; Morrison 2008: 21,40)

PLANNING FOR THE SUMMIT AS A PARK DESTINATION, 1920-1927

Two new trails to the summit of Cadillac Mountain were developed by the early 1920s: the East Ridge Trail, from the southeastern side of Featherbed to the summit, and the Cadillac West Face Trail/Steep Trail, from the north end of Bubble Pond to the Cadillac Mountain South Ridge Trail. Access to the summit on the old carriage road, however, was more problematic, and improvements to it or construction of a new road were supported by local Congressman John A. Peters. The idea of improving summit access was also favored by Rockefeller, who at the time was building his network of carriage roads. Rockefeller had earlier opposed motor roads on Mount Desert Island, but seeing the automobile as an inevitable presence, he felt such a road would prevent the construction of any other road to the top of other mountains in the park. It had long been Superintendent Dorr's wish to make the views from the summit available to motorists, and in 1922, as part of an agency request for park motor roads plans, Dorr proposed the "Mountain Road" connecting northern and southern parts of the island as well as a route to the top of Cadillac Mountain. The visitor experience at the summit was anticipated by Dorr: "At the mountain summit one comes out facing the road on its last turn – on a vast sweep of ocean to the far horizon fifty miles away. It is an extraordinary view; there is no other like it on our Atlantic coast, and few in the world accessible by road." (Brown 2006: 227,252; Quin 1995: 8, cites Bar Harbor Times, 11 October 1922)

The park's motor road proposal was approved, and in the fall of 1922 construction of what would become Jordan Pond/Eagle Lake Road began. Progress was made on a 4,300-foot section, from Eagle Lake Road to the future intersection with Cadillac Mountain Road, until work was halted due to opposition and subsequent congressional hearings in 1924, lead by Senator and summer resident George Wharton Pepper. However, Dorr and Rockefeller's arguments that the road projects would provide jobs had the broad support of the island's year-round residents and the Maine congressional delegation. Construction resumed in July 1924, as did initial grading of Cadillac Mountain Road.

Jordan Pond/Eagle Lake Road was completed in 1927, the same year the park's first master plan was completed by NPS Assistant Director Arno B. Cammerer and NPS Chief Landscape Engineer Thomas C. Vint. To address increasing visitation that was around 70,000 a year in mid-1920s, the master plan sought to integrate new federally-funded projects with the park's existing facilities and projects already underway, such as Cadillac Mountain Road and the nearly completed Jordan Pond/Eagle Lake Road. Regarding the summit, Cammerer and Vint noted that once the Cadillac Mountain Road was completed, there would be pressure to build another teahouse or hotel. They agreed a tea room service might be appropriate, as visitors coming to see the fabled sunrise were entitled to a good cup of coffee, but called the idea of a hotel "dangerous." If accommodations with meal service were offered for a few, demands for expansion would soon follow and eventually result in the development of a "regular seashore resort" to the detriment of both the park and the community. (MPDF 2007: E8; Quin 1995: 11-12, cites Memorandum 1927: 19-21)

COMPLETION OF CADILLAC MOUNTAIN ROAD AND VISITOR FACILITIES, 1928-1942

By 1928, National Park Service (NPS) crews had only advanced the Cadillac Mountain Road about 6,000 feet, from Jordan Pond/Eagle Lake Road to the top of the White Cap. Noting the slow progress, Director Mather decided that the U.S. Department of Agriculture's Bureau of Public Roads (BPR), per a 1926 agreement between that agency and the NPS, should complete the motor road. Under the interagency agreement, the BPR engineers would conduct surveys, develop specifications, and supervise road construction projects, while NPS engineers and landscape architects would oversee planning and review.

The BPR surveyed a new and improved alignment for Cadillac Mountain Road, beginning at the current intersection with Jordan Pond/Eagle Lake Road (Station 0-91.3), in 1928. Original grading work up to the White Cap (Station 56+25) was retained as much as possible, but from there to the summit new alignments were surveyed with grades consistent with BPR road construction standards for national parks. To accommodate the limitations of early twentieth century automobiles, the grades did not exceed seven percent. Road curvature was laid out with spiral transitions and superelevations, an adaptation of railroad industry techniques resulting in a smoother and more fluid transition between tangents and curves. Additionally, for economy of construction, there were no level sections that would increase the length and cost of the road. Instead, the road was designed to climb continuously all the way to the summit through a series of curves and switchbacks, which also maximized the scenic views along the way and provided places for overlooks. The most impressive views, of course, were at the summit where the motor road terminated as a broad loop situated in a shallow saddle, just north and west of the summit's east and middle peaks. A small pullout for parking was located before the beginning of the terminal loop.

Grading on Cadillac Mountain Road began in October 1929 and concluded in November 1930. Surfacing began May 1931 and was completed October 1931, at which time the road was opened to traffic. Stone aggregate for the pavement surface came from one of the major cuts along the road, and the extracted pink granite gave the road a pinkish hue. Guardwalls, embankments, and culvert headwall structures also were constructed with native granite stones found on the mountain or dislodged during blasting (Figure 7). The use of native materials, and the overall design and layout, visually harmonized the motor road with the surrounding landscape, which was consistent with the NPS Rustic Design style principles widely used around this time. The motor road also complemented the character of Jordan Pond/Eagle Lake Road and Rockefeller's network of carriage roads and associated structures.

Although roadside cleanup had not yet been completed, the motor road was opened on October 11, 1931 and more than 3,000 visitors in 800 cars made the trip. The previous month, NPS Assistant Landscape Architect Charles E. Peterson remarked that post-construction debris from grading work on Cadillac Mountain constituted "…the worst piece of landscape damage which any road has done in a national park." Peterson felt there was a "crying need" to do more in light of the criticism of road building in the park and because the road would be judged against Rockefeller's carriage roads. (Quin 1995: 15, cites Peterson 1931, "Memorandum No.1," Bar Harbor Times, 7 October 1931 and 14 October 1931)

Peterson was also critical of inadequate parking at the summit, which then consisted of only the pullout at the beginning of the terminal loop. The space within the loop was one of the areas "devastated" by excessive blasting, and Peterson felt adding a large parking area there would address both problems. Additionally, Peterson noted that because the proposed parking area and loop lay below a short rise to the two peaks, many visitors would wish to leave their cars and walk around to see the views. He proposed a system of trails, 4'-6"-wide and paved with crushed rock, to connect the parking area with overlooks and the previously recommended teahouse. Although Peterson had hoped these projects would be completed by the 1932 season, only a Ranger Station and Comfort Station were built by that time. Both structures were designed by Peterson in the NPS Rustic Design style, featuring board and batten siding and hipped roof lines. According to a BPR survey drawing and NPS drawings from late 1931, the structures were situated on a slope between the beginning of the terminal loop and the middle peak, along the location of the

old carriage road and its terminating loop. In addition, a flagpole as least as high as the roof peak was placed in front of the Ranger Station. Sometime between 1932 and 1942, however, the Comfort Station was removed and a new restroom building was built on the slope north of and below the pullout parking area, and accessed by two paths that formed a loop (Figures 8, 9, 10). (Quin 1995: 16, cites Peterson 1931, "Memorandum No. 3")

Deficiencies in visitor facilities at the summit were also decried by Rockefeller in a correspondence with new NPS Director Horace M. Albright, who after a personal visit to the site assured Rockefeller that additional expertise would be dispatched to the park to study the problems and develop a series of trails and interpretive displays (part of this team included NPS Landscape Architect Edward Zimmer). Nevertheless, Cadillac Mountain Road was officially dedicated on July 23, 1932, and was hailed by the Portland Sunday Telegram as "one of the finest mountain drives in the world." With the motor road complete, the park began hosting sunrise breakfasts at the summit on Fridays. Visitors had to bring their own food, but water and a place to cook were provided. (Quin 1995: 18-20, cites Bar Harbor Times, 15 June 1932, Portland Sunday Telegram, 24 July 1932)

Work on Charles Peterson's proposed parking lot and trail system began soon after the dedication. Construction began in August 1932 and was completed in three months, even though the contractor was requested not to work Sundays and holidays because the noise was deemed "intolerable and distracting" to visitors. The paved parking lot was built in the space within the terminal loop, and unlike the BPR plan, included a turnaround lane at the beginning point of the loop, which was next to the original pullout parking area that subsequently functioned as an overflow parking area. Much of the outboard edge of the terminal loop was defined by a raised walkway, while a raised median separated the travel lane from the parking lot. Curbs, steps, and sections of stone guardwall were constructed with rough cut granite. The plan for a trail system was drafted by Edward Zimmer in September 1932. It proposed a broad loop extending eastward from the walkways and steps at the terminal loop and parking lot. The trail generally encircled the summit's eastern peak, traversing the exposed rock and ledges via sets of stone steps and leading to designated overlook areas and view points. It also connected to the existing Gorge Path and Cadillac Mountain South Ridge Trail (Figures 11, 12, 13, 14). Like those on Cadillac Mountain Road and the two new summit buildings, site details of both
the parking lot and the loop trail utilized the Rustic Design style vocabulary. (USDA, Bureau of Public Roads, "Final Construction Report-1932: Project 1A")

Construction of the loop trail, later known as Cadillac Summit Loop Trail (Trail #33), was accomplished in 1933 by the Civilian Conservation Corps (CCC). The loop trail was one of many projects completed by the CCC at the summit and throughout Acadia National Park through 1942. The CCC was part of President Roosevelt's "New Deal" make-work programs created to stop the downward spiral of the nation's economy. The New Deal provided money and labor to the NPS, mostly through the Public Works Administration and the Emergency Conservation Works Act. CCC projects at Acadia included the cleaning and thinning of forest cover, construction and maintenance of trails and roads, improvement of public campgrounds, control of forest insects and diseases, and other projects. Two CCC camps were located within the park, with Camp NP-1 at McFarland Hill associated with much of the CCC work at the summit. (Report on McFarland Field Camp, NP-1, Second Enrollment Period, October 1933-March 1934)

In 1934, the Acadia Corporation proposed a teahouse at the summit that would provide formal meals for guests, and a temporary "hot dog stand" nearby. Rockefeller helped establish the Acadia Corporation to,
"protect the park against concessionaires from outside who might carry on their operations with less consideration for the Mount Desert Island traditions than would be the case with a corporation composed of summer and winter residents of the island."

However, the project was abandoned when the NPS and the corporation could not agree on a suitable location, and a smaller refreshment stand, called the Cadillac Tavern, was built. This structure was sited by Frederick Law Olmsted, Jr., who was a consultant on Rockefeller's various motor road projects in the park, and designed by Grosvenor Atterbury, who had earlier designed Rockefeller's carriage road gatehouses and the apartment building at the Schoodic Naval Station.

The tavern was located below the middle peak and a bit uphill from the Ranger Station and Comfort Station, near the terminus of the former cog railroad and a level area associated with the ending loop of the old carriage road (see Figure 12). The tavern opened in the summer of 1934 and park drawings suggest it was enlarged in subsequent years. (Morrison 2003: 6; MPDF 2007, E33-34; cites Letter from John D. Rockefeller, Jr. to David Rodick, October 27, 1941; Quin 1995: 21, cites Bar Harbor Times, 18 June 1934 and 20 June 1934)

The CCC contributed to several projects associated with the tavern in 1934. In June, a service road was completed from Cadillac Mountain Road to the rear of the building and "…laid out on a route which is a compromise between easy accessibility, a certain obscurity, and construction costs…(and) seeded to a grassy road to be inconspicuous." Trails totaling 700 feet in length were also built to connect the tavern to the Ranger Station and parking lot. Later that year, a small grove of spruce and fir trees near the tavern was improved for a picnic area. The grove "…was thinned to provide easy access, pruned to a point above the head of an average person, and opened to afford several vistas of the surrounding country" (Figures 15, 16). (CCC Reports, "Cadillac Summit Improvements" and "Cadillac Summit Improvement, General Landscaping")

The park's motor roads, carriage roads, and hiking trails were expanded throughout the 1930s and early 1940s, and much of the CCC's work at Acadia involved repairing disturbed areas on these circulation systems and returning them to a natural state through fine grading, the addition of fill and loam, and new plants. Projects to address construction scars were completed at various locations along Cadillac Mountain Road. At the summit, the CCC transformed a 400-450' abandoned section of roadbed, possibly the old carriage road, into a spur trail
connecting the parking lot to the Cadillac Mountain North Ridge Trail (Trail #24). Other CCC projects at Cadillac Mountain through 1941 included installation of telephone lines, seeding and sodding, and vista cutting associated with Cadillac Mountain Road. The CCC likely constructed several of the stone fireplaces near the summit's western peak around this time (Figure 17). (Brown 2006: 128,146; Memorandum for the Regional Director, 4 August 1941-amended)

The planting plan for the spur trail was developed by Benjamin Breeze, a landscape architect who arrived at Acadia to supervise CCC projects and eventually became the park's resident landscape architect. Breeze designed and implemented many projects aimed at improving the park's public facilities, and in 1941 improved and repackaged the site plans and schematics he had developed as a new master plan that addressed both existing and proposed facilities (Figure 18). In addition to designating the Cadillac Mountain Summit as a developed area, the master plan proposed an "Overlook Shelter" within the middle of the loop trail, connected via new spur trails to the "Panorama" and "Bar Harbor" overlooks to the south and to the existing loop trail to the north. The plan also indicated an area for "Naturalists Overnight Sunrise Parties" in the vicinity of the western peak, and a "Proposed Parking Area for Naturalists Overnight Sunrise Parties and Sunset Views" and "Abandoned Motor Patrol Shelters" in the area that would later become the Blue Hill parking area. One of the more interesting proposals on the 1941 master plan was a ski trail on the mountain's north/northeast slope, around 100 yards from the summit. According to Superintendent Dorr, the project would "…fit into the landscape without creating a scar which will be distinguishable from the open ledges which are part of the natural mountainside landscape." (Killion/ Foulds 2007: 63-64; Memorandum for the Director, 25 January 1940; Quin 1994: 22, cites Bar Harbor Times, 18 October 1945)

In 1941, with the threat of war looming, CCC work across the country shifted to civil defense. At Acadia, the CCC contributed labor for two radar stations: at Seawall and on the summit of Cadillac Mountain. In March 1941, the U.S. Army Corps of Engineers selected a site on the summit that utilized existing open space and paths to reduce landscape damage. The station's antennae were placed on a concrete platform within a fenced square-shaped area on the middle peak, just south of the Summit Tavern and likely in the area once occupied by the U.S. Coast Survey station, Green Mountain House, and Summit House. The Public Roads Administration, the Depression-era successor of the BPR, drew up plans for the concrete platform as well as a short connecting road from the terminal loop and parking lot to the station. The road essentially widened the portion of the CCC-built trails from the parking lot to the Cadillac Tavern and was likely paved. Support facilities were housed in trailers parked below the summit on a pulloff, which later park plans indicate may

have been at the current Blue Hill overlook area. Construction of the station was completed by June 1941, and was staffed by U.S. Army personnel. (MPDF 2007:E10; Morrison 2003:4; Wright et al 2004: 2,8,10; Quin 1994: 21-22; Morrison 2008: 47)

Around this time, Cadillac Mountain was closed to public access. The Cadillac Tavern and a later gift shop addition were converted into barracks for radar station personnel. Records indicate the tavern was winterized by the CCC in July 1942. This was probably their last project on the summit, and possibly in Acadia National Park, as Camp NP-1 was closed soon after. (Wright, et al; 2004: 10; Memorandum for the Regional Director, 4 August 1941-amended)



Figure 7. View of Cadillac Mountain Road below the current Blue Hill overlook, at Station 144, looking north to Station 140, ready for the application of asphalt, September 26, 1930. (Leo Grossman Personal Collection, #51-5)



Figure 8. View dating from late 1931 to mid-1932 at the completed terminal loop of Cadillac Mountain Road, prior to development of the parking area and walkways. The Ranger Station and flagpole are also visible. (Raymond Strout, from Turner p. 143)

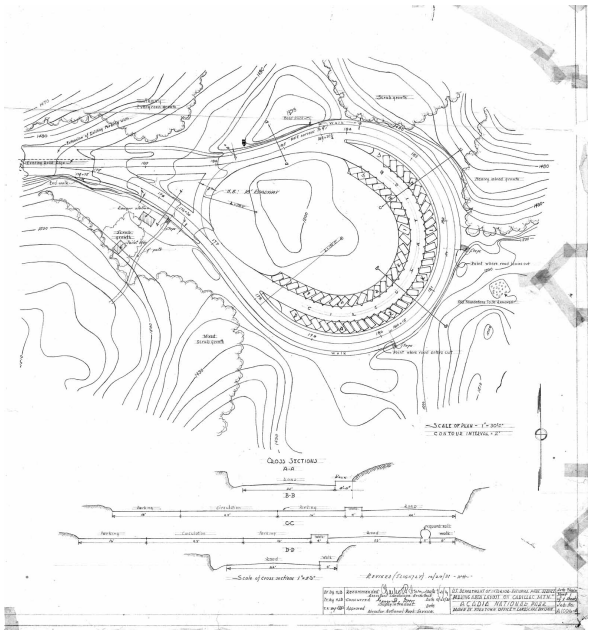


Figure 9. Plan of proposed parking area within the terminal loop of Cadillac Mountain Road, September/October 1931. (ACAD_123_1006A_[id306694])

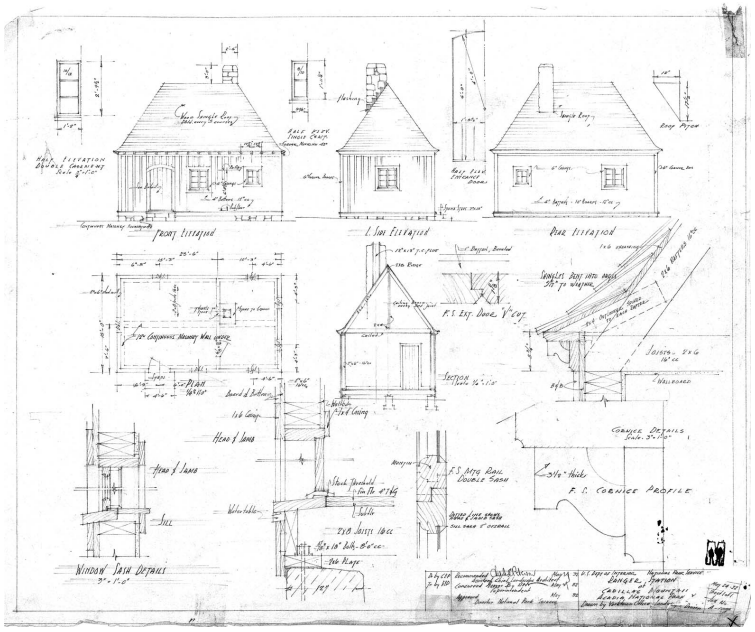


Figure 10. Drawing of the Ranger Station at Cadillac Mountain Summit, designed by Charles E. Peterson, May 1932. (ACAD_123_1008A_[id306692])

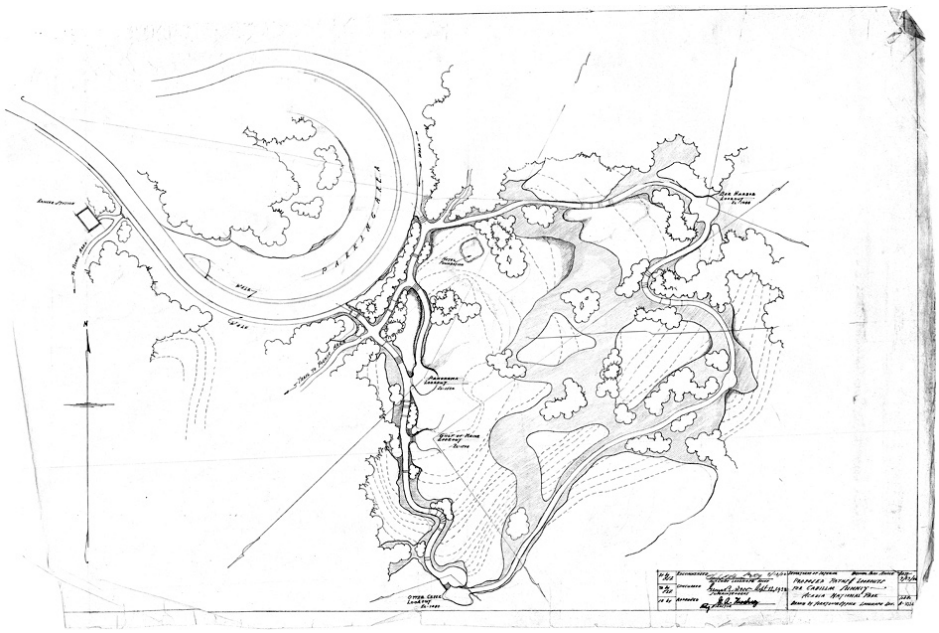


Figure 11. Plan of new Loop Trail and overlooks east of the loop and parking area, September 1932. (ACAD_123_1024_[id306674])



Figure 12. View looking west at the completed parking area around the terminal loop, c.1934 or after, and the Ranger Station. The roof line of the Cadillac Tavern is visible at far left along the tree line. (ANP B42-220, Acadia NP Archives)



Figure 13. View looking northeast at visitors on the Cadillac Summit Loop Trail, c.1933 or after. (ANP B42-304, Acadia NP Archives)



Figure 14. View of the Cadillac Summit Loop Trail, c.1933 or after. (ANP B40-30, Acadia NP Archives).



Figure 15. View looking west at CCC crews dressing a new trail to the Cadillac Tavern, c.1934. The Ranger Station in the background. The trail now serves as the trailhead of the Cadillac Mountain South Ridge Trail. (RM-147, 347_1, Acadia NP Archives)



Figure 16. View looking west at the trail leading to the Cadillac Tavern, c.1934. (RM-363, 179 CAD_1, Acadia NP Archives)



Figure 17. Visitors in July 1938 at a stone fireplace on the summit. The location of this fireplace is not known. (Acadia NP Archives, 1386)

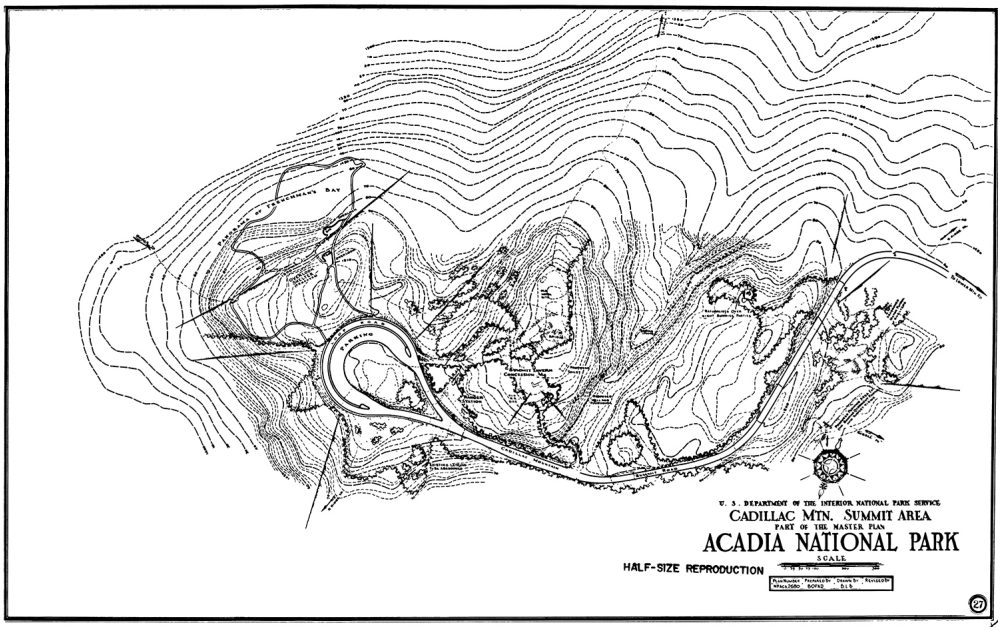


Figure 18. Portion of the 1941 Master Plan produced by Benjamin Breeze. (ACAD_123_2680_[id25736])

SITE CHANGES, 1942-Present

Sometime around 1943, and for reasons not entirely clear, the radar station at the summit's middle peak was abandoned and a new complex was built to the south at a location about 150-200 feet lower in elevation. According to a 1943 plan, the new complex was situated in a large open area and was much larger than the first facility. It consisted of three structures accessed by a new road that

branched off of the service road to the tavern. This road, which at some point was paved, included a retaining wall at a low area. Station operations ended soon after the official end of the war in September 1945, and the summit was reopened to the public in October 1945. The radar station complex and its structures, the access road, and a smaller complex without structures at what would become the Blue Hill overlook were identified on the park's "General Development Plans" in the late 1940s as "Military Installations To Be Removed." (Morrison 2003: 4; Morrison 2008: 42)

The Cadillac Tavern, having been used as barracks during the war, was demolished sometime in 1945 because of its poor condition. Between 1946 and 1952, the park's "General Development Plans" proposed new concession services. Potential sites were indicated on the slope just north of the overflow parking area, on the open ledge within the terminal loop and parking lot, and around the existing Ranger Station. Later plans focused on the latter area, showing three separate buildings – "Comfort Station, Shop, Dining Room" –
linked by broad curvilinear paths and service roads. By 1952, however, only the Comfort Station was built. It was connected by a small breezeway to the Ranger Station, which by this time had been converted into a concession/gift shop. The Comfort Station was clad in vertical board and batten siding to match the existing Ranger Station, and featured similar roof lines. The restroom building below the overflow parking area was removed after 1953. A plan from 1946 indicates an existing well at the Blue Hill overlook area. The well may have been associated with the radar station complex. Nearby was a set of steps that appeared on a 1966 plan, which may also have been a connection between radar facilities and/or perhaps associated with the Cadillac West Face Trail/Steep Trail.

In 1955, several improvements were made to the summit parking lot. The perimeter sidewalk around the terminal loop was extended to encircle the entire loop, and on the north side of the loop, the walkway was shifted outward to accommodate new angle parking spaces. As a result, the stone guardwall was also moved outward. Other changes included realigning some sections of existing stone curbs and installing new rough-cut stone curbs. The project proposed the removal of some areas of asphalt and replacing them with raised planted islands, but it appears that pavement striping was installed instead. This same project included a redesign of the Cadillac Mountain Road and Jordan Pond/Eagle Lake Road intersection.

Other additions and changes occurred on the summit throughout the 1950s. In 1950, a water tank was constructed on the middle peak and connected to the well in the Blue Hill overlook area. By 1951, an "Antennae Tower Communications Building" was located on the site of the former Cadillac Tavern. Additional structures, antennae, and security fencing were added here in subsequent years. The Cadillac West Face Trail/Steep Trail (Trail #32) was rerouted to the south and away from Blue Hill area to avoid crossing Cadillac Mountain Road, and sometime after 1951 the summit trailhead for the Cadillac South Ridge Trail (Trail #26) was moved to the former trail that lead to the tavern (which during the war was the service road to the first radar station). Around 1960, another short portion of the Cadillac Mountain South Ridge Trail that crossed at the hairpin turn of Cadillac Mountain Road was shifted to the south and east and away from the motor road. (Brown 2006: 225,227)

In 1966, plans were prepared for a formal parking lot at Blue Hill. Originally named the Sunset Parking Overlook, this site was an area formerly associated with the radar station and in earlier park plans identified as "Proposed Parking Area for Naturalists Overnight Sunrise Parties and Sunset Views." The plan also noted an existing well, pumphouse, and a set of steps. The parking lot was designed as a loop and accessed from Cadillac Mountain Road via an improved existing gravel road. The lot itself was bordered in stone curbing. The plan also showed a concrete walkway paralleling the west side of the parking lot, leading to two informal overlook areas where visitors could enjoy the panoramic views (Figure 19).

In 1983, the 1932 Ranger Station building/1952 Comfort Station addition was replaced with a new concession/restroom building in the same location and essentially the same footprint. It was similar in design and scale as former structures through the use of white cedar board vertical siding and a hipped roof. The building also included a deck and an accessible ramp. It is now called the Cadillac Summit Center (Figure 20). Other work at the summit included resurfacing and restriping the parking areas in 1983 and adding fog lines to Cadillac Mountain Road in 1987. In the 1980s, sawn-top granite curbing was introduced in the historic motor road system, and in 1985 this type of curbing was

installed in some parts of the terminal loop and parking lot, and at the Blue Hill parking lot. That same year, two sets of gray sawn-top granite steps were installed on the north side of the terminal loop and parking lot, which visually stand apart from the other steps on the summit. Similar steps may have been installed at the northwest corner of the Blue Hill parking lot around this time. In 1995, a peat wastewater treatment facility was built north of Cadillac Mountain Road and west of old carriage road, replacing an earlier conventional system. In 1998, an information kiosk was constructed at the head of Cadillac Mountain North Ridge Trail and Cadillac Mountain South Ridge Trail. In keeping with the rustic style, the fiberglass signs were framed within wooden timber structures. (Evans, 1993: 5; Killion/Foulds 2007: 71,188; Brown 2006: 228)

The park's 1992 General Management Plan (GMP) addressed development and heavy visitor use at the summit in several areas. Regarding the visitor experience, the summit was identified as a destination where access may need to be limited and parking confined to existing lots. The summit was also identified as an area highly impacted by visitor use and a candidate for possible rehabilitation work, such as removing stairways and revegetating dirt trails in conjunction with an interpretive effort on the fragility of the area. Regarding visitor management, the GMP raised the possibility of limiting the size of personal vehicles on Cadillac Mountain Road. The GMP also questioned the necessity of a gift shop at the summit, given the abundance and proximity of gift shops outside the park and the traffic congestion at the summit, and identified the possibility of retrofitting the restrooms to extend use into the spring and fall. In the GMP, Cadillac Mountain Road was identified as part of park's Cultural Zone, the Cadillac Summit Center as part of the Developed Zone, and the remainder of the summit area as a Natural Zone. Additionally, beginning around 1989, the Wabanaki began holding sunrise ceremonies on the summit. (GMP 1992: 35,39,45,51,58-59; Prins and McBride 2007: xxv-xxvi, 371)

In 1998 the summit's well and water tank were improved, and a new equipment building was constructed at the radio transmitter complex. Between 2004 and 2007, improvements at the radio transmitter complex included fence repairs, work on the antenna array, tower and building improvements, and a new buried powerline. In 2006, accessibility improvements consistent with the Americans with Disabilities Act were completed on the Cadillac Summit Loop Trail. Several short accessible paths, some bounded by small retaining walls, were built to bypass some of the historic stone steps, while other existing path sections were widened. The new paths were paved with exposed aggregate concrete to blend with the native pink granite. Recently, numerous rustic fence structures, comprised of roping attached to moveable poles set in rocks, have been erected at various locations adjacent to the trails to prevent access to informal paths or vegetation restoration areas.

Updates, 2009-2021:
Since the original CLI was completed in 2008, several projects have been completed at Cadillac Mountain Summit. At the Cadillac Summit Center, new siding and a roof were installed in 2009 and a satellite dish was erected in 2017 (PEPC 23881, PEPC 66355). The dish was placed on the south side of the building to limit its visibility. In 2011-2012 the sewage treatment system was replaced (PMIS 172193). Other infrastructure improvements involved various replacements and modifications to the communications and monitoring towers and support structures, from 2007-2019, which included a new 80-foot tall tower with a wider base. (PEPC 17164, PEPC 31512, PMIS 209296, PEPC 69692; Review comments: Gladstone, 26 July 2021)

In response to the fragile condition of plants at the summit, the park and several partners began testing restoration techniques in 2016. The experiments showed that cost-effective restoration of highly degraded areas was possible through addition of specific soil types, soil depth, erosion fabric, and addition of native seed and seedlings (PMIS 256944, PMIS 173772). This work is ongoing. A restoration project proposed for 2021 will bring in 18-20 yards of soil and install 4,000 mixed herbaceous and woody perennials, requiring the closure of some areas on the summit. The park also made the decision to remove four small spruce trees that were in the immediate viewshed of the Hawk Watch program and impacted the ability of volunteers and rangers to record accurate numbers. (PEPC 43746; Review comments: Gladstone, 26 July 2021)

Other projects included installation of a plaque at Blue Hill Overlook in 2016 to commemorate the

Centennial anniversary of the park (PEPC 66789). The plaque was placed on a large granite boulder, just off the social trail on the ledges where visitors assemble for sunset. In 2018-2019 Cadillac Mountain Road and the summit parking lot were resurfaced. (PMIS 221640, PMIS 221943/PEPC 66266)

Development of Transportation Plan.
Between 2007 and 2017, annual visitation to Acadia National Park grew by 59%, with 3.5 million visits recorded in 2017. Most visitation occurs from June through October. The most popular destinations include Cadillac Mountain, sites along the Ocean Drive corridor, and Jordan Pond. In 2019 the park completed a Final Transportation Plan / Environmental Impact Statement to outline a comprehensive approach to providing safe and efficient transportation to visitors to Acadia National Park while ensuring that park resources and values are protected and visitors are able to enjoy a variety of high-quality experiences. The plan presented several alternatives to address transportation and congestion issues, and all included variations on a reservation system that would involve fees designed to support plan actions. (FTP/EIS 2019: iii-iv)

The plan's preferred alternative and proposed action (Alternative C) proposed establishment of a timed-entry reservation system for the Ocean Drive corridor, Cadillac Mountain Road, and the Jordan Pond House north lot during the peak season.
"During initial implementation of the plan, all other parking lots in the park would continue to be managed on a first-come, first-served basis; however, the alternative includes an adaptive management strategy that directs park managers to monitor traffic and resource conditions elsewhere in the park. If monitoring indicates traffic or resource conditions are worsening beyond acceptable thresholds (discussed in detail in chapter 2 and appendix A), access to Island Explorer routes entering the park, vehicle access to other parking lots, or vehicle access to the entire Park Loop Road may be added to the reservation system." (FTP/EIS 2019: vii)

Upon implementation and evaluation of the transportation plan, the NPS would possibly develop cueing lanes and temporary or permanent reservation validation gates or kiosks at the base of the Cadillac Mountain Road. The plan noted that, "all temporary or permanent installations [would] follow guidance from the 2007 cultural landscape report for the historic motor road and incorporate an appropriate design to protect the historic character of Park Loop Road." (FTP/EIS 2019: 38)

In October 2020 a pilot study for the reservation system was initiated for Cadillac Summit Road and the Ocean Drive segment only (beginning at the entrance station north of Sand Beach). The pilot yielded positive results for the summit, but identified the need for additional study along Ocean Drive. In May 2021 the park implemented the reservation system for access to Cadillac Mountain, and built supporting temporary infrastructure: the entrance to the summit road was widened to add a right turn exit lane, a right turn lane was added to the road coming from the south, two fee booths were installed on curbed islands to check timed entry tickets, stops signs were erected at the intersection for all traffic, and dark sky-compliant lighting was installed at the intersection. In addition, the size of recreational vehicles was limited to 30 feet. (PEPC 99654; Review comments: Gladstone, 26 July 2021)

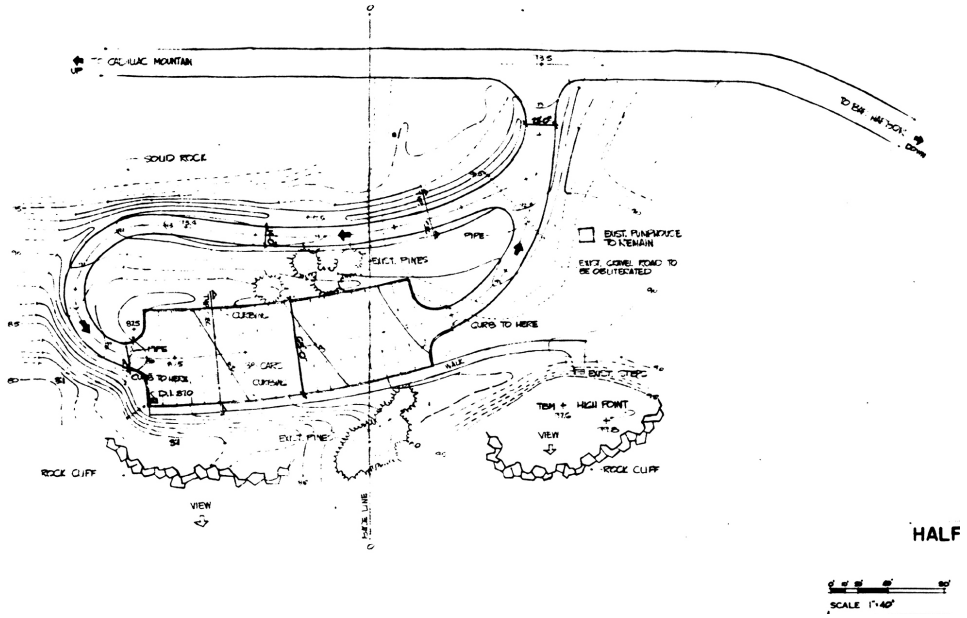


Figure 19. Plan from 1966 of the parking lot and overlook area at Blue Hill. (ACAD_123_3148_[id25990])

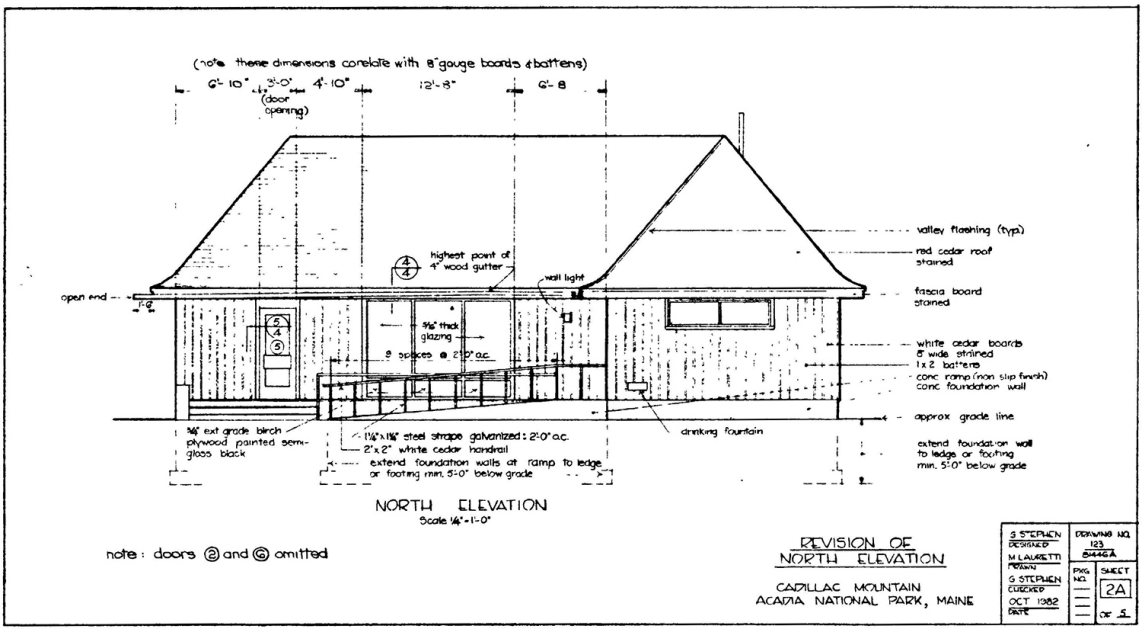


Figure 20. Elevation drawing of the Cadillac Summit Center, from 1982, which replaced the historic Ranger Station. (ACAD_123_81446A_[id26811])

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Government	Government Office	Comfort Station (Latrine)	Yes	Yes	No
Commerce/Trade	Business	Concession	Yes	Yes	No
Transportation	Pedestrian-Related	Hiking Trail	Yes	Yes	No
Landscape	Leisure-Passive (Park)	Leisure-Passive (Park)	Yes	Yes	No
Domestic (Residential)	Hotel (Boarding House)	Lodge (Inn, Cabin)	Yes	No	No
Defense	Military Facility (Post)	Military Facility (Post)	Yes	No	No
Recreation/Culture	Monument (Marker, Plaque)	Monument (Marker, Plaque)	Yes	Yes	No
Transportation	Road-Related	NPS Class I Principal Road	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Outdoor Recreation	No	Yes	Yes
Recreation/Culture	Outdoor Recreation	Outdoor Recreation	Yes	No	Yes
Landscape	Scenic Landscape	Overlook	Yes	Yes	No
Transportation	Road-Related	Parking Area	Yes	Yes	No
Government	Government Office	Ranger Station	Yes	No	No
Commerce/Trade	Restaurant (Bar, Lounge)	Restaurant (Bar, Lounge)	Yes	No	No
Transportation	Rail-Related	RR Trackage	Yes	No	No
Industrial/Processing/Extraction	Telecommunication Facility	Telecommunication Facility	No	Yes	No
Landscape	Scenic Landscape	View	Yes	Yes	No
Landscape	Scenic Landscape	Vista	Yes	Yes	No

Public Access:

Public Access: Other Restrictions

Public Access Narrative:

The Cadillac Mountain summit is closed to vehicular traffic during the winter season, generally from December 1 to April 15. Hiking trails remain open but can be impassable in the winter.

Associated Ethnographic Group

Ethnographic Group: Songish

Current: Yes

Historic Yes

Ethnographic Group: Santa Rosa Band of Cahuilla Indians, California

Current: Yes

Historic Yes

Ethnographic Group: Scott Family Descendants

Current: Yes

Historic Yes

Ethnographic Group: Taylor Family Descendants

Current: Yes

Historic Yes

Ethnographic Study Status: Yes-Unrestricted Information

Ethnographic Narrative:

In 2007, the report, “Asticou’s Island Domain: Wabanaki Peoples at Mount Desert Island, 1500-2000, Acadia National Park, Ethnographic Overview and Assessment, Volume 1 and Volume 2,” was completed by Harald E.L. Prins and Bunny McBride, through the National Park Service Northeast Region Ethnography Program, under cooperative agreement with the Abbe Museum in Bar Harbor, Maine. The historical-ethnographic overview of Acadia National Park spans almost 500 years and covers a wide coastal stretch between Penobscot and Gouldsboro Bays, as well as surrounding areas. As stated in the report’s Executive Summary: “such breadth of coverage is necessary in order to take in the park’s center piece on Mount Desert Island, plus Isle au Haut and Schoodic Peninsula, along with various land holding arrangements (including easements) on numerous offshore sea-islands in this area. The study explores the shifting but ongoing relationship between this habitat and Wabanaki peoples – a group of northeastern Algonquian-speaking ethnic groups or tribal nations today distinguished as the Abenaki, Maliseet, Mi'kmaq, Passamaquoddy and Penobscot.” (Prins and McBride 2007: i)

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

The 2007 report specifically references the Cadillac Mountain Summit and its association with early Native American trails, sunrise ceremonies that began in 1989, and development of exhibit displays at the Cadillac Summit Center in 2004. Other terms searched in the report included: Adams Grave, Bauld Mountain, Samuel de Champlain, Newport Mountain, and Green Mountain. For more information, please refer to Asticou’s Island Domain or contact park staff.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The physical integrity of the Cadillac Mountain Summit landscape is evaluated by comparing landscape characteristics and features present during the period of significance (1928-1942) with current conditions. Many of the characteristics and features are unchanged. The natural systems and topography that define Cadillac Mountain are essentially unchanged since the historic period. Granite ledges and outcrops continue to dominate the summit landscape, interrupted only by scattered patches of shrubs and grasses and occasional masses of woodland and forest. The historic arrangement of pedestrian circulation features around the motor road's terminal loop and parking lot are also still intact. Many of the site details associated with these features, such as granite curbs, steps, and rock borders, continue to illustrate the site's Rustic Design style. Recreational land use has continued, although it was briefly suspended during World War II when the summit was closed to serve as the location of a radar facility. To those who know where to look, vestiges of the summit's former commercial endeavors can still be found, as can some of the now mature plantings installed by the Civilian Conservation Corps that now blend in with the native vegetation. But perhaps the most important characteristic to remain unchanged are the panoramic views in all directions. The 1991 public review draft of the General Management Plan/Environmental Assessment and the 1992 General Management Plan identify the importance of the views and vistas along the motor roads. (GMP/EA 1991: 116 and 1961 Vista Plan in Appendix D, and GMP 1992:33)

Since 1942, slight modifications have been made to the configuration of the summit parking area. Sections of non-compatible curbing, steps, and guardwalls have been introduced, and the small historic visitor services buildings have been replaced by a single structure, the Cadillac Summit Center. These changes are not ideal as they detract somewhat from the historic character, but collectively they do not diminish the site's overall integrity. Social paths have also developed in and around the parking lot and the Cadillac Summit Loop Trail, and in some cases are threatening sensitive vegetation, but the park is making efforts to control them. The Blue Hill parking lot, radio transmitter complex, water tank, and wells post-date the historic period but are physically and visually removed from the summit area and therefore do not detract from the historic scene. Likewise, the current collection of signs, fences, gates, and trash cans, and a flagpole make use of materials that make them generally inconspicuous in the landscape.

INTEGRITY

Cadillac Mountain Summit is identified in Acadia National Park's 2017 Multiple Property Documentation Form (MPDF) as a developed area within the Visitor Facilities and Developed Areas property type. The MPDF outlines registration requirements that developed areas need to possess to be eligible for listing in the National Register of Historic Places. Developed areas should retain sufficient integrity of setting and design to convey their historic use, including the principal circulation system and site organization. The developed area should retain the majority of built features designed and constructed during the height of the New Deal programs between 1933 and 1942. Buildings or other site features constructed after 1942 that clearly follow the Rustic Design vocabulary may also be significant. Historic buildings should be in their original locations and maintain their historic relationships with associated structures and objects. Integrity of materials and workmanship are also important; buildings should be clearly identifiable as NPS or CCC rustic structures, with little or no alteration to historic facades. Sufficient small-scale structures such as water fountains, fireplaces, etc. should also be present to communicate the historic design vocabulary. Associated landscape features and principal vistas should also be intact. Similarly, developed areas associated with Rustic Design as expressed in the Picturesque style should be clearly visible elements associated with the work of the village improvement societies or the Olmsted Brothers firm. While some loss of historic features, materials, or spaces can be expected along with new additions, sufficient remaining historic resources must be present to illustrate the historic design. Later additions may be eligible if they clearly meet the design objectives and vocabulary established by the NPS between 1916 and 1942 or are directly associated with the work of the VIA/VIS, HCTPR, George B. Dorr, or other local conservation efforts. Finally, continuity of historic use as a recreation area, summit, scenic destination, or other public developed area should be considered, as it may be essential to the retention and integrity of physical features representative of the Picturesque or NPS Rustic Design styles. This CLI has determined that Cadillac Mountain Summit meets the registration requirements for the Visitor Facilities and Developed Areas property type. (MPDF 2017: F81)

Location:
Location is the place where the historic property was constructed or the place where the historic event occurred. The developed area's original location on the summit of Cadillac Mountain is unchanged, preserving the goal of making the park's scenic views accessible to the public. This mountaintop location shaped the physical characteristics of Cadillac Mountain Road and its terminating loop, and the subsequent development of a parking lot, walkways and trails, and visitor facilities. Since the historic period, the mountain terrain has also guided the placement of the Blue Hill parking area and the radio transmitter complex.

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The combination of elements that characterize the summit's built landscape is recognized today as the NPS Rustic Design style. The historic design as applied by Bureau of Public Roads engineers and NPS landscape architects is still evident in the winding alignment of the motor road, walkways, and trails; the use of naturalistic materials in site details and replanted areas; and in the generally inconspicuous placement and appearance of visitor and service facilities. Since the historic period, some of the original features have been replaced around the summit parking lot, and the Blue Hill overlook area has been developed below the western peak, but these changes as a whole do not detract from the Rustic Design style that aimed to integrate the built features with the natural landscape.

Setting:
Setting is the physical environment of a historic property. The relationship between the site's built features – the motor road, parking lots, walkways, trails, and structures – and the mountaintop scene of rocky ledges, limited vegetation, and uninterrupted viewsheds, is unchanged since the historic period. The setting of the Cadillac Mountain Summit as a major recreational destination for panoramic scenic views in the park continues to thrive.

Materials:
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The pink granite that was historically added to the motor road's final wearing course has long since been replaced by periodic applications of plant-mixed, hot-asphalt bituminous concretes. However, such surface materials are also used on the perimeter walkway at the summit parking lot and roadways and walkways throughout the park. The use of native granite as boulders along the loop trail and in the curbs, steps, and guardwalls is still evident. These materials were intentionally used so that built features would blend with the surrounding landscape. Some post-historic additions to the site have successfully made use of the native granite, such as in the retaining walls and pavement surfaces of the accessible ramps on the loop trail and in the bases of the interpretive signs and moveable rope barriers. The non-historic Cadillac Summit Center, like the historic Ranger Station it replaced, is clad in vertical board and batten siding and wood shingles to harmonize with the surrounding landscape and other buildings in the park. Historic CCC-period vegetation can also be found in certain locations and has matured to blend in with the surrounding vegetation. Efforts are underway to restore lost vegetation with new native plants. Historically, several wood signs were present on the summit, and although none remain today, wood is used in the current log trailhead and informational/directional signs.

Workmanship:
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The local granite used in the site's curbs, steps, and guardwalls were rough in texture and without smooth surfaces or straight edges to complement the summit's jagged granitic ledges and outcrops. Such workmanship is still present, and upon closer examination the tool marks are still visible. More refined sawn-top curbs and steps have been added in several locations, which somewhat detract from the historic scene.

Feeling:
Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. The physical features that comprise this site – the motor road, parking areas, walkways, trails, and the concession building – are not uncommon to developed areas in national parks. The design, materials, workmanship, and setting of these features convey a rustic character. The fact that the summit has long served as a scenic recreational destination with unparalleled panoramic viewsheds also contributes to the rustic and historic feeling.

Association:
Association is the direct link between an important historic event or person and a historic property. Most of summit's circulation features and small-scale features, and all of the major views and vistas, are still present and intact to directly link the site to the work of the Bureau of Public Roads and the NPS, the New Deal and the CCC, and the NPS Rustic Design style. Association with the summit's military radar station has been lost, however, as those features were removed after World War II.

The next section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1928-1942), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

Landscape Characteristic: Vegetation

Historic Condition (through 1942):
Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape. The historic descriptions of indigenous vegetation on Mount Desert Island and the slopes of Cadillac Mountain, discussed previously, constitute the only known record of plantings at the summit in the mid- to late 1800s when the survey station, cog railroad, and three hotels were in operation. However, after the completion of Cadillac Mountain Road, some new plantings were installed as part of site developments around the terminal loop. Much of this work was accomplished by the CCC beginning in 1933 as part of park-wide landscaping, trail construction, and general clean-up projects.

Many CCC projects were aimed at returning disturbed areas to their natural state, primarily through the installation of new plantings. Along portions of Cadillac Mountain Road, construction scars plainly visible from a distance were repaired by resloping the land to better hold new loam for the new plantings. At the summit, the CCC obliterated an old spur road (possibly the old carriage road) while constructing a new spur trail from the summit parking lot to Cadillac Mountain North Ridge Trail. This project involved the installation of new loam and native plants that included, “red maple, white spruce, white cedar, white birch, viburnum cassinoides, ibex (sic), spiraea wild and cultivated, bitter sweet, wild sods lambkill, and blueberry.” The planting plan for this area, which also featured random placement of boulders “to break up the monotony of shrubs…,” was developed by Benjamin Breeze, the park’s resident landscape architect. Historic drawings and photographs show that seeding, sodding, and installations of new plantings took place at trailheads for the Cadillac Summit Loop Trail, at the trail to the Cadillac Tavern, and also along the service road to the tavern. (Brown 2006: 128,146; cites CCC Records, 1933-1934)

Post-Historic and Existing Conditions:
As intended, plantings installed by the CCC at the summit and along Cadillac Mountain Road have blended with the indigenous spruce and fir forest, mixed conifer woodland, and dwarf-shrubland communities present today. Turf areas are minimal, generally located around trailheads, in the vicinity of the parking areas and in the two island medians at the summit parking area. A lone spruce tree is growing in the south median island; 1953 aerial photograph suggests it may have been present at the end of the historic period. In the vicinity of the loop trail, the park has positioned rope barriers around fragile vegetation areas from visitors. Replanting efforts are currently underway to reestablish and restore vegetation coverage in this area.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
CCC plantings	128987	Contributing					No
Turf areas in parking areas, trailheads	132054	Contributing					No
Spruce tree in south median island	132056	Undetermined					No

Landscape Characteristic: Circulation

Historic Condition (through 1942):
Circulation refers to the spaces, features, and applied material finishes that constitute systems of

movement in a landscape. Prior to the construction of Cadillac Mountain Road in the late 1920s, several roads and trails were built to the summit of Cadillac Mountain. The first road was built in the early 1850s to haul equipment up to the U.S. Coast Survey station. It ascended the mountain's north slope from Eagle Lake Road, passed west of Great Pond Hill and east of the White Cap, and then traced the north ridge to its terminus at the middle peak. This road may have followed the route of the Green Mountain Path used by climbers to reach the summit. Another popular means of travel on Mount Desert Island were long and open horse-drawn carriages called "buckboards." In the 1860s, the Brewer family, owners of Cadillac Mountain, constructed a "buckboard road" alongside the government road to their new hotel on the summit, the Green Mountain House. In the 1870s, two more trails – the Gorge Path from Kebo Brook and Cadillac Mountain South Ridge Trail from Seal Harbor – were developed. By the 1880s, Bar Harbor was thriving as a tourist destination and treks to the summit were extremely very popular, but by this time Brewer's buckboard road was in poor condition.

In 1883, Bangor businessman Frank Clergue negotiated a lease with the Brewers to build a cog railroad from Eagle Lake to the summit and a new full-service destination hotel on the middle peak. After a right-of-way was cleared for the railroad, an elaborate crib-work was installed to anchor it into the underlying rock to support the rails and raise the train above ground. A wood-fired locomotive pushed the passenger carts 6,300 feet along a mostly straight route with two gentle right hand curves, and used the cogs to brake on the downward trip. It terminated near the middle peak at a platform structure comprised of wood steps. The railroad venture was initially successful, but in 1888 competitors built a new carriage road to the summit. The lower portion of the carriage road was slightly east of Brewer's old buckboard road, while the upper portion essentially followed the buckboard route, and ended near the middle peak and close to the railroad terminus. The entire route, from Eagle Lake Road to the summit, was 2.5 miles long and made for a shorter trip to the summit than did the railroad. This competition, along with other economic forces, contributed to the railroad's eventual closure in 1890. (Bachelder 2005: 40,64,67,99-101)

Despite the demise of the cog railroad, and the hotel by 1896 or 1897, existing trails to the summit were improved and new trails were built. By 1903 the Cadillac Mountain North Ridge Trail was a completely separated path parallel and just east of the carriage road. Around 1919, two trails were constructed: the East Ridge Trail from due east of Featherbed to the summit, and the Cadillac West Face Trail/Steep Trail from the north end of Bubble Pond, across the future Blue Hill overlook, and to the Cadillac Mountain South Ridge Trail. Path maps from around this time show the carriage road ending as a loop and possibly a parking area near the eastern peak, although later surveys show it ending as a loop at the middle peak. (Brown 2006: 90,227-228,252,291; Morrison 2008: 21-22)

By the early 1920s, there was growing interest in providing automobile access to the summit, which at this time was part of Lafayette National Park. In 1922, a proposal by the park's superintendent, George B. Dorr, was approved to build what would become Jordan Pond/Eagle Lake Road and Cadillac Mountain Road. Construction of the former began in 1922 and reached the future intersection with Cadillac Mountain Road in the fall of 1923. Project opponents briefly suspended work pending congressional hearings, but construction resumed in the summer of 1924 and the entire motor road was finished in 1927. Construction of Cadillac Mountain Road began in 1928 but initially progressed slowly. Later that year it was decided that the road should be completed through a partnership between the NPS and the Department of Agriculture's Bureau of Public Roads (BPR). An improved alignment was surveyed by the BPR, some of which followed the alignment of the old carriage road. Clearing work commenced in 1929, grading in 1929 and 1930, and surfacing in 1931. When officially dedicated on July 23, 1932, the Portland Sunday Telegram praised the 3.3-mile-long road and noted that it was now possible to motor to the summit in "high gear" because the former steep grades had been eliminated, and that the pavement was supposedly "non-skid" for drivers exercising normal caution. (Quin 1994: 20, cites Portland Sunday Telegram, 24 July 1932)

When the motor road was opened for traffic in the fall of 1931, it terminated at the summit as a loop. The capacity of the small parking area at the beginning of the loop was soon determined inadequate, and beginning in late 1932 a much larger parking lot within the loop was constructed. A

paved perimeter walkway was built around the loop except along a small section on the east side blocked by ledge. A historic photograph indicates a guardwall comprised of angular ledge stones, the same as those installed along Cadillac Mountain Road, was removed from the south side of the loop for this walkway. Later park drawings suggest another guardwall, likely of the same style, was located on the north side of the loop and may have been retained and shifted outward for the walkway. The perimeter walkway connected to a set of steps and a 4'-wide walkway to the Ranger Station and Comfort Station. Two sets of steps also connected the perimeter walkway to a new and winding asphalt-paved Cadillac Summit Loop Trail that lead to overlook areas on the eastern peak and connected to the Gorge Trail and the Cadillac Mountain South Ridge Trail. Site details associated with these circulation features included pink rough-cut granite curbs and steps, and low stone boulders along the edges of the loop trail and overlooks. The final surface of Cadillac Mountain Road also made use of the pink granite, allowing it to blend with the surrounding landscape. It is not clear if the pavement for the parking area and walkways were also pink.

The Cadillac Summit Loop Trail was completed by the CCC, as was a project that removed an old "spur road" (possibly the old carriage road) and created a new spur trail from the parking lot to the Cadillac Mountain North Ridge Trail. The CCC also built a trail from the parking lot to the middle peak and Cadillac Tavern as well as a gravel service road to the tavern. They may also have built a service road and a small loop trail to restroom facilities on the hill below the original parking area (which became an overflow parking lot). (Brown 2006: 128,146)

In 1941, a military radar station was constructed on the summit. The trail that lead from the parking lot to the Cadillac Tavern was converted and likely widened for use as a road to access the antennas on the middle peak. Recent archeological investigations in the area of the former tavern suggest that the path to the tavern (via the spruce grove) was paved, which probably occurred at this time to support frequent vehicular use. (Morrison 2008: 47)

Post-Historic and Existing Conditions:
During the war, a new road was built to access the relocated radar station complex, south of the middle peak. The paved road extended south through a broad swale from the tavern service road to the new complex. It included a substantial retaining wall adjacent to a sharp drop-off. Structures for both facilities were removed soon after the war, though the road was retained for use as a fire road. (Morrison 2008: 42)

In addition to several repaving projects, the configuration of the parking lot and terminal loop was shifted in several places around 1955. The travel lane of the terminal loop was narrowed slightly on the south side of the loop to accommodate new parallel parking spaces and on the east side of the loop for construction of the missing segment of the perimeter walkway. The portion of the perimeter walkway on the north side of the loop was shifted outward for new angled parking spaces. This required the relocation of a run of angular-shaped guardwall stones. The rectangular-shaped guardwall stones present in this location today may have been installed then, as this style of guardwall was used by the BPR on the motor road system in the 1950s. The project also included construction of a turn back lane at the beginning of the terminal loop, and realignment of some of the existing rough-cut stone curbs.

In 1966 a new parking lot was constructed at Blue Hill along the trace of an old gravel road that accessed facilities that supported the former military complex. Originally named Sunset Overlook, the parking area included a wide walkway on the west side of the lot that connected to steps that may have been part of the former station, and two culverts.

In 1985, sections of sawn-top gray granite curbing were installed in portions of the summit parking lot and in other areas of the historic motor road system (some of these replaced sections of concrete curb, which were historic despite their inconsistency with the rough-cut granite curbs). Two curving sets of gray sawn-top stone steps were also installed on the slope on the north side of the summit parking area to formalize an existing path to the outcrops below. A smaller set of steps was installed at the northwest corner of the Blue Hill parking area for similar reasons. The color and texture of these curbs and steps do not visually complement the historic rough-cut curbs and steps.

There have been several trail reroutes on the summit since the historic period. Around 1950, the Cadillac West Face Trail/Steep Trail (Trail #32) was rerouted south and away from Blue Hill overlook to eliminate crossing Cadillac Mountain Road. Between 1951 and 1963, the a portion of the Cadillac Mountain South Ridge Trail (Trail #26) was rerouted from its connection with the Cadillac Summit Loop (Trail #33) to the west along the route of the road to the tavern/middle peak area. Around 1960, another section of the Cadillac Mountain South Ridge Trail (Trail #26) that paralleled the hairpin turn of the motor road was rerouted to the south and east. (Brown 2006: 225,227)

Today, Cadillac Mountain Road and its terminal loop and parking lot are the most prominent circulation features at the summit. The two-lane motor road splits into essentially a one-way road that terminates as a broad loop, bounded by striped angled and parallel parking spaces and a 4' to 6'-wide raised paved walkway. Both the road and parking lot were recently repaved. A raised median separates these parking spaces and the main travel lane from the bulk of the angled parking spaces within the loop. The overflow parking area prior to the terminal loop can accommodate up to eleven vehicles. Curbs types include both the original pink-hued rough cut granite curbing and newer gray-hued sawn-top granite curbs. The motor road, walkway, and median (except at the two planted island ends) are paved in asphalt, with moderate degrees of cracking and heaving evident throughout. An informal gravel path is located on the innermost curve of the parking lot. Two cast-iron drop-inlets on the north side of the summit parking area drain stormwater. The run of rectangular-shaped guardwall stones on the north side of the parking areas is in good condition and serves as a good place to sit and enjoy the views (Figures 22-24).

Trails radiating outward from the terminal loop and parking lot are typically 4' to 6'-wide with earthen and gravel surfaces. Several are actually trailheads of the park's larger hiking trail system, including the heavily used Cadillac Mountain North Ridge Trail (Trail #34) and Cadillac Mountain South Ridge Trail (Trail #26), and the moderately used Gorge Path (Trail #28). Traces of two unmarked historic trails, the East Ridge Trail (Trail #350) and the Cadillac West Face Trail/Steep Trail (Trail #32) are still visible.

The most well-used trail on the summit today is the 0.5-mile-long Cadillac Summit Loop Trail (Trail #33). Accessibility on this trail has been addressed by widening some sections, decreasing slopes in areas, and building ramps to bypass stone steps. The 4'-6'-wide trail is paved with a pink concrete aggregate that blends with the native pink granite. Slight differences in pavement texture differentiate newer surfaces from the older surfaces. Some portions of the trail surface are relatively new and in good condition, while others are in fair to
poor condition due to cracking and pavement settling along the edges. In some areas, stormwater runoff has eroded the shoulder creating very dangerous drop-offs. The overlooks and portions of the trail are bounded by low stone boulders set in mortar, but there are a few places where the stones are missing, again creating a potential safety issue. Cracking is evident on some of the overlook floors and may become a tripping hazard. (Figures 25-26)

There are two gravel service roads and a fire road on the summit. The fire road meanders south from Cadillac Mountain Road to the summit's current water well, and then deteriorates as it tracks to the second radar station site. Remnants of old asphalt can still be seen. A gravel service road splits east from the fire road and heads up a hill to the radio transmitter complex. Another service road is situated north of the summit parking lot and heads north briefly along the old carriage road and then turns northwest until it reaches the site's septic field. These roads are inconspicuous in the landscape and are restricted by gates.

The parking lot at Blue Hill features thirty-eight parking stalls, one of which is for handicap use. Site details here include gray sawn-cut granite curbs and a concrete sidewalk along the entire west side that extends to a series of rough cut stone steps and then south to access rock outcrops. Portions of this walkway near the newer set of granite steps are in poor condition due to settling and cracking. Drainage features at the parking lot include a cast iron drop-inlet and several stone headwalls.

Note: The entirety of the motor road system and a portion of the hiking trail system is

comprehensively evaluated and mapped. They are considered separate property types and have their own unique periods of significance that are discussed their own Cultural Landscape Inventories.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Cadillac Mountain Summit Road (portion) (MR013)	132058	Contributing	041051		Location	61725	Yes
Summit Parking Lot: paved and landscaped medians, perimeter walkway, rough-cut stone curbs and steps, and culvert	132060	Contributing	041051		Location	61725	Yes
Overflow Parking Area	132062	Contributing	041051		Location	61725	Yes
Cadillac Mountain North Ridge Trail (Trail #34) (portion)	132064	Contributing	752353		Location	109135	Yes
Cadillac Mountain South Ridge Trail (Trail #26) (portion)	132066	Contributing	752353		Location	62178	Yes
Gorge Path (Trail #28) (portion)	132068	Contributing	752353		Location	62186	Yes
Cadillac Summit Loop Trail (Trail #33): overlooks, rough-cut stone steps, and stone boulders along some edges	132070	Contributing	752260		Location	62193	Yes
Trails and stone steps around Cadillac Summit Center area	132072	Contributing	752353		Location	61768	Yes
Service roads to radio transmitter complex and septic field/carriage road trace	132074	Contributing	752546		Location	79232	Yes
Fire road to second radar station and retaining wall	132076	Noncontributing – Compatible			Location	59810	No
Blue Hill parking area, walkway, culverts	132080	Noncontributing – Compatible			Location	59810	No
Sawn-top granite curbs and steps	132082	Noncontributing – Compatible			Location	59810	No
Rectilinear quarried guardwall at summit parking lot	132084	Noncontributing – Compatible			Location	59810	No

Landscape Characteristic Graphics:



Figure 22. View of a guardwall and embankment on Cadillac Mountain Road, heading east to the summit. (OCLP 2019, DSC-8019)



Figure 23. View of the summit parking lot and gravel path. (OCLP 2019, DSC-8016)



Figure 24. The character of the gray saw-cut granite curbs contrasts with the pink rough-cut granite curbs. (OCLP 2019, DSC-8024)



Figure 25. Accessibilty on the Cadillac Summit Loop Trail has been improved with construction of ramps. (OCLP 2019, DSC-8027)



Figure 26. Erosion alongside the Cadillac Summit Loop Trail and development of social paths are major problems at the summit that threaten both visitor safety and sensitive vegetation. (OCLP 2019, DSC-0044)

Landscape Characteristic: Natural Systems and Features - Natural Systems and Topography

Historic and Existing Conditions:
Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation. The rugged mountain peaks, woodlands, lakes, marshes, and coastlines that describe Acadia National Park and Mount Desert Island owe their present appearance to the last ice age that covered the region with thousands of feet of ice. In its retreat, it left scarred granite mountains interspersed with glacial lakes and U-shaped valleys littered with massive boulders and deposits of till. From the mountaintops to the seashores, diverse communities of plants and animals emerged and thrived.

Long before Europeans arrived, Native Americans collectively known as the Wabanaki traveled in seaworthy birchbark canoes, and established temporary camps from which they hunted, fished, gathered berries, harvested clams, and traded with other Wabanaki. Their use of natural resources continues today, in the handmade ash and birchbark baskets sold to travelers and the harvests of basket-making resources like sweetgrass. (Prins and McBride 2007: xv; Acadia NP website)

In 1604, geographer and mapmaker Samuel de Champlain described “Isle des Monts Deserts” as a range of mountains with mostly rocky and treeless summits, and woods of pine, fir, and birch. Up until the mid-nineteenth century, European settlers, much like the Native Americans before them, depended on these natural resources for their livelihood. Consumed with hunting, fishing, farming, and logging, the island’s scenery probably went largely unnoticed to most residents. This changed when Hudson River School artist Thomas Cole arrived in 1844 to paint the island’s scenery. Many other artists, as well as writers, scientists, and the curious traveler descended on the island in the decades that followed. As they explored, one of their favorite destinations was the island’s highest peak, Green [Cadillac] Mountain. The mountain’s broad and rocky summit features three rounded peaks about 1,000 feet apart, roughly oriented along a ENE to WSW line. According to United States Geological Survey maps, the peaks are between 1,520 and 1,530 feet above sea level, with

the middle peak, or “true peak,” around 1,528 feet and higher than the eastern and western peaks. (Bachelder 2005: 4,9; Morrison 2003: 2)

Observations from early travelers document the summit’s nineteenth-century physical landscape. In the late 1860s, in an ascent up the north ridge on the buckboard road, Benjamin DeCosta wrote that vegetation screened the views of the sea to the east except for a few places about halfway up. DeCosta also noted that the views at the summit were uninterrupted, suggesting there was little in the way of tall vegetation. Historic photographs of the Green Mountain House confirm this, at least in the vicinity of the middle peak. In an 1888 guidebook, M.F. Sweetser observed, “The top of the mountain is a long and narrow plateau cut off from similar adjacent ridges by shallow and woody ravines... The ridge is mainly composed of bare ledges in whose hollows grow mountain cranberries, blue-berries, bunch-berries, and delicate highland flowers, in great richness and profusion.” (Hill 1996: 136-138, cites Sweetser, 1888)

The various commercial endeavors that occupied the summit during the last half of the nineteenth century also document the landscape and some of the changes brought upon it. Construction photographs of the Green Mountain Railway’s 100-foot right-of-way in 1883 show that the west slopes of the mountain were densely wooded. Clearing also probably occurred when the carriage road was built, but to a much lesser extent. Landscape disturbances were probably minimal at the railroad terminus and hotels sites, as they were located on the mostly barren middle and eastern peaks.

By 1928, when the Bureau of Public Roads (BPR) began managing the Cadillac Mountain Road project, forest regeneration along the abandoned railroad was well underway. Considerable blasting, clearing, and grading occurred on the motor road project due to its sinuous route up the mountain, but was nonetheless minimized because the road design effectively followed the mountain’s topography through the use of curves, switchbacks, and stone retaining walls and embankments. The rocky summit’s overall topography also influenced the location of the terminal loop, with BPR engineers chose to site it on a broad and relatively level area near the peaks rather than on the peaks themselves.

Historic photographs and plans from the 1930s confirm that the general physiographic patterns noted by Sweetser were still present during and after construction of Cadillac Mountain Road and the summit’s visitor facilities, but that much plant growth had also occurred. Areas around the summit’s eastern peak were characterized by scattered clumps of low shrubs and grasses amongst the exposed granite ledges, while the areas around the middle peak featured more dense shrub growth and masses of trees. It is in this latter area that the park sited its visitor-related buildings and structures, primarily so they would be inconspicuous. Some clearing and regrading was necessary to construct these buildings and their connecting trails and service road, and a small grove of spruce and fir near the Cadillac Tavern was thinned to create a picnic area. However, these projects were carefully designed and executed by NPS landscape architects to minimize their effects on the surroundings. (New plantings are discussed in the “Vegetation” section.) Reports indicate the development of military radar facilities at the summit also minimized damage to existing vegetation to the extent possible.

In the fall of 1947, a massive fire on Mount Desert Island consumed 17,128 acres of land, around 8,750 acres of which were in the park. No buildings were destroyed at the summit, but from October 23-27 the fire advanced up to the terminal loop and parking lot. The motor road, parking lot, and adjacent trails undoubtedly provided access for the firefighters. (Acadia NP GIS: “CadMt1997VegetativeCoverage”)

Today, the exposed granitic ledges and outcrops continue to dominate the summit landscape, comprising around 25% of the area, primarily in the eastern peak area. Painted with colorful mosses, the rocks cradle enough soil to support a diverse community of scattered trees, shrubs, and grasses in this wind-swept environment. However, their fragile existence is threatened by visitor uses in this area of the summit. Dense vegetation is more common around much of the middle peak and most of the western peak. A comparison of today’s vegetation with that shown in historic photographs indicates there has been substantial growth over the last 100 years, and

indeed, over the last fifty years. Soils at the summit are mapped as the rolling Schoodic Rock outcrop-Naskeag complex, with the thin Schoodic soils (less than 9") on the ridges and the deeper Naskeag soils (up to 60") in the low spots. (Morrison 2008: 7)

Vegetation within the Cadillac Mountain Summit study area today can be characterized into three classifications: dwarf-shrubland, mixed conifer woodland, and spruce and fir forest (Figure 21). Dwarf-shrubland is by far the most extensive type of vegetation and generally corresponds to the extensive granite outcrops and ledges. Plant species include northern lowbush blueberry (Vaccinium angustifolium), American mountain-ash (Sorbus americana), and mountain-cinquefoil (Sibbaldiopsis tridentata). Its density is described as open canopy/discontinuous (25-60%) dispersed in a clumped/bunched pattern. The northern part of the study area includes a portion of a large mixed conifer woodland that extends down the mountain's north slope. Species in this vegetation type can include northern white-cedar (Thuja occidentalis), red spruce (Picea rubens), black spruce (Picea mariana), gray birch (Betula populifolia), paper birch (Betula papyrifera), green ash (Fraxinus pennsylvanica), quaking aspen (Populus tremuloides), bigtooth aspen (Populus grandidentata), striped maple (Acer pensylvanicum), northern lowbush blueberry (Vaccinium angustifolium), mountain-cinquefoil (Sibbaldiopsis tridentata), skunk currant (Ribes glandulosum), and sheep laurel (Kalmia angustifolia). The density and dispersal of this vegetation type is described as open canopy/discontinuous (25-60%) in a clumped/bunched pattern. A narrow north-south oriented swath of spruce and fir forest generally bisects the study area. It is comprised of red spruce (Picea rubens), white spruce (Picea glauca), and balsam fir (Abies balsamea). Its density is described as a closed canopy/continuous (60-100%) in an evenly dispersed pattern. (Acadia NP GIS: "CadMt1997VegetativeCoverage")

Landscape Characteristic Graphics:



Figure 21. View of the parking area, walkways, and trails nestled amongst the summit's granite outcrops and indigenous trees, shrubs, and grasses. (OCLP 2019, DSC-8014)

Landscape Characteristic: Spatial Organization

Historic Condition (through 1942):
Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces. The development history of the summit indicates that the summit's middle peak was the original focal point, serving as the location of a U.S. Coast Survey station, the Green Mountain Hotel, the Summit House, and the termini of both the Green Mountain Railway and the carriage road. The numerous hiking trails that traversed the mountain's slopes presumably connected to these features as well as to the summit's third hotel, the Summit Hotel, on the eastern peak. Except for the hiking trails and the carriage road, all of these features were gone by 1897.

Development of visitor facilities did not occur again until 1928 when work began on Cadillac Mountain Road. The motor road ended as broad loop resembling the shape of a tear drop in a low area north of and between the middle and eastern peaks. A large parking lot was shoehorned within the terminal loop, from which walkways and trails were built to access new overlook areas on the eastern peak's outcrops and to connect to the existing trails. Visitor facilities consisting of a Ranger Station, Comfort Station, and the Cadillac Tavern and adjacent picnic grove were an easy walk from the parking lot. These features were sited north of and below the middle peak amongst the existing vegetation so as not to impact the panoramic views and draw attention to themselves. Later, a new restroom building was built on the slope north of the overflow parking area. The construction of the summit's first military radar station on the middle peak began in 1941, but the facility did not significantly alter the spatial relationships that had been established by this time.

Post-Historic and Existing Conditions:
Spatial relationships at the summit are essentially unchanged since the end of the historic period. After World War II, the first and second radar stations and their enclosure fences were dismantled and the summit was reopened to the public. Over time, the historic visitor facilities were gradually removed, the pruned picnic grove reverted back to forest, and some trails were abandoned or rerouted. By 1983 only a new concession building and fenced radio transmitter complex occupied the wooded north slope of the middle peak. In 1966 a parking area was built at Blue Hill, formalizing what had previously served as an informal parking area.

Landscape Characteristic: Land Use

Historic Condition (through 1942):
Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction. Native American peoples have inhabited the land we now call Maine for 12,000 years. Today four distinct tribes—the Maliseet, Micmac, Passamaquoddy and Penobscot—are known collectively as the Wabanaki, or "People of the Dawnland." Long before the Europeans arrived, the Wabanaki setup temporary camps near places like Somes Sound, and hunted, gathered berries, harvested clams, fished, and engaged in trade with other Wabanaki. In the 1800s the Wabanaki people sold their handmade ash and birchbark baskets to the island's wealthy travelers, and performed elaborate dance performances. They also led guided canoe trips around Frenchman Bay and the Cranberry Islands. (Acadia NP website)

A variety of recreational, commercial, and government-related land uses defined the site through the historic period. Around the mid-eighteenth century, the region's English settlers were engaged primarily in hunting, fishing, and farming. Shipbuilding and logging began to emerge as profitable activities, and by the early 1800s Mount Desert Island's rich stands of timber were attracting great interest. In 1847, John D. Gilmore and Edward Brewer purchased several parcels of island real estate, including the summit of Cadillac Mountain, with intentions of harvesting. By 1853, however, the summit was the location of a federally-mandated U.S. Coast Survey station built to map and chart the country's eastern coastline. The station operated seasonally until 1860.

Around this time, romanticized paintings and sketches by Hudson River School artists harkened the arrival of the “rusticators” and other travelers, thus shifting the area’s economy to tourism. Recreational walks, hikes, and “buckboard” carriage rides to island destinations, especially the summit of Cadillac Mountain, became popular. Edward Brewer’s sons acquired the summit parcel in 1857 and between 1861 and 1867 built a buckboard road and a small hotel on the summit to serve travelers. By the 1880s, Bar Harbor had become a well-known tourist destination, inspiring Bangor businessman Frank Clergue to construct a cog railroad to the summit in 1883. Just yards from the terminus, Clergue built an impressive three-story hotel, which after a devastating fire he replaced with a second hotel nearby. By 1890 the railroad and many other business ventures on the island failed during a land bust, and by 1896 or 1897 the hotel was closed and removed. Concurrent with Clergue’s developments was a brief presence by the U.S. Signal Service, which operated a seasonal weather station on the summit from 1889 to 1891. The station was a louvered, wooden shelter on stilts that housed weather instruments for measuring relative humidity, temperature, and pressure.

Although commercial land uses had ended, recreational treks to the summit continued because of several well-maintained trails and the carriage road. In 1908, George Dorr learned that local timber interests were eyeing the higher elevations of the island’s peaks, including the Cadillac Mountain Summit. To prevent it from being clear-cut, Dorr acquired 85 acres on the summit through the Hancock County Trustees of Reservations. By 1916 the summit, and over 6,000 acres of Trustees land that had been acquired for similar conservation purposes, became Sieur de Monts National Monument (and later Lafayette National Park in 1919 and then Acadia National Park in 1929).

The development of the summit as a primary recreational site was a key component of the park’s 1927 master plan. As the old carriage road was unusable by this time, construction of what would become Cadillac Mountain Road was a priority. The motor road was opened in 1931, with attendant parking areas, trails, and visitor facilities completed through 1934. One of the buildings, the Cadillac Tavern, served meals and sold gifts and was operated by the Acadia Corporation. For a time, the park sponsored sunrise breakfasts and possibly overnight camping parties, encouraged use of a picnic area in a grove near the tavern, and, in 1939, supported a local proposal to construct a cross-country ski trail. The summit was also the site of several Easter sunrise services and even hosted an event as part of an International Order of Odd Fellows convention in 1938. In 1941, though, all priorities shifted with the growing threat of war and the summit was identified as an ideal location for a military radar station. Antennas, fences, and other support facilities were developed, and in 1942 the tavern was converted to barracks. The summit was closed to the public during the war.

Post-Historic and Existing Conditions:
Soon after the war began, the radar station was relocated to a slope below and south of the middle peak. The summit reopened in 1945, and the military installations were closed and eventually removed. Recreational land uses resumed and continue to this day, with visitors present from sunrise to sunsets. Picnic and camping facilities are no longer provided. The current concession building is operated by the Dawnland LLC and provides refreshments and gifts. Entities currently represented at the radio transmitter complex include the NPS, U.S. Coast Guard, and the State of Maine Department of Transportation, which operate the antennae and related structures that support state and local emergency response systems.

Today, the ethnic groups or tribal nations that comprise the Wabanaki people still have a unique and spiritual relationship with this land, from the first rays of dawn seen from Cadillac Mountain to the last light of dusk slipping behind Bar Island. Many Wabanaki people today come for much the same reasons as others—to hike the mountain trails and enjoy the striking scenery. Yet some still come to gather precious sweetgrass, sell handmade baskets, and to show respect for this sacred landscape, as their ancestors did for thousands of years. (Acadia NP website)

Landscape Characteristic: Buildings and Structures

Historic Condition (through 1942):
Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity. The first structure built atop Cadillac Mountain was a U.S. Coast Survey (later the U.S. Geological Survey) triangulation station in 1853. The station was situated around the middle peak and was comprised of a tall, skeletal wooden tripod fitted with a tall pole, at the top of which was a revolving "heliotrope." In 1856, the signal was raised 55 feet to better communicate with other signal stations in the area. The station also included a small structure for the surveyor, approximately 10x12 feet with board and batten siding and one window. In 1861 this structure may have been incorporated in the summit's first hotel, the Green Mountain House, built by the Brewer family, owners of the mountain. The hotel was described by Benjamin DeCosta as,
"a rough built structure, thrown together on the umbrella principle, with the entire framework showing on the inside, being braced up by light timbers of spruce planted in the rock to enable it to withstand heavy gales. The little parlor in the center is flanked by the dining room, and a couple of dormitories, while overhead, in the loft, a double tier of berths is arranged, steamboat fashion…"

The south-facing building also featured a front porch, and according to a historic photograph there was a shed nearby. (Bachelder 2005: 21-22; Hill 1996: 137; Morrison 2008: 10)

In 1883, the summit's second hotel, the Summit House, was built adjacent to the Green Mountain House. Part of Frank Clergue's Green Mountain Railway venture, this Queen Anne-style building featured a hipped roof and was topped with a square cupola, or "observatory," surrounded by a railed platform. The symmetrical central structure measured 41x50 feet, with two large parlors and a spacious dining room on the first floor, ten sleeping rooms on the second floor, ten on the third, and a 24x30-foot ell attached to the north end with six additional rooms. A porch wrapped around three sides of the building. (Bachelder 2005: 61,63-64, 91-92)

On the summit's eastern peak, a small observatory structure was built around this time, and in late 1884 it became part of a temporary 35x45-foot hotel structure that was quickly erected after the Summit House and Green Mountain House were destroyed by fire. In 1885, Clergue enlarged the temporary building with a 35x40-foot addition to the north, at which time this complex became the summit's third hotel, the Summit Hotel. This building was also designed in the Queen Anne style and featured a hipped roof topped with an octagonal-shaped observatory. A veranda wrapped around the entire first floor, which included a dining room for over 100 people, a parlor, office, private dining space, pantry, and a kitchen. The second and third floors each featured ten sleeping rooms and shared baths, and there was a concrete cistern in the basement. Near the hotel, from 1889 to 1891, was a louvered weather station on stilts, operated by the U.S. Signal Service. After the closure of the cog railroad, business declined and the hotel was removed in 1896 or 1897. (Bachelder
2005: 61,63-64, 91-92)

No other buildings or structures were constructed on the summit until thirty-five years later when two small buildings, a 15x26-foot Ranger Station and a 10x16-foot Comfort Station, were built as part of the park's development of visitor facilities around the terminal loop of Cadillac Mountain Road. Completed in 1932, the two one-story buildings were built near the middle peak on granite foundations and featured vertical board and batten siding and hipped wood-shingled roofs. The Ranger Station also featured a tall stone chimney for a wood stove. The structures were designed by NPS Assistant Landscape Architect Charles E. Peterson in
the Rustic Design style that was prevalent at Acadia and other national parks at the time. The buildings also complemented the style of the ranger station at Thunder Hole and existing structures on John D. Rockefeller, Jr.'s carriage roads. By 1934, a third building, the Cadillac Tavern was built near the middle peak. Sited by Frederick Law Olmsted, Jr. and designed by Grosvenor Atterbury, this facility was the "low, inconspicuous, and well-designed…teahouse" proposed in the park's 1927 master plan. The structure featured a central entrance, a long counter, and a dining room with tables and a fireplace at the north end. The one-story building was constructed on a granite foundation, clad in vertical board and batten siding, and had a hipped roof. It appears to have originally been around 15x40 feet in size but then was enlarged several times. Sometime between

1932 and 1942, the Comfort Station was removed and a new restroom building was built on the slope north of and below the overflow parking area off Cadillac Mountain Road. Park plans indicate there was a dry rubble retaining wall just north of this structure.

In 1942 the tavern was converted to barracks in support of the first World War II radar station. The two-acre radar complex was located on the middle peak and comprised of antennas on a concrete pad within a chain-linked fenced area drilled into the granite or set in concrete. Support trailers for the station were located at the current Blue Hill overlook area.

Post-Historic and Existing Conditions:
Not long after the war began, the radar station on the middle peak was dismantled and a second station was built to the south. This one-acre fenced complex was comprised of several structures and antennas. In the years after the war, remaining structures from the stations were removed, as was the Cadillac Tavern, which was in poor condition. Several proposals were developed in the late 1940s and 1950s for a new complex of concession facilities, but ultimately only a new comfort station was built, as an addition to the Ranger Station, in 1952. The restroom building below the overflow parking area was removed sometime after 1953. In 1983, the Ranger Station and Comfort Station addition were replaced with a new structure in essentially the same footprint, design, and scale.

Other additions on the summit included installation of a water tank at the middle peak (1950) connecting to the well at the future Blue Hill overlook area, an antennae and support building (1951) at the end of the service road and the site of the former tavern. In the ensuing years, additional structures, antennae, and a fence would be added to the radio transmitter complex. Park plans from 1966 indicate a pumphouse and concrete tank footings at Blue Hill. Between 1995 and 1998, water and utility systems were upgraded, including a peat wastewater treatment facility built northwest of where the old restroom building was located.

The most visible building at the summit today is the 1983 concession facility, called the Cadillac Summit Center, which features a concrete foundation, vertical dark grey board and batten siding, and hipped rooflines. The building is fronted by a wood deck accessed by a set of steps and an accessible ramp. Located to the southwest, and screened from most areas on the summit, is the radio transmitter complex, which includes within a 70x70-foot fenced area several antennae, four small structures/sheds, and a propane tank. To the southeast of this complex is a green-painted, pill-shaped water tank supported by a cradle and set on a concrete foundation. Other extant structures include a well at the Blue Hill overlook that supplies the radio transmitter complex and a well along the fire road that serves the concession building. There is no longer a pumphouse structure at Blue Hill (Figures 27-28).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Cadillac Summit Center	132086	Noncontributing – Compatible			Location	59811	Yes
Radio transmitter complex and fence	132088	Noncontributing – Compatible			Location	59813	Yes
Water tank and concrete foundation	132090	Noncontributing – Compatible			Location	62384	Yes
Well along Fire Road	132092	Noncontributing – Compatible			Location	62384	Yes
Well at Blue Hill overlook	132094	Noncontributing – Compatible			Location	62384	Yes

Landscape Characteristic Graphics:



Figure 27. The Cadillac Summit Center, built in 1983, is similar in scale and style as the historic Ranger Station in 1983. View looking south. (OCLP 2019, DSC-0047)



Figure 28. View looking southeast at the fenced radio complex, located just off the middle peak. (OCLP 2021, DSC-0051)

Landscape Characteristic: Views and Vistas

Historic Condition (through 1942):
A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived. The panoramic views from the summit of Cadillac Mountain historically attracted both government and recreational interests. In the 1850s, the uninterrupted viewsheds were ideal for a survey station, as described by Charles Tracy on August 8, 1855: "The very top of this rock pile is surmounted by the observatory of the coast survey, and a surveyor was there, in his thick box coat, taking directions of endless series of land marks visible from this commanding point." Another account by Benjamin DeCosta in the late 1860s noted that on the clearest days the peaks of Mt. Katahdin and Mt. Washington were visible. (Brown 2006: 7,23, cites Mazlish 1997: n.p.; Hill 1996: 136)

Paintings and sketches of the island's scenery by Thomas Cole and other Hudson River School artists attracted an annual summertime influx of visitors, known as the "rusticators," throughout the 1860s and 1870s. Visitors used the old lumber roads as walking paths to scenic vistas, particularly those situated above the tree lines of the mountains. Pedestrian excursions and mountain climbs were essential parts of an island visit, especially to Green [Cadillac] Mountain. The summit's first hotel, the Green Mountain House, and the later business ventures that brought the second and third hotels as well as cog railroad and a carriage road, aimed to capitalize on the desire to take in the great views and experience the spectacular sunrises and sunsets. Frank Clergue's Summit House and Summit Hotel were specifically sited to face south and designed with covered porches and rooftop "observatories" to highlight the views.

The expansive views from Cadillac Mountain were cited by park superintendent George Dorr in 1922 in his promotion of a motor road to the summit. NPS Assistant Director Cammerer also remarked eloquently about this motor road to NPS Director Mather:
"…anyone who has climbed any one of the major mountain masses will come to the sure conviction that a road for motorists should lead to the top of at least one of the mountains so that those who cannot climb may get an opportunity to receive the inspiration and feel the exaltation of spirit that come with an hour spent on the breeze-swept hills with their superb views over sea and island, losing themselves in the far distance." (Quinn 1994: 8-9, cites Bar Harbor Times, 11 October 1922; Cammerer 1922, n.p.)

The location of walkways and trails built in 1932 and 1933 at the site also considered the views, especially the route of the Cadillac Summit Loop Trail, which featured four overlook areas off of the main trail. The preservation of views also influenced locations of visitor facilities: the three buildings and structures built around this time were purposely sited to avoid the viewsheds. The Great Fire of 1947 does not appear to have affected views from the summit as the steeper east slopes were relatively barren at the time. In 1961, a Vista Plan for the motor road system was developed, and several vistas were noted at the summit of Cadillac Mountain.

Post-Historic and Existing Conditions:
The panoramic views from the summit have not changed since the historic period. Most visitors park and head to the overlook areas on the Cadillac Summit Loop Trail, where wayside displays interpret the scenery, or head out to explore other open areas of the summit. This visitor use pattern illustrates the design intent of the site's original pedestrian circulation features, as the views from most of the summit parking lot are mostly obscured. In 1966, a parking area and access road were constructed below the western peak to accommodate the increasing numbers of visitors heading to the summit to view the sunsets. Its name was changed from Sunset Hill to Blue Hill in hopes of easing congestion in this area (Figures 29, 30).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Panoramic views from the summit area	132096	Contributing					No
Panoramic views from Blue Hill overlook area	132098	Contributing					No

Landscape Characteristic Graphics:



Figure 29. Panoramic view from the Cadillac Summit Loop Trail looking south over Mount Desert Island and to Frenchman's Bay. Otter Cove and the motor road causeway are visible at the upper right. (OCLP 2019, DSC-0057)



Figure 30. View looking northwest from Blue Hill area. The centennial plaque is visible at image right. (OCLP 2019, DSC-0068)

Landscape Characteristic: Small Scale Features

Historic Condition (through 1942):
Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape. There are no known small-scale features associated with the developments on the summit prior to the construction of Cadillac Mountain Road in 1928. A bronze memorial plaque honoring Stephen Tyng Mather, the first director of the National Park Service, was mounted on the Cadillac Summit Loop Trail around 1932 or 1933. Historic photographs show that at least two signs indicating the route to the Cadillac Tavern were erected. The wood-framed sign nearest the parking lot was mounted on a chamfered wood post and topped with a small hipped roof, while a smaller wood sign without the hood and frame was located closer to the tavern. Both were likely removed when this trail was converted into a service road for the first radar station. Other small-scale features included stone fireplaces (near the western peak), a flagpole north of the Ranger Station, and possibly a cylindrical trash can at the south entrance to the Cadillac Summit Loop Trail.

Post-Historic and Existing Conditions:
Since the historic period, the stone fireplaces have deteriorated and are most are hidden by vegetation. None were located during field work for the 2008 CLI, but since that time a fireplace that resembles one in a historic photograph has been found (see Figure 17). The Stephen Tyng Mather Memorial Plaque is still present on the Cadillac Summit Loop Trail. It is mounted on the vertical face of a large pink granite boulder. One of the park's most recent monuments is located at the Blue Hill area, where a plaque commemorating the park's Centennial Anniversary was placed on a large boulder in 2016 (see Figure 30).

Variations of the historic hooded and non-hooded-style signage are in use on the summit today and provide directions and general information. The two wooden timber signs were built in the rustic style and installed in the 1990s at the trailheads for the Cadillac Mountain North Ridge Trail and South Ridge Trail. Four interpretive wayside signs are located at the overlooks on the Cadillac Summit Loop Trail and one can be found at the northwest corner of the Blue Hill parking lot. The angled metal-framed sign panels are supported by two metal posts and set within rectangular-shaped mortared stone bases. The date of installation of these signs is not known. Wood log trailhead signs, featuring incised lettering and directional arrows, were developed by the park around 1980 are used at two locations at the summit. They have been installed throughout the park, mostly in areas where trails intersect the motor roads and carriage roads.

Numerous rope fences are located around the summit. Longer sections enclose sensitive vegetation areas, while shorter sections are used to block informal paths that have developed off of the loop trail, or to serve as posts for signs related to trail etiquette (Figure 31). The ropes are supported by metal poles anchored in movable rocks, and have replaced wood barricade fences that performed a similar function in 2008. Other fencing includes a run of post and rail fence at the septic field. In addition, two metal pipe gates secure access to the service roads to the radio transmitter complex and to the septic field. A flagpole is located in front of the Cadillac Summit Center. It appears to be much shorter than the flagpole shown in historic photographs and therefore is probably not historic, although it appears to be in the same general location. Other small-scale features include wood and metal trash cans, which are designed to be bear-proof. Three are located at the summit and one is at the Blue Hill overlook.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Stone Fireplaces	132100	Undetermined			Location	59810	No
Stephen Tyng Mather Memorial Plaque (MON 27)	132102	Noncontributing - Managed as a Cultural Resource	041156		Location	62193	Yes
Centennial Plaque	199246	Noncontributing – Compatible			Location	59810	No
Signs – Informational/Directional	132104	Noncontributing – Compatible			Location	59810	No
Signs – Interpretive Wayside	132106	Noncontributing – Compatible			Location	59810	No
Signs – Wood Log Trailhead	132108	Noncontributing – Compatible			Location	59810	No
Fence – Wood Barricades	132110	Noncontributing – Compatible			Location	59810	No
Fence – Post and Rail	132112	Noncontributing – Compatible			Location	59810	No
Gates	132114	Noncontributing – Compatible			Location	59810	No
Flagpole	132116	Noncontributing – Compatible			Location	59810	No
Trash Cans	132120	Noncontributing – Compatible			Location	59810	No

Landscape Characteristic Graphics:



Figure 31. Movable steel posts support rope fencing that protects sensitive vegetation, such as this section off of the Cadillac Summit Loop Trail. (OCLP 2019, DSC-0060)

Landscape Characteristic: **Archeological Sites**

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features. Several archeological sites have been identified at Cadillac Mountain Summit, but none have been evaluated in approved National Register documentation, and are therefore not included in this CLI. For more information, contact Acadia National Park staff.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
North Ridge Road (ME 028-082)	132162	Undetermined		ACAD00174			No
United States Coast Survey Station (ME 028-044)	132164	Undetermined		ACAD00083			No
Green Mountain House (ME 028-078)	132166	Undetermined		ACAD00170			No
Summit House (1883) (ME 028-036)	132168	Undetermined		ACAD00043			No
Summit Hotel (1885) (ME 028-077)	132170	Undetermined		ACAD00169			No
Cadillac Tavern, or Summit Tavern (ME 028-075)	132172	Undetermined		ACAD00168			No
Cadillac Mountain Cross #1 (ME 028-006)	132174	Undetermined		ACAD00026			No
Freemason's Compass and Square Inscription (ME 028-088)	132176	Undetermined		ACAD00176			No
United States Coast Survey and U.S. Geological Survey Markers (ME 028-044)	132178	Undetermined		ACAD00083			No
Green Mountain Railroad Summit Terminal (ME 028-026)	132180	Undetermined		ACAD00120			No
U.S. Radar Station #1 (ME 028-079)	132182	Undetermined		ACAD00171			No
U.S. Radar Station #2 (ME 028-080)	132184	Undetermined		ACAD00172			No

Condition

Assessment Interval (Years): 8

Next Assessment Due Date: 09/28/2029

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 09/28/2021

Condition Assessment Explanatory Narrative:

The condition of the Cadillac Mountain Summit landscape is “fair.” The property shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the landscape characteristics will cause the property to degrade to a poor condition.

Relentless severe storms have damaged vegetation and caused erosion, especially in areas along portions of the Cadillac Summit Loop Trail. Runoff has formed deep gulleys alongside the trail that has eroded away the trail subgrade, and surface materials have subsequently begun to crack and edges have broken off. These broken pavement sections and sharp drop offs are potentially hazardous to the public. In addition, several social trails have developed in the vicinity of the Cadillac Summit Loop Trail. Some of the trails have been successfully blocked off, but others have exposed sensitive vegetation to damage from foot traffic and increased the likelihood of soil erosion. Such vegetation may be forever lost if this issue is not addressed. Similar issues are present at the Blue Hill overlook, where portions of the sidewalk are broken and heaved, resulting in tripping hazards. Social trails have also developed here, which results in erosion and excessive loss of vegetation.

Condition Assessment: Fair

Assessment Date: 06/24/2008

Condition Assessment Explanatory Narrative:

There is clear evidence of minor disturbances and deterioration by natural and human forces at the Cadillac Mountain summit. Relentless severe storms have damaged vegetation and caused erosion, especially in areas along portions of the Cadillac Summit Loop Trail. Runoff has formed deep gulleys alongside the trail that has eroded away the trail subgrade, and surface materials have subsequently begun to crack and edges have broken off. These broken pavement sections and sharp drop offs are potentially hazardous to the public. In addition, several social trails have developed in the vicinity of the Cadillac Summit Loop Trail. Some of the trails have been successfully blocked off, but others have developed, thus exposing sensitive vegetation areas to damage from foot traffic and increasing opportunities for soil erosion. Due to heavy visitor use of the summit, some areas of vegetation may be forever lost if this issue is not addressed.

Similar issues are present at the Blue Hill overlook, where portions of the sidewalk are broken and heaved, resulting in tripping hazards. Social trails have also developed and lead to nowhere, which results in erosion and excessive loss of vegetation.

Impacts

Type of Impact: Adjacent Lands

Other Impact:

External or Internal: External

Impact Narrative: Much of the land on Mount Desert Island, surrounding islands, and the mainland are visible to some degree from somewhere on the summit of Cadillac Mountain. Future clearing or development
in these areas could potentially impact the scenic views from the summit.

Date Identified: 09/28/2021

Type of Impact: Disruption/Loss of Plant Species

Other Impact:

External or Internal: Internal

Impact Narrative: Heavy visitor use on the eastern peak continues to damage sensitive vegetation. Many areas are roped off, and efforts are underway to reestablish plantings, but this issue should be closely monitored

Date Identified: 09/28/2021

Type of Impact: Erosion

Other Impact:

External or Internal: Internal

Impact Narrative: The most immediate threat at the summit has been caused by erosion, which is clearly evident alongside portions of the Cadillac Summit Loop Trail. Erosion has, in some areas, created dangerous drop offs from the paved trail and could result in serious injury, especially in foggy or windy conditions.

Date Identified: 09/28/2021

Type of Impact: Exposure to Elements

Other Impact:

External or Internal: Internal

Impact Narrative: Due to the summit’s harsh environment, the condition of paved surfaces throughout the site should be regularly evaluated so that heaving and cracking to not become a safety issue.

Date Identified: 09/28/2021

Type of Impact: Impending Development

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: The antennas currently at the summit's radio transmitter complex are generally unnoticed by most visitors. However, taller structures installed in the future at the summit could severely impact the views and vistas and diminish the site's historic character. Such tall structures on adjacent peaks, both within thepark and on adjacent lands, could also negatively impact the views and the visitor experience.

Date Identified: 09/28/2021

Type of Impact: Visitation

Other Impact:

External or Internal: Internal

Impact Narrative: On a typical summer day, 6,000 visitors will travel to the summit. Pedestrian traffic off of the loop trail has resulted in the installation of rope barricades and signs to protect sensitive vegetation and block social trails. Visitor use in other areas, especially around the middle peak, should be monitored. Parking capacities at the three parking areas should also be monitored as the number of cars and buses increases.

Date Identified: 09/28/2021

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: No

Document Type: General Management Plan

Title:

IRMA Link:

Narrative:

According to the park's 1992 General Management Plan (GMP), Cadillac Mountain Summit falls within three management zones: developed zone, cultural zone, and natural zone. The Cadillac Summit Center and restrooms are within a developed zone, which aims to "provide and maintain facilities for educational and interpretive services, for recreation opportunities, for other visitor services, and for vehicular access in the park." The parking lot, walkways, and associated designed landscape, as well as the motor road and hiking trail segments that are within the site boundaries, fall within the cultural zone-preservation subzone, which aims to "preserve and interpret historic sites, structures, ethnographic resources, objects, and landscapes that are important because of their aesthetic value or their association with persons, events, or periods in human history and that merit full communication of these values to the public." The remaining areas within the boundaries fall within the natural zone-natural environment subzone, which aims to "conserve natural resources and provide environmentally compatible interpretive and recreational activities in ways that do not adversely affect those resources and processes." (GMP 1992: 57-59)

In the park's 2016 Foundation Document, the Cadillac Mountain Summit area coincides with several of the park's fundamental resources and values, including Range of Visitor Experiences, Glacial Landscape, Mosaic of Habitats Supporting Diverse Flora and Fauna, Legacy of Conservation Ethic and Philanthropy, Network of Historic Roads and Trails, and Scenic Resources and Values. In addition, the documented cultural landscape at Cadillac Mountain Summit is identified as one of the park's other fundamental resources and values. (FD 2016: 7-10)

Based on the management zones in the 1992 GMP, the identification of the site as a fundamental resource in the 2016 Foundation Document, and the landscape rehabilitation work the Cadillac Summit Loop Trail and ongoing plant rehabilitation efforts, the treatment "Rehabilitation" is the appropriate treatment approach for the Cadillac Mountain Summit landscape.

Approved Treatment Costs

Cost Narrative:

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Landscape Documents:

File Name	Date	Attachment Type
ACAD Cadillac Mountain Summit CLI_Concurrences 2008-2021.pdf		

Source