
National Park Service
Cultural Landscapes Inventory

2004

Revised: 5/2025



Schoodic Peninsula
Acadia National Park

Table of Contents

Introduction

General Information

Concurrence Information

Geographic Information and Location Map

Management Information

National Register Information

Chronology & Physical History

Analysis & Evaluation of Integrity

Uses

Condition

Treatment

Bibliography & Supplemental Information

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: Schoodic Peninsula

Resource Classification: Cultural Landscape

CLI Identification Number: 650088

Parent Landscape: 650088

Inventory Status: Complete

Park Information

Park Name: Acadia National Park

Alpha Code: ACAD

Park Organization Code: 1700

Park District: ACAD

Region: Northeast

Restricted: No

Landscape Description:

Schoodic Peninsula is a rocky, wooded headland that juts into the Atlantic Ocean at Winter Harbor, Maine. Five miles to the west across Frenchman Bay lies Mount Desert Island and the main part of Acadia National Park (NP). Acadia NP was established in 1929, but had existed starting in 1916 as Sieur de Monts National Monument and in 1919 as Lafayette National Park. It was the first national park east of the Mississippi River. Acadia is one of the most visited national parks in the country today, and contains approximately 47,000 acres. Civic efforts, beginning around 1880, to both protect and provide public access to the natural topography of Mount Desert Island laid the groundwork for the creation of Acadia National Park. Similar activities taking place across Frenchman Bay in Gouldsboro and Winter Harbor by John Godfrey Moore, his heirs and other residents resulted in the addition of Schoodic Peninsula and its more than 2,000 acres to the park in 1929.

Although geographically separate, Schoodic Peninsula shares with the rest of Acadia not only a common history, but also the same tradition of design in its constructed features. This linkage is readily apparent on the landscape. Initial development by the National Park Service (NPS) in the 1930s, including the construction of a new park road and a naval facility, were begun largely at the behest of John D. Rockefeller, Jr. These and subsequent NPS projects provided public facilities compatible with the natural environment as expressed through a rustic design vocabulary.

The Historic Resources of Acadia National Park Multiple Property Listing (Draft; Meier and Terzis, 2001) includes three distinct contexts in the period of significance that ranged from 1897-1941. At Schoodic the period of significance is 1929-1941, and two of the three contexts from the Multiple Property Listing are applicable. They are 1) John D. Rockefeller, Jr. and the Development of the National Park System – Criterion B, 1913-1950 (significant years for Schoodic are 1930-1935), and 2) Rustic Design in the National Park Service - Criteria A and C, 1890-1958 (significant years 1930-1941). These provide the basis for the National Register significance identified in this report.

The earliest major NPS construction project at Schoodic is the park loop road. The roads at Schoodic are illustrative of the NPS mission to provide public access while seeking to conserve the natural beauty of the parks. From a design standpoint, the park loop road at Schoodic also shares many of the design elements used on the carriage and motor road systems implemented by Rockefeller on Mount Desert Island. This portion of the park was both acquired and developed by the NPS within a relatively short time span, resulting in greater architectural uniformity than is found elsewhere at Acadia.

In addition, the hiking trails and motor roads at Schoodic have a number of design elements in common. These systems exhibit a careful selection and placement of routes to provide dramatic vistas with minimal impact on the landscape. They blend in with the natural surroundings, as they were constructed to conform to the natural topography. Related structures and engineering features including walls, steps, coping stones and drainage features were constructed of local or natural materials to enhance the overall harmonious effect. A number of the visitor amenities constructed at Schoodic are also examples of the major contribution made by the New Deal programs in the shaping of the park's landscape. The hiking trails at Schoodic are representative of the design standards developed by the NPS and implemented using Civilian Conservation Corps construction methods and techniques.

The overall condition of Schoodic Peninsula's landscape is fair. There is some shoreline erosion that needs attention. The timber railing along the road leading to Schoodic Head is failing in some places. Some trail sections show minor signs of erosion, with it being most evident where switchbacks occur. Schoodic Head Road needs new gravel, replacement of the traffic barrier and culvert, and work on the drainage ditch. The Schoodic Loop Road needs drainage work, and additional retaining wall and coping stones. The Frazer Point gravel service road and picnic sites need to be resurfaced and the lawn needs to be reseeding.

Notwithstanding the naval base, the Schoodic Peninsula has remained relatively unchanged since the early 1940s. Contributing resources consist of the peninsula's roads and trails, and three of the four sites developed for visitors. These three include Schoodic Head, Schoodic Point and Blueberry Hill. Only the Frazer Point picnic area, completed in the 1960s and after the period of significance, is non-contributing. This one non-contributing resource does not diminish the high degree of integrity for the Schoodic Peninsula landscape.

Landscape Hierarchy Description:

This Cultural Landscapes Inventory (CLI) documents and evaluates the historical development and existing conditions of the landscape of the National Park Service land of Schoodic Peninsula of Acadia National Park. It is based on a synthesis of existing secondary sources and explores Schoodic's documented historical significance and evaluates other potential areas of significance to which the park's landscape may contribute, based on Section 110(a)(1) of the National Historic Preservation Act and the National Register of Historic Places guidelines.

Acadia NP encompasses approximately 47,000 acres. Schoodic Peninsula is one of many distinct landscapes identified within Acadia NP. The peninsula is non-contiguous from the majority of the park, located on Mount Desert Island. The Schoodic Peninsula section of Acadia NP is located within the Town of Winter Harbor, across Frenchman Bay from Mount Desert Island and encompasses a land area of 2,366 acres, which includes the former naval base. For purposes of the CLI, 14 individual "landscapes" and/or "component landscapes" have been identified within Acadia (outlined in the first of the following graphics) with the Schoodic Peninsula being one of those 14, mentioned as "landscape." Within Schoodic, the U.S. Navy previously maintained a 97-acre in-holding on Big Moose Island that contained the Naval Security Group Activity, Winter Harbor base which is evaluated in a separate CLI as a "component landscape." The base was decommissioned and turned over to Acadia NP in 2002.

Landscape Type:

Historic Designed Landscape

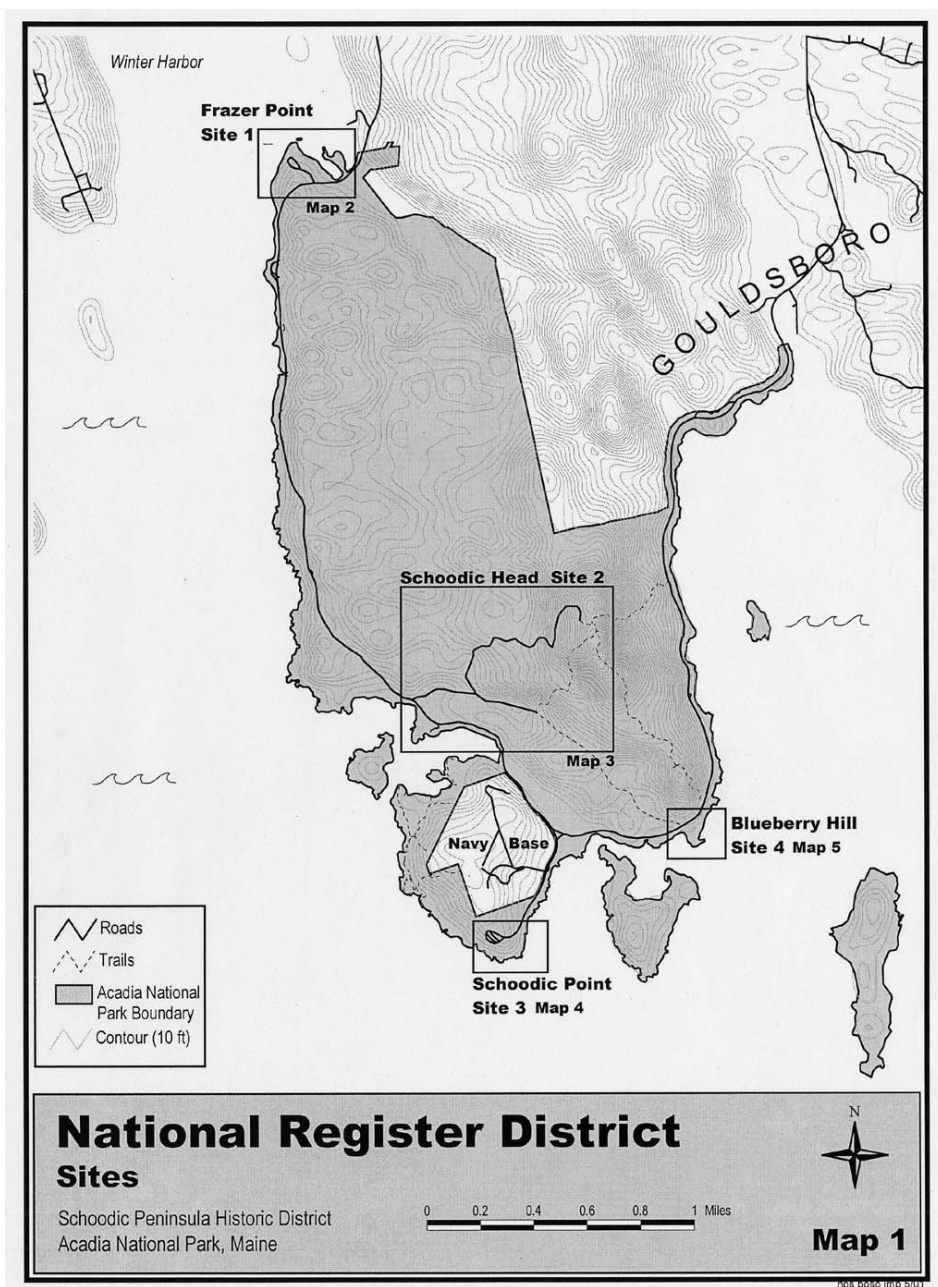
Historic Site

Other Names:

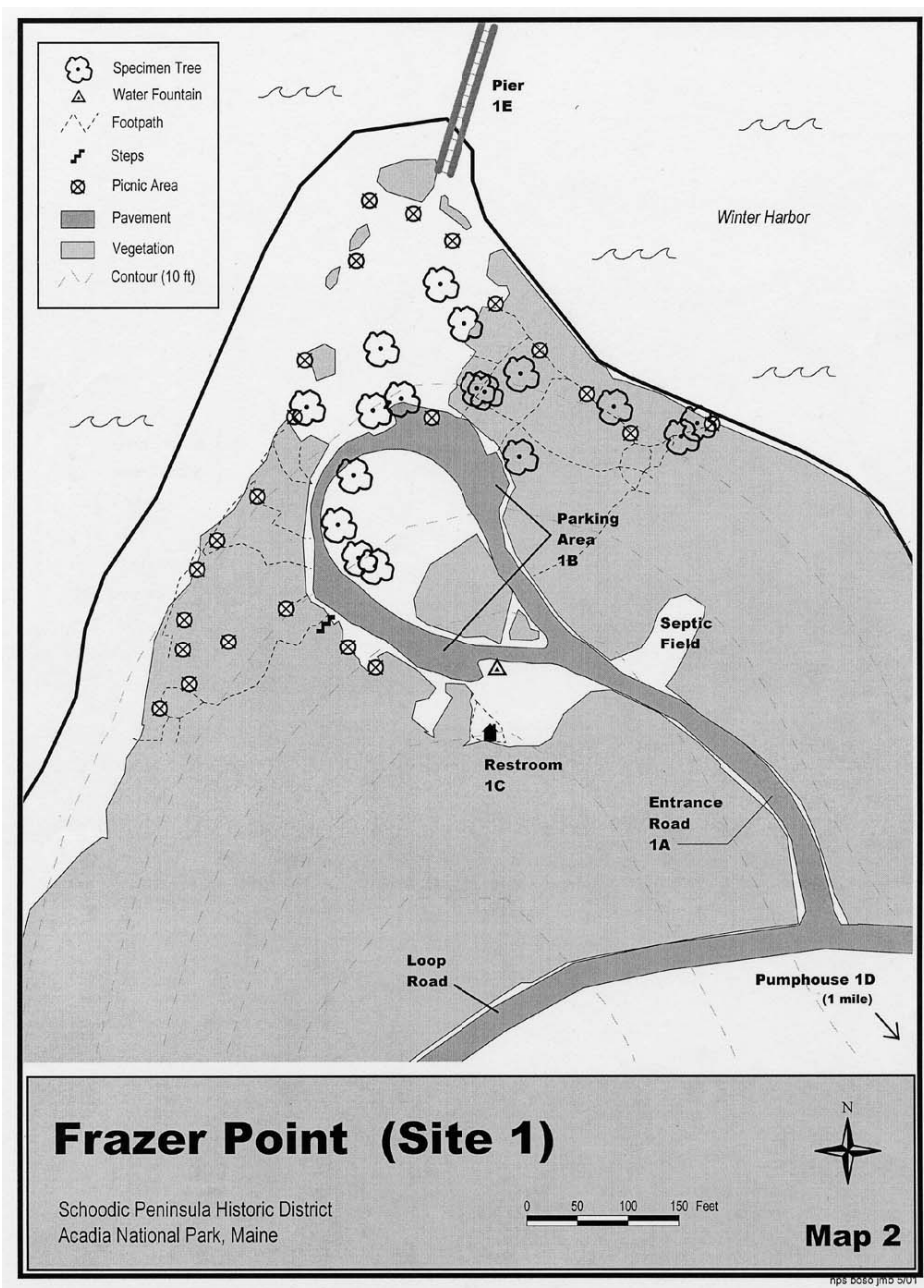
Other Name: Schoodic Peninsula

Other Name Type: Current

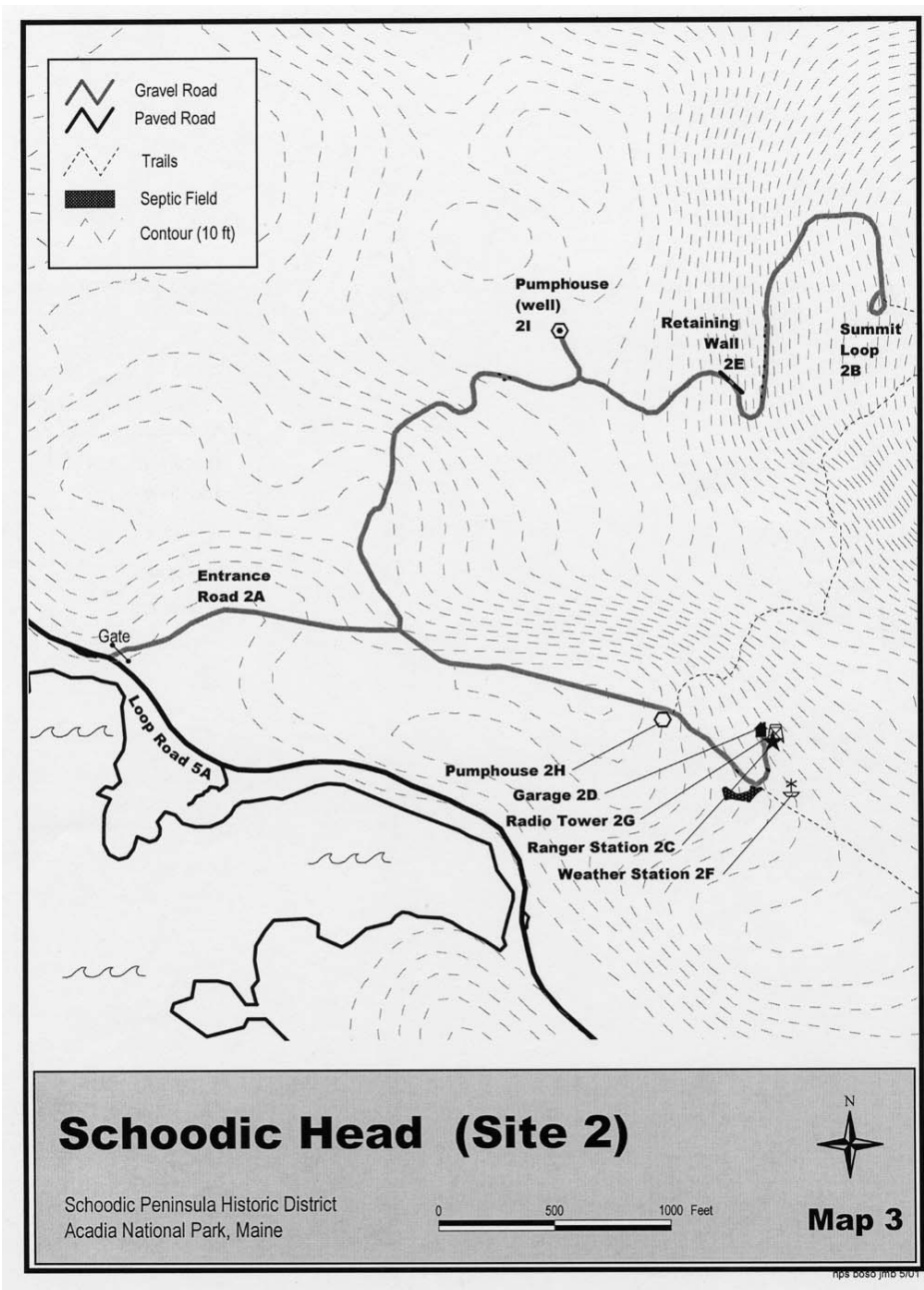
Site Plan



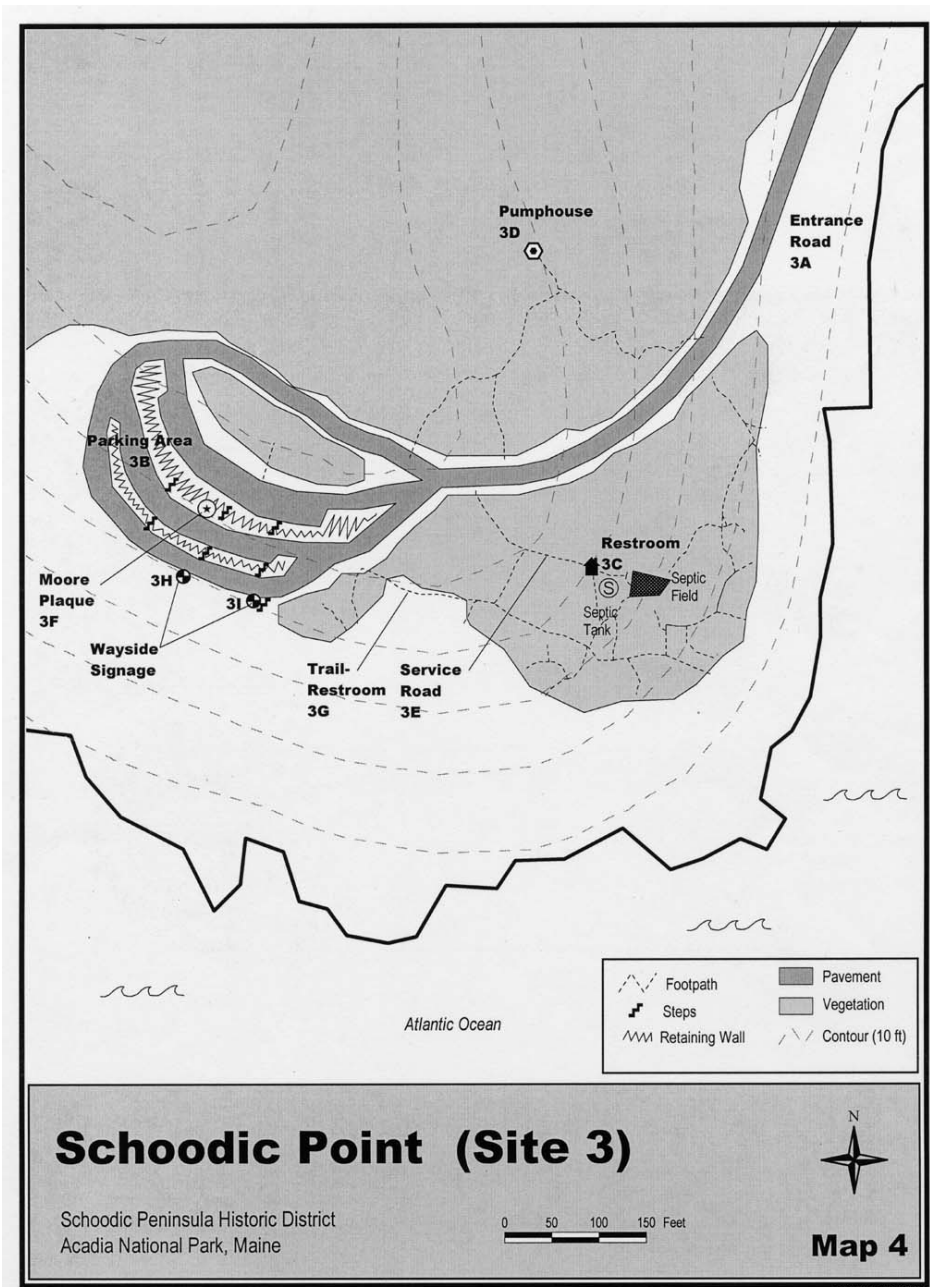
Overview map of Schoodic Peninsula unit of Acadia National Park. See Appendix for enlargement (NPS and OCLP, 2001).



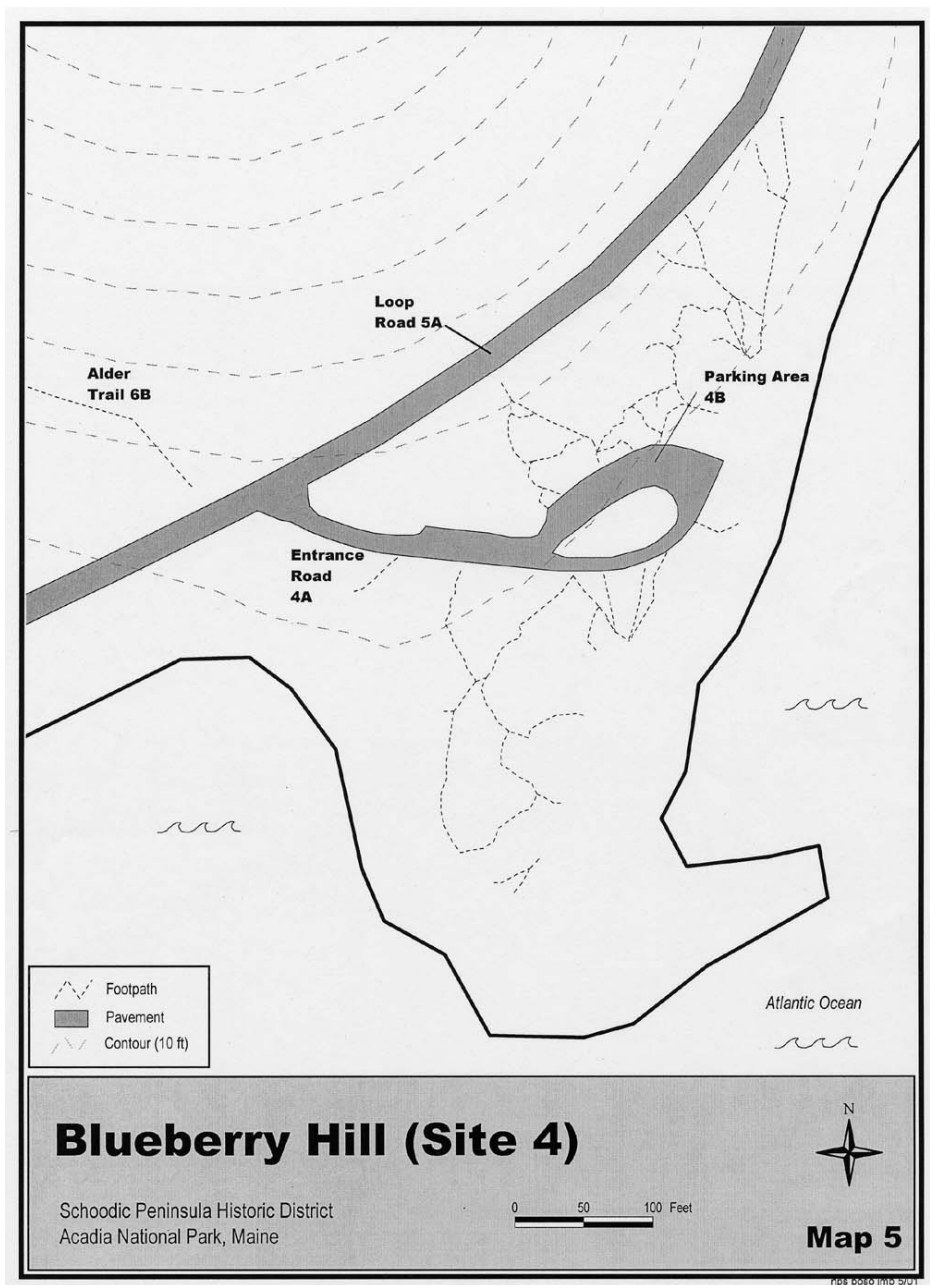
Map of Frazer Point in Schoodic Peninsula unit of Acadia National Park. See Appendix for enlargement (NPS and OCLP, 2001).



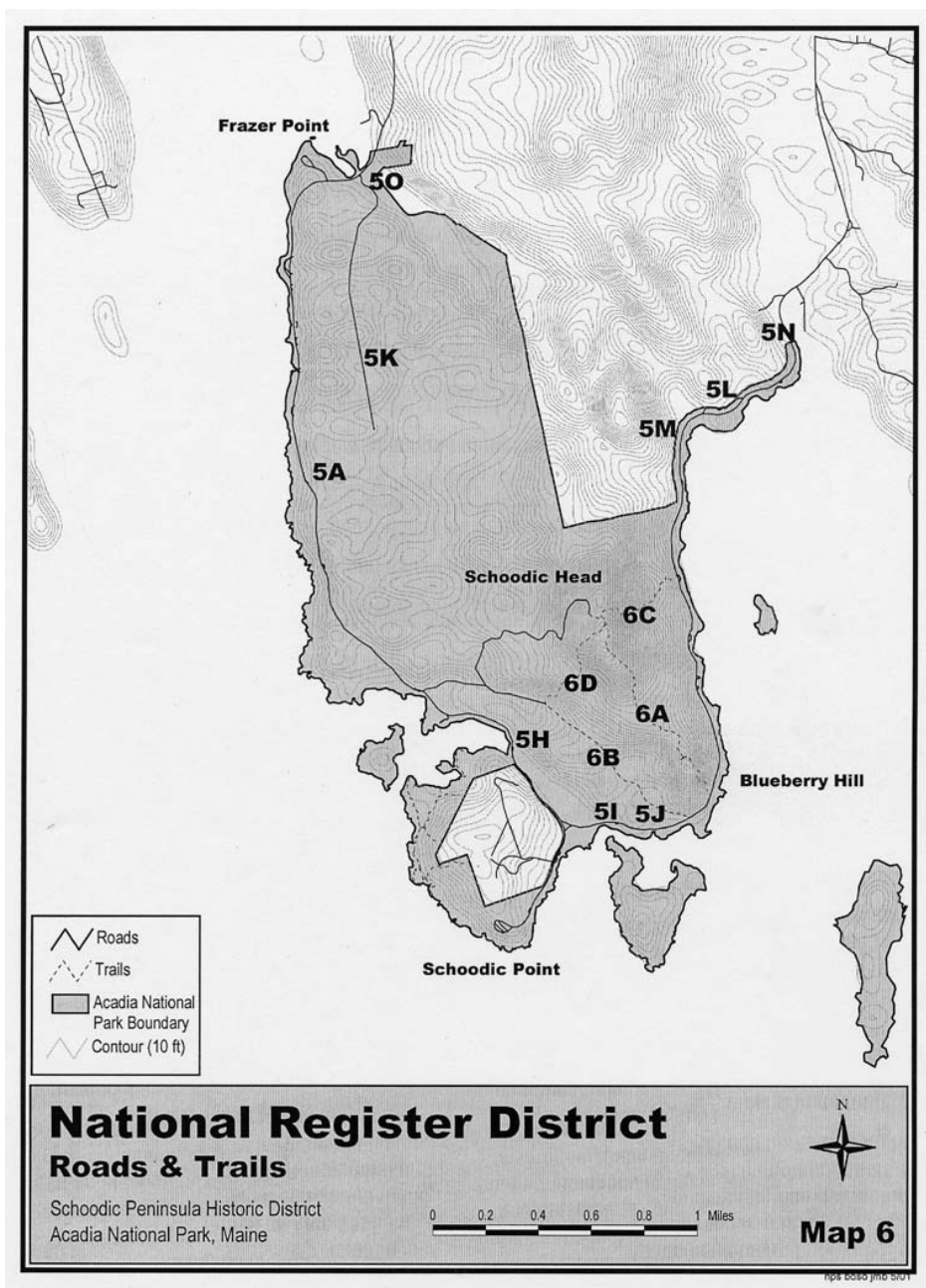
Map of Schoodic Head in Schoodic Peninsula unit of Acadia National Park. See Appendix for enlargement (NPS and OCLP, 2001).



Map of Schoodic Point in Schoodic Peninsula unit of Acadia National Park. See Appendix for enlargement (NPS and OCLP, 2001).



Map of Blueberry Hill in Schoodic Peninsula unit of Acadia National Park. See Appendix for enlargement (NPS and OCLP, 2001).



Map of roads and trails in Schoodic Peninsula unit of Acadia National Park. See Appendix for enlargement (NPS and OCLP, 2001).

Hierarchy Description Graphic:



The Schoodic Peninsula is located to the east of Mount Desert Island, across Frenchman Bay (Acadia NP brochure and OCLP, 2001).



CLI hierarchy of landscapes and component landscapes at Acadia National Park 2001.

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	06/09/2004

Completion Status Explanatory Narrative:

This CLI was entered into the CLAIMS database in 1999 as a Level 0 inventory (without information beyond naming the site), and undertaken in 2000 as one in a series of cultural resource projects at Acadia National Park. The draft was sent out for review in 2001, but the comments received were not entered into the database until 2004, at which time the final Level II inventory was completed.

Concurrence Graphic Information:

Attachment File Path

**Cultural Landscapes Inventory
Condition Reassessment
2010**

Acadia National Park
Schoodic Peninsula

Acadia National Park concurs with the condition reassessment for the Schoodic Peninsula, including:

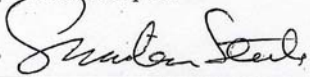
CONDITION ASSESSMENT: Good – Schoodic Peninsula

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

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

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

The condition reassessment for the Schoodic Peninsula at Acadia National Park is hereby approved and accepted.



Superintendent, Acadia National Park

6/15/10

Date

Condition reassessment form, June 15, 2010.



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
200 Chestnut Street
Philadelphia, PA 19106-2878

AUG 13 2004

H30 (NER-RS&S)

August 9, 2004

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

Dear Mr. Shettleworth:

Enclosed you will find a copy of the Cultural Landscapes Inventory (CLI) report for Acadia National Park's Schoodic Peninsula. This detailed landscape information has been entered into the National Park Service (NPS) cultural landscapes database and we are sending you the reports from that database. We request a consensus determination *within thirty (30) days* regarding our findings of significance for the properties, specifically which landscape characteristics and associated features contribute to the significance (see the enclosed list).

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 culturally and historically significant 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, as well as through 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 properties' overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their characteristics and associated features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that require 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 districts and sites, they provide fuller documentation than for others.

Schoodic Peninsula was purchased by John G. Moore, a Maine native and Wall Street financier, in 1897 with the intent to construct a hotel and offer the grounds for use by hotel guests and by summer residents at Grindstone Neck. His plans were never realized. Later conservation efforts resulted in its addition to Acadia National Park in 1929. John D. Rockefeller, Jr. was involved in

1909
SHPO concurrence letter, September 13, 2004 (3 pages).

Schoodic Peninsula
Acadia National Park

TO: 961722352600066

P.2

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urging the relocation of naval facilities from Bar Harbor to the peninsula, which led the National Park Service (NPS) to rush construction in the 1930s to accommodate the base. Park resources on Schoodic were designed using the signature NPS rustic style, and implemented primarily through the New Deal programs, particularly the Civilian Conservation Corps. The site's significance is based on two of the three contexts outlined in the Historic Resources of Acadia National Park Multiple Property Listing (Draft 2001). Schoodic Peninsula meets Criterion B for its association with John D. Rockefeller, Jr. and the development of the National Park System from 1913-1950 (significant years for Schoodic are 1930-1935). It meets Criteria A and C for the rustic design developed by NPS landscape architects and implemented by the New Deal programs, 1890-1958 (significant years for Schoodic are 1930-1941). Further archeological investigations are needed to determine whether the archeological resources, which predate the period of significance, may be eligible for listing under Criterion D.

The site boundary used for the Schoodic Peninsula Historic District includes all lands on the peninsula and Big Moose Island currently within park boundaries except for land previously under the jurisdiction of the Navy's NSGA Winter Harbor installation (covered in the Schoodic Peninsula Naval Base CLI). The Schoodic Peninsula inventory unit is bounded by Winter Harbor on the west, the Atlantic Ocean on the south, and Schoodic Harbor on the east. To the north is Hancock County, Maine, with its townships of Winter Harbor to the northwest and Gouldsboro to the northeast.

Based on the enclosed Schoodic Peninsula CLI report, we seek your concurrence on our determination that the landscape of Schoodic Peninsula contributes to the significance of the park. We request that you confirm our findings that:

- Schoodic Peninsula is considered a contributing district within Acadia National Park,
- the landscape has significance in the areas of Conservation, Entertainment/Recreation, and Landscape Architecture,
- the landscape is significant to the period 1930 to 1941, and that it has integrity to that period, and
- that certain landscape characteristics and associated features contribute to the significance of the property (see enclosed list "Landscape Characteristics And Contributing Features For The Schoodic Peninsula").

Within the CLI report we call your particular attention to the Statement of Significance (end of Part 1), the Analysis and Evaluation Summary (beginning of Part 3a) and the National Register Information (near beginning of Part 4).

If you concur with our evaluation of the Schoodic Peninsula, please sign on the space provided below *within thirty days*, and return the letter to:

Nancy J. Brown, CLI Program Co-Coordinator
National Park Service, Olmsted Center for Landscape Preservation
200 Chestnut St., 3rd Floor
Philadelphia, PA 19106

Cultural Landscapes Inventories

Acadia National Park:
Schoodic Peninsula (Level II Report)
Schoodic Peninsula Naval Base (Level I Report)

Acadia National Park concurs with the findings of the inventories for the Schoodic Peninsula and Schoodic Peninsula Naval Base including the following specific components:

NATIONAL REGISTER ELIGIBILITY:

Schoodic Peninsula:	Eligible
Schoodic Peninsula Naval Base:	Not Eligible

MANAGEMENT CATEGORY:

Schoodic Peninsula:	Must be preserved and maintained
Schoodic Peninsula Naval Base:	Not Specified

Must be preserved and maintained

An inventory unit meeting any one of the following criteria: the preservation of the inventory unit is specifically legislated; the inventory unit is related to the park's legislated significance; the inventory unit is nationally significant as defined by National Historic Landmark criteria or serves as the setting for a nationally significant structure or object; the inventory unit is less than nationally significant, but contributes to the park's national significance; the inventory unit is prehistoric.

CONDITION ASSESSMENT:

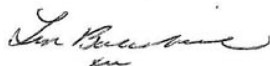
Schoodic Peninsula:	Fair
Schoodic Peninsula Naval Base:	Good

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

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

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

The Cultural Landscapes Inventories for Acadia National Park are hereby approved and accepted.



Superintendent, Acadia National Park

6/9/04

Date

Park concurrence form, June 9, 2004.

Schoodic Peninsula
Acadia National Park

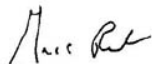
2004 SEP 13 10:56 AM MAIL ROOM FAXED 201 201 2335

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Should you have any questions, feel free to contact Ms. Brown at (215) 597-8863, and copy her on all correspondence.

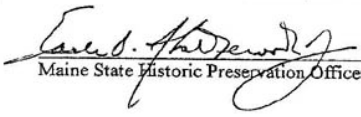
Sincerely,


Marie Rust
Regional Director
Northeast Region

Enclosures

cc: Sheridan Steele, Superintendent, Acadia National Park

I concur that the Schoodic Peninsula in Acadia National Park is eligible for listing on the National Register of Historic Places. I further concur with the evaluation and contributing resources of the Cultural Landscapes Inventory for Schoodic Peninsula.



Maine State Historic Preservation Officer

9/13/04

Date

**Cultural Landscapes Inventory
CLI Update Certification Form
2025**

Acadia National Park
Historic Motor Road System
Historic Carriage Road System Landscape
Eagle Lake and Witch Hole Pond Carriage Roads
Hadlock and Aunt Betty Pond Carriage Roads
Jordan and Sargent Mountain Carriage Roads
Bubble Pond and Day Mountain Carriage Roads
Schoodic Peninsula

Acadia National Park concurs with the updates for the following CLIs, including:

CONDITION ASSESSMENT: Good – Historic Motor Road System
 Good – Historic Carriage Road System Landscape
 Good – Eagle Lake and Witch Hole Pond CRs
 Good – Hadlock and Aunt Betty Pond CRs
 Good – Jordan and Sargent Mountain CRs
 Good – Bubble Pond and Day Mountain CRs
 Good – Schoodic Peninsula

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 Historic Motor Road System, Historic Carriage Road System, and Schoodic Peninsula are hereby approved and accepted.

KEVIN SCHNEIDER

 Digitally signed by KEVIN SCHNEIDER
Date: 2025.05.27 16:31:48 -04'00'

Superintendent, Acadia National Park

Date

Park concurrence form, May 27, 2025.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	CLI Update	05/27/2025	Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2025 update to the Schoodic Peninsula CLI has been conducted at a Level C effort. See Landscape Documents in CRIS-CL for correspondences with park.

Geographic Information

State and County:

State	County
Maine	Hancock County

Size (Acres): 2266

Land Tract Number(s)

Boundary Description:

The Schoodic Peninsula CLI boundaries include all park lands on the peninsula and Big Moose Island currently within park boundaries, with the exception the former naval base. The Schoodic Peninsula inventory unit is within the town of Winter Harbor in Hancock County. It is bordered by Schoodic Harbor to the east, the Atlantic Ocean to the south, and Winter Harbor to the west. The northern boundary follows Mosquito Harbor and its northern tributary, then goes south for a little over a mile before turning east for about on third of a mile. The border then turns north, running parallel to the coast approximately 400' from the water to Wonsqueak, where it turns east to Schoodic Harbor. Nearby islands, including Schoodic, Pond, Little Moose, and Rolling, are within park boundaries but are not included because they contain no eligible resources. The 100 acres on Big Moose Island that were previously under the jurisdiction of the Navy's NSGA Winter Harbor installation are not included here, but are covered in the Schoodic Peninsula Naval Base CLI.

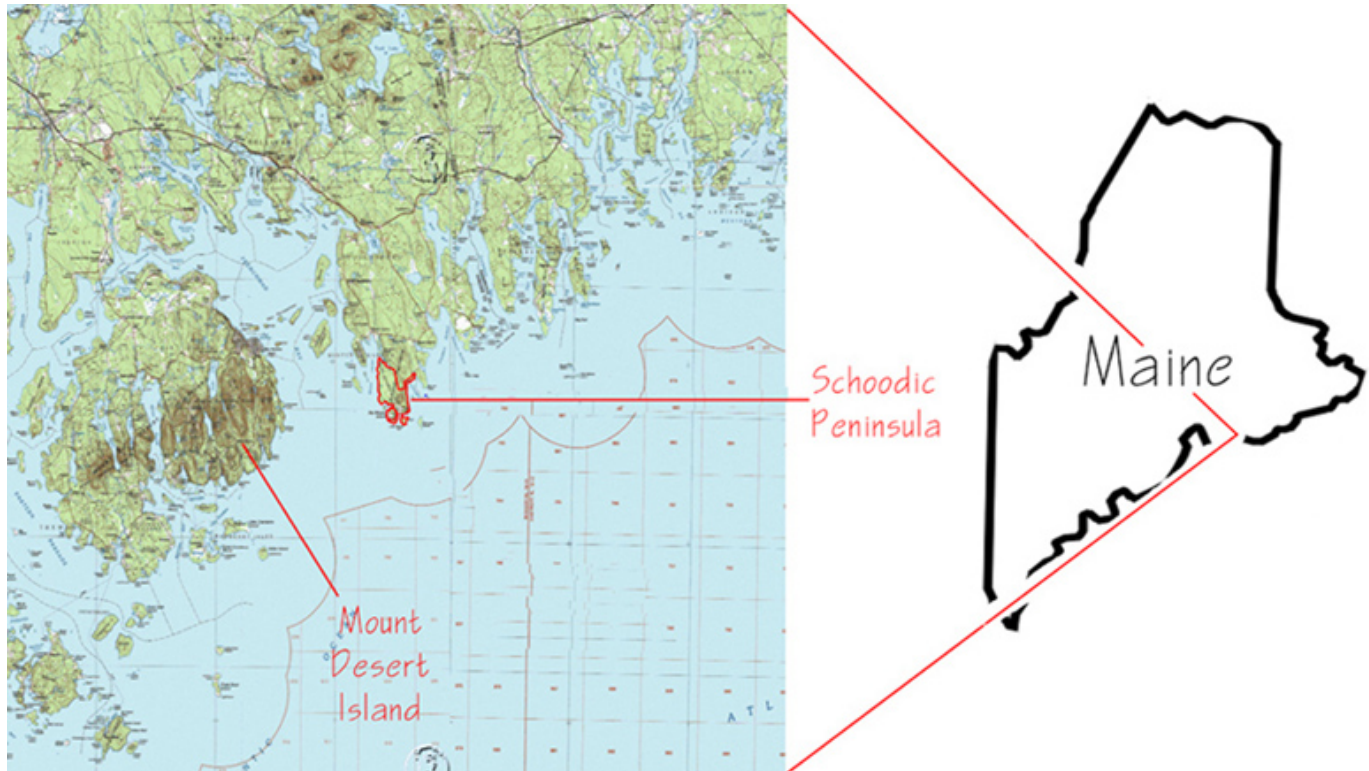
Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
USGS Map 1:24,000	Point	-68.038360441619	44.3630506188092	
USGS Map 1:24,000	Point	-68.0382688368549	44.3609791789948	
USGS Map 1:24,000	Point	-68.0439667930307	44.339329965756	
USGS Map 1:24,000	Point	-68.0471102662067	44.35591262114	
USGS Map 1:24,000	Point	-68.045501906398	44.3359486946826	
USGS Map 1:24,000	Point	-68.0600147906677	44.3296859604929	
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USGS Map 1:24,000	Point	-68.0683315069234	44.3335803576588	
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USGS Map 1:24,000	Point	-68.0768679131825	44.3451284225344	
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USGS Map 1:24,000	Point	-68.0706053737156	44.3730496867509	
USGS Map 1:24,000	Point	-68.0610122526647	44.3677765522358	

Schoodic Peninsula
Acadia National Park

USGS Map 1:24,000	Point	-68.0558514615253	44.3530862730714	
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USGS Map 1:24,000	Point	-68.0484033371616	44.3589753896363	
USGS Map 1:24,000	Point	-68.0404607845605	44.3627711874747	

Location Map:



Schoodic Peninsula unit of Acadia National Park, mid-coastal Maine (OCLP, 2001).

Regional Landscape Contexts:

Type of Context: Cultural

Description:

Acadia NP attracts approximately 3 million visitors each year, making tourism a vital component of the area's culture. Much of the park's visitation is concentrated on Mount Desert Island, with Schoodic Peninsula experiencing much less visitation. It is also heavily used by local residents. The character of Schoodic is much more isolated than that of Mount Desert Island. The communities surrounding the park offer few visitor amenities. Primary areas of employment for residents are tourism, boat building, and fisheries. The Navy was previously a significant employer in Hancock County. While much of the surrounding area is rural in character, agriculture is not prevalent.

Located within Winter Harbor, the base is in close proximity to several small villages. In 1992, Winter Harbor had a population of 1,179 and Gouldsboro a population of 1,993. The nearest commercial center is Ellsworth, 30 miles northwest.

US Highway 1 extends along the Maine coast, and adjacent to the peninsula. Highways 186 and 195 extend onto the peninsula and the park loop road runs along the coast (the western segment is known as Moore Road or the Winter Road; the eastern segment is known as Wonsqueak Road or the Summer Road). Big Moose Road accesses Schoodic Point and the naval base from Moore Road. The Island Explorer propane bus system provides public transportation, and bus (van) service can be found in nearby Ellsworth and Bangor. The nearest airport is in Trenton, Maine, with international service at Bangor and Portland.

Type of Context: Physiographic

Description:

The coastal lands of Hancock County are characterized by rock outcroppings and shallow depth to bedrock that are mostly granite. Glacial tills of localized deposits of gravel and sand are a common component of the regional geology. While this geology makes development difficult, it creates an impressive scenic quality. The topography rises from sea level to a high point of 440 feet. There are several small creeks that feed wetlands and ponds, and at least two springs.

The cool, moist maritime climate provides a suitable environment for subarctic plants. The forest is mostly spruce and fir. Mosses, liverwort, and sphagnum are the common ground covers. Numerous species of blueberry, cranberry, grasses, ferns, and wildflowers are prevalent.

There are many species of wildlife present, including moose, bobcat, deer, fox, coyote, bat, beaver, squirrel and hare. Ninety-six species of migrating birds were counted between 1995-1996 and include cormorant, osprey, eider, heron, gull, and many small woodland birds. Salamanders, frogs, and snakes are some of the amphibians and reptiles nurtured in the ponds and wetlands.

While a large portion of the base lands have been cleared for development, the base itself is almost completely enclosed by woodlands. The forest cover consists primarily of a spruce-fir community with cedar, pine and birch species present. The scenic beauty and wildlife habitat potential for this area and shoreline are an invaluable asset (NSGA Master Plan, 1993).

Type of Context: Political

Description:

The park portion of Schoodic Peninsula is located in Hancock County, Maine, and within the town of Winter Harbor. Winter Harbor and neighboring Gouldsboro have land use ordinances and building codes.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 06/09/2004

Management Category Explanatory Narrative:

The above management category is based on the Schoodic Peninsula being eligible for the National Register and directly related to the legislative mission of the park.

Management Agreements:

Type of Agreement: Cooperative Agreement

Management Agreement Expiration Date: 09/02/2019

Management Agreement Explanatory Narrative:

Acadia Partners for Science and Learning - Provides for the development, operation, and marketing of the Schoodic Education and Research Center.

Type of Agreement: Memorandum of Agreement

Management Agreement Expiration Date: 04/09/2018

Management Agreement Explanatory Narrative:

State of Maine - Provides grant to rehabilitate buildings, prepare information technology plan, + establish nonprofit organization for Schoodic Education + Research Center.

Type of Agreement: Memorandum of Understanding

Management Agreement Expiration Date: 04/14/2016

Management Agreement Explanatory Narrative:

Department of the Navy, Naval Satellite Operations Center Detachment Alfa - Permits residential use by Navy personnel of one 4-bed room Schoodic Shores apartment at the Schoodic Education and Research Center.

Type of Agreement: Other

Management Agreement Expiration Date: 09/30/2015

Management Agreement Explanatory Narrative:

Permits use of, and access to, 640 square feet of office space in Building 216 at the Schoodic Education and Research Center for the purposes of conducting the business activities of the Resident Officer in Charge of Construction Office.

Legal Interests:

Type of Interest: Fee Simple

Narrative: The land within the park boundary on Schoodic Peninsula is owned in fee by the NPS.

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

National Register Information

National Register of Historic Places

Documentation Status: Undocumented

Documentation Narrative Description:

The Schoodic Peninsula is not currently listed in the National Register, however, a nomination is being completed concurrent with this CLI.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 09/13/2004

Concurrence Narrative:

As a result of this CLI, the landscape of the Schoodic Peninsula unit of Acadia NP is found to contribute to the national significance of the park. The Maine State Historic Preservation Officer concurred with this finding.

Significance Level: National

Contributing: Contributing

Classification: District

Statement of Significance for National Register of Historic Places:

John G. Moore, a Maine native and Wall Street financier, purchased much of Schoodic Peninsula beginning in 1880s with the intent to construct a hotel with the grounds for guests and for the summer colony at Grindstone Neck. He also constructed the first scenic road on the peninsula, but died before he realized his plans to construct the hotel. Later conservation efforts by local citizens and the Hancock County Trustees of Public Reservations resulted in the addition of Schoodic Peninsula to Acadia National Park in 1929. Largely due to efforts by John D. Rockefeller, Jr., the National Park Service (NPS) initiated a rush of major construction in the 1930s to accommodate the relocation of a naval installation from Bar Harbor to the peninsula. The park resources on Schoodic were built in collaboration with the U. S. Department of Agriculture Bureau of Public Roads using the signature NPS rustic style, and are representative of the design standards developed by the NPS during this period. These plans were implemented primarily using labor and funding from the New Deal programs. The developed areas on Schoodic Peninsula illustrate the major contribution made by these programs, particularly the Civilian Conservation Corps, in the shaping of the park landscape. The roads and hiking trails are excellent examples of the NPS mission to provide public access while seeking to conserve the natural beauty of the parks. These resources exhibit a careful selection and placement of routes to provide dramatic vistas with minimal impact on the landscape. Related structures and engineering features were constructed of local or natural materials to enhance the overall harmonious effect. The park road is also significant as an example of the design elements used on the carriage roads on Mount Desert Island. These elements include use of vistas, gentle grade and curve alignments, and coping stones.

Historic significance may be present in districts, sites, buildings, and objects that possess historic integrity and which meet at least one of the National Register criteria. The site's significance is based on two of the

three contexts outlined in the Historic Resources of Acadia National Park Multiple Property Listing (Draft 2001), and listed below. The period of significance in that document is 1897-1941. This period was considered for Schoodic and at this time, documentation on the earlier Moore Road and other features does not reveal their historic use and physical appearance before the NPS acquisition. Nor is the extent to which the Moore Road was incorporated into the subsequent NPS effort adequately documented to draw conclusions about its character at the time of acquisition. Therefore the period of significance for Schoodic is 1929-1941, and features from that period were assessed for their integrity. While there were several changes to the landscape over this period, many of the existing characteristics and features of the landscape remain.

1. John D. Rockefeller, Jr. and the Development of the National Park System - Criterion B, 1913-1950. This context begins with Rockefeller's lobbying efforts to relocate the Otter Cliffs radio station from Mount Desert Island to Schoodic Peninsula, and ends with the completion of the park road and the new naval base on Big Moose Island. The park's loop road and the development at Blueberry Hill are associated with this context. The significant dates at Schoodic Peninsula are 1930-1935 and the areas of significance include conservation, recreation, and philanthropy.

2. Rustic Design in the National Park Service - Criteria A and C, 1930-1941. The context for Rustic Design includes projects completed on the peninsula between 1930-1941, according to the design standards developed by NPS landscape architects and implemented by the New Deal Programs. Most of the resources on the peninsula are associated with this context. They include Schoodic Point, Schoodic Head, and Blueberry Hill; the Alder, Anvil, East and Schoodic Head Trails; and the loop road, CCC truck trail and two service roads. Areas of significance include architecture and landscape architecture.

Schoodic Peninsula has remained essentially unchanged since the early 1940s. The principal circulation systems, which consist of the hiking trails and roads, have been subject to little or no rerouting or excessive widening. Each contributing resource in this group has retained its historic alignment and relationship to the natural topography. Four sites were designed and developed by the NPS for use by visitors and park staff. Three of them - Schoodic Head, Schoodic Point, and Blueberry Hill - have remained remarkably unchanged since their completion in the 1930s and 1940s. Each retains sufficient integrity of location, setting and design to convey its historic use, including the principal circulation system and site organization. Most of the historic buildings are in their original locations, and maintain their historic relationships with associated structures and objects. Generally speaking, buildings, and structures exhibit integrity of materials and workmanship. Associated landscape features and principal vistas are also intact. The fourth site, Frazer Point picnic area, was constructed by the NPS in the mid-1960s and does not contribute.

National Register Significance Criteria:

- A - Associated with events significant to broad patterns of our history
- B - Associated with lives of persons significant in our past
- 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 1930 - CE 1941

Historic Context Theme	Subtheme	Facet	Other Facet
Creating Social Institutions and Movements	Recreation	General Recreation	
Expressing Cultural Values	Architecture	Rustic Architecture	
Expressing Cultural Values	Landscape Architecture	Protection Of Natural And Cultural Resources	
Transforming the Environment	Conservation of Natural Resources	Origin And Development Of The National Park Service	
Transforming the Environment	Conservation of Natural Resources	Origins Of The National Parks Movement	

Area of Significance:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Entertainment - Recreation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Landscape Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Architecture

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

State Register Documentation:

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
CE 1000 - 1763	Exploited	Native Americans used the area at least seasonally to gather shellfish and probably for berry picking and gathering sweetgrass. After the Treaty of Paris in 1763 many Native American settlers were removed or dispersed.
CE 1200	Altered	Pollen studies show a fire occurred on the peninsula approximately 800 years ago.
CE 1604	Explored	Samuel Champlain explores Mount Desert Island.
CE 1764	Land Transfer	General Court of Massachusetts includes Schoodic Peninsula in original land grant for town of Gouldsborough.
CE 1789	Established	Commonwealth of Massachusetts established Town of Gouldsboro.
CE 1790 - 1920	Settled	Small settlements established around Schoodic Peninsula, beginning with Thomas Frazer. Included Frazer Point, Schoodic Head, and Big Moose Island; abandoned by 1920.
CE 1795	Land Transfer	Commonwealth of Massachusetts holds lottery to bring in additional revenue. Senator William Bingham of Philadelphia purchases more than 2,000,000 acres. It included the original land grant.
CE 1820	Established	State of Maine separated from Massachusetts.
CE 1855 - 1872	Homesteaded	In the mid-1850s Jabez Myrick, a fisherman, moved to Big Moose Island until his death.
CE 1875	Developed	Maine coast, particularly Frenchman Bay area, begins to become a popular resort destination.
CE 1895	Established	Winter Harbor (including south portion of Schoodic Peninsula) is incorporated as a separate town.
CE 1895 - 1898	Developed	John G. Moore becomes one of the principal investors of a summer colony on Grindstone Neck. Moore also purchases most of Schoodic Peninsula for use as a recreational area and constructs a road to Schoodic Head.
CE 1901	Established	The Hancock County Trustees of Public Reservations is formed.
CE 1913 - 1916	Established	Hancock County Trustees lobby for the creation of a national monument. Advocates include George Dorr, Charles W. Eliot, and John D. Rockefeller, Jr.
CE 1916	Established	Sieur de Monts National Monument is established on Mount Desert Island.
CE 1917 - 1933	Established	Otter Cliffs naval radio station operates on Mount Desert Island.
CE 1919	Altered	Sieur de Monts National Monument attains national park status and is renamed Lafayette National Park.

Year	Event	Major Event Narrative
CE 1929	Altered	Congress enacts legislation authorizing the park to accept donations of land on Schoodic Peninsula and other areas to protect vistas from Mount Desert Island. The park's name is changed to Acadia National Park and Schoodic Peninsula is added.
CE 1930	Built	John D. Rockefeller, Jr. commissions Grosvenor Atterbury to develop an architectural style suitable for buildings in Acadia NP.
CE 1930 - 1932	Moved	Rockefeller lobbies to transfer radio station at Otter Cliffs. Congress authorizes relocation in 1932.
CE 1933	Built	First segment of road to Big Moose Island, the new site for the radio station, is constructed. Contract let for construction of new radio station.
CE 1933	Built	Frazer Creek bridge constructed.
CE 1933	Established	With the establishment of the New Deal, three Civilian Conservation Corps camps are created in the region.
CE 1933 - 1943	Retained	Benjamin Breeze serves as the park's first landscape architect.
CE 1934	Built	The final segment of the road to Big Moose Island is completed. It extends north along Arey Cove to Wonsqueak Harbor on the peninsula's eastern shore. Buildings and structures completed at the new radio station site.
CE 1935	Established	NPS transfers nearly 26 acres of Big Moose Island to the Navy, establishing the US Navy Radio and Direction Finding Station. Two radio towers are constructed.
CE 1936	Established	CCC Schoodic Side Camp established on Big Moose Island.
CE 1941	Demolished	CCC Schoodic Side Camp demolished by the Navy.
CE 1941	Reconstructed	DOI authorizes the relocation of high frequency direction finder shelter to park land 1,400' north of the base's main complex.
CE 1947	Land Transfer	152 additional acres of the island are transferred to the Navy from the NPS for a total of 178 acres.
CE 1955 - 1957	Built	Frazer Creek bridge replaced.
CE 1958	Maintained	US Navy Radio and Direction Finding Station on Big Moose Island renamed Naval Security Group Activity, Winter Harbor (NSGA).
CE 1974	Restored	Frazer Creek bridge repaired.
CE 1977	Land Transfer	Navy transfers 81 acres back to NPS.
CE 1985	Designed	Navy prepares Master Plan for long-term management of Schoodic base.
CE 1990	Altered	Frazer Creek bridge altered.
CE 1993	Designed	Navy updates Master Plan.
CE 2000	Designed	Acadia NP initiates amendment to General Management Plan addressing acquisition of NSGA.
CE 2002	Land Transfer	Navy transfers remaining land back to NPS.

Physical History:

1000 - 1916: Early Historic Settlements

For more than a thousand years, Native Americans occupied Schoodic Peninsula and other locales around Frenchman Bay at least seasonally to gather shellfish and other resources. A local history mentions that Wabanakis visited the peninsula for berry picking, clam digging, and gathering sweetgrass (Smallidge, 1994). It further suggests that the name Schoodic comes from a phrase that means “place of big fire,” possibly accounting for fires that were set to enhance the growth of the berry bushes prevalent on the peninsula. Archeologists conducting a coastal reconnaissance on Frenchman Bay in the 1970s found sites at Pond Island, Frazer Point and Blueberry Hill (Sanger, 1974). Archeology studies have been done at Frazer Point, but no systematic archeological surveys or ethnohistoric studies of Schoodic Peninsula have been completed.

Following the exploration of Mount Desert by Samuel Champlain in 1604, the Frenchman Bay region was occupied first by the French and later, by English settlers. During most of the 17th century, the region’s residents—Wabanakis, Acadians and New Englanders--formed alliances and trade relationships that were periodically interrupted by sporadic fighting and warfare. However, with the signing of the Treaty of Paris in 1763 and English dominion over the region, many of the Native American and Acadian settlers dispersed or were removed. Some families in southern New England who were economically marginalized or seeking new opportunities migrated north to settle in Maine. The newest residents to the region made a living through a combination of fishing, farming, lumbering, and shipbuilding.

In 1764, the General Court of Massachusetts included Schoodic Peninsula as part of the original land grant for the town of Gouldsboro. The Commonwealth of Massachusetts created the Town of Gouldsboro in 1789 and seven years later held a lottery of Maine lands to bring in additional revenue. William Bingham, a wealthy senator from Philadelphia, purchased over two million acres, which included the original grant. He engaged General David Cobb, a Harvard-trained physician and aide to George Washington, to manage his interests. Although Cobb subdivided and developed lots in other parts of Gouldsboro, the southern portion of Schoodic remained untouched.

The first recorded settlement of Schoodic by non-Native Americans was approximately 1790. A Gouldsboro census of that year lists Thomas Frazer, an African American, as living at Frazer Point. Frazer had a large family and ran a salt works on Frazer Creek until the early 1800s, when he disappeared from the records. There is no record of anyone living permanently on Big Moose Island until Jabez Myrick, a fisherman, moved there in the mid-1850s (Hahn, 1995). After his death in 1872, one of his sons apparently inherited the property and stayed for an unspecified number of years before moving to the mainland in the late 19th or early 20th century. By then a number of other families had settled at Schoodic. Historic maps of that period indicate that people were living at Frazer Point, Schoodic Head, Schoodic Point, and Wonsqueak Harbor, as well as on some of the nearby islands. The largest number was at Frazer Point, a settlement that consisted of at least fifty people.

In the late 19th century, the Maine coast, particularly the Frenchman Bay area, became a popular vacation destination for the middle and upper classes from Boston, New York, and Philadelphia. Winter Harbor, including most of Schoodic Peninsula, was incorporated as a separate town in 1895 to take advantage of the increased tax base brought about by an influx of summer residents. John G. Moore, a Maine native and Wall Street financier, became one of the principal investors of a summer colony in Winter Harbor on Grindstone Neck, a picturesque spit of land west of Schoodic Peninsula (The Gouldsboro Land Improvement Co., 1890). Moore and his partners hoped that the newly platted resort would attract investors seeking a more bucolic experience than Bar Harbor, albeit with the same class of amenities. Moore also purchased most of Schoodic Peninsula with the intent to construct a hotel with the grounds for guests and for the summer colony at Grindstone Neck. He also constructed a road to Schoodic Head, which offered spectacular views of the peninsula and nearby islands. Moore died in 1898 shortly after its completion and before realizing his dream of building a

resort hotel on Schoodic Head (Smallidge, 1994). However Moore Road proved to be extremely popular with local residents who traveled to the peninsula to picnic, pick berries, or simply to enjoy the scenery.

Meanwhile, events taking place across Frenchman Bay would have a profound effect on the future of Winter Harbor and Schoodic Peninsula. Increased pressure from development and logging on Mount Desert Island led to the formation of the Hancock County Trustees of Public Reservations in 1901. Although initially established to preserve land for public enjoyment, the group had acquired sufficient land through donations and purchases by 1913 to warrant lobbying for the creation of a national monument. George Dorr and Charles W. Eliot, the main advocates of this initiative, were assisted by other summer residents, including John D. Rockefeller, Jr. Their efforts were rewarded when the Sieur de Monts National Monument was created in 1916.



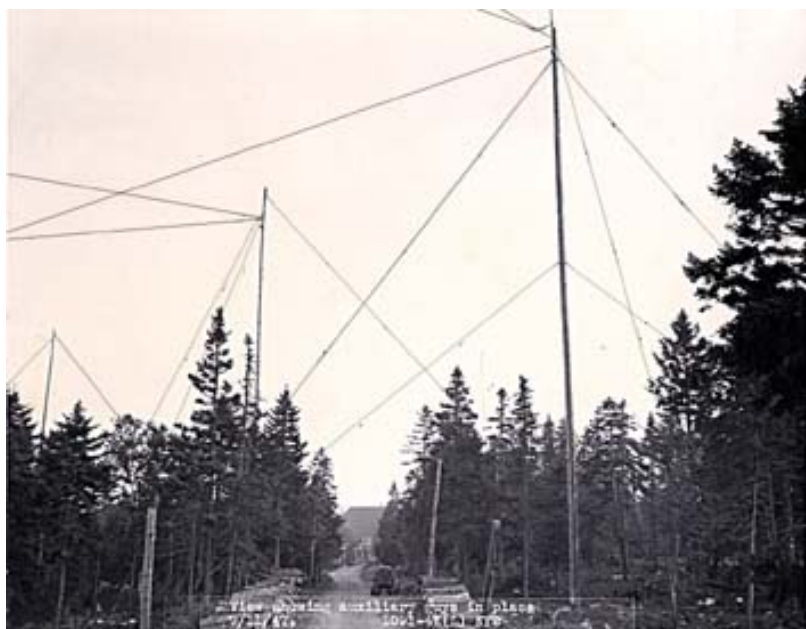
Grosvenor Atterbury-designed apartment building (Photo courtesy NSGA, Winter Harbor, ca. 1934).



CCC workers installing plant material on Schoodic peninsula (Photo courtesy of NSGA, Winter Harbor, ca. 1934)



The caption to this photo, dated 9 Nov 1947, reads "View of Rhombic Antenna System from DK House" (Photo courtesy NSGA, Winter Harbor, 1947).



The caption to this photo, dated 9 Nov 1947, reads "View showing auxiliary guys in place." The Rockefeller apartment building can be glimpsed at the back of the photo (Photo courtesy NSGA, Winter Harbor, 1947).



View west to Mount Desert Island from Schoodic Head (OCLP, 2001).



Cobble beach, eastern side of Schoodic Peninsula (OCLP, 2001).



Plan of Naval Security Group Activity, Winter Harbor on Big Moose Island, Schoodic Peninsula unit of Acadia National Park (NPS and BOSO, 2000).

1917 - 1934: The Rockefeller Influence

Dorr was named the first superintendent. In succeeding years, Dorr and Eliot garnered support from Theodore Roosevelt and other influential people, which resulted in a change to national park status and a new name - Lafayette National Park - in 1919. In the early 1920s, Superintendent Dorr began negotiating with John Moore's heirs, who expressed interest in donating Schoodic Peninsula to the park (Dorr, 1997). Initially, the Hancock County Trustees of Public Reservations acquired the property. Moore's heirs stipulated that the land be used as a park or for other public purposes (letter from Acadia's Assistant Superintendent Hadley to NPS Associate Director Demaray, February 2, 1947).

In 1929, legislation was enacted by Congress authorizing the park to accept Schoodic Peninsula and other land donations on nearby headlands and islands, in part to protect the vistas from Mount Desert Island. The legislation also changed the name of the park to Acadia National Park, a gesture to appease Moore's daughters who were francophobes, and objected to the name Lafayette.

Naval Security Group Activity, Winter Harbor, began as the Otter Cliffs Radio Station on Mount Desert Island across Frenchman Bay. The new station quickly became the premier transatlantic receiving center for the Navy for the duration of WWI. The station was commissioned in 1917. In the 1920s, the station also provided radio direction-finder services and meteorological reports, in addition to receiving radio communications from Europe.

John D. Rockefeller, Jr. was an ardent supporter of the national parks, playing a major role in the physical development of Acadia. It was during this time period that he commissioned Grosvenor Atterbury to develop an architectural style appropriate for structures in Acadia NP. The resulting style was reminiscent of medieval European hunting lodges with a French adaptation that recognized Mount Desert Island's associations with France in the 17th-century.

Already in the process of building a network of carriage roads on Mount Desert Island in the 1920s, Rockefeller also offered to donate land and financial support for a motor road system that would allow visitors to see the park's diverse scenery from their automobiles. Although a number of summer residents were opposed to the idea, Rockefeller's road construction project received strong support from the NPS, elected officials, and many year-round residents on Mount Desert Island. There was

one major obstacle to this undertaking. The naval station was located in the path of a proposed road segment along the shore at Otter Cliffs. Rockefeller headed an effort to secure the transfer of the land from the Navy for eventual donation to Acadia NP.

After two years of political maneuvering and lobbying by Rockefeller and his supporters, the Navy agreed to consider alternative sites for the station. However, correspondence between the Navy and the Department of the Interior revealed several major stipulations regarding the transfer. The primary concern was finding a site with radio signal capabilities comparable to the Otter Cliffs station. The new location had to be sufficient for long distance reception, transmission to vessels and other stations for correlation, as well as direction finding. Secondly, the Navy requested that the NPS finance and build the new base, including an access road if necessary, and all utilities. Thirdly, the new station should not require materially greater annual maintenance costs than the Otter Cliffs station. Other conditions included an adequate water supply, proximity to rail and highway transportation networks, access to medical care, and satisfactory living conditions for personnel.

A number of locations around Frenchman Bay were under consideration, including Blackwoods and Bass Harbor on Mount Desert Island, Schoodic Peninsula, and Cranberry Island. In the spring of 1930, Rear Admiral Philip Andrews from the First Naval District in Boston inspected two of the most promising sites, Big Moose Island and Blackwoods. Arthur B. Miller returned a few weeks later to Acadia, accompanied by NPS Director Horace Albright, Assistant Director Arno Cammerer, and noted landscape architect Frederick Law Olmsted, Jr. The primary focus of the visit was to review Rockefeller's plan for the park motor road on Mount Desert Island, but the group also traveled to Schoodic to view the proposed site of the radio station on Big Moose Island (letter from Arthur B. Miller to John D. Rockefeller, Jr., May 22, 1930).

Initially, Rockefeller offered to fund the construction of a new facility, but the Judge Advocate General ruled that the Navy could not receive gifts from a private citizen if it involved the future expenditure of public funds (Memorandum from the Judge Advocate General to the Chief of Operations, February 5, 1930). A second, more feasible approach to the problem entailed a land exchange between the Navy and the Department of the Interior, which could be accomplished with an act of Congress. Accordingly, after two years of lobbying, legislation was passed in 1932 which authorized the relocation of the base from Otter Cliffs to another unspecified location within Acadia and provided a \$250,000 appropriation to the NPS.

In the end, Schoodic Peninsula proved to be the most feasible site for the new facility. Leaving nothing to chance, Rockefeller paid anonymously for a long distance signal reception study by two Harvard physics professors in October of 1932 on the suitability of Schoodic and several other sites. He also financed the cost of drilling several wells to ensure the availability of fresh water on Big Moose Island, though one was deemed sufficient to supply the station. Rockefeller and several summer residents from Winter Harbor also purchased the remaining privately owned parcels along Frazer Creek at the northern end of the peninsula, to ensure that the access road to Big Moose Island could be constructed. Completed in November of 1933, the first road segment extended from the north side of Frazer Creek to Big Moose Island. It included a new causeway across the salt marsh at the island's northern shore. It is likely, although not certain, that the new access road followed the original alignment of the old Moore Road along the western edge of Schoodic. Although Rockefeller had quietly purchased several of the parcels along the right-of-way for the completion of the road from Winter Harbor to Big Moose Island, there is no evidence that he involved himself with the same issues on the Wonsqueak section. Superintendent Dorr persevered in obtaining the land, explaining that he wanted to maintain a "parkway character" at Schoodic, free of potential commercial development. The final segment of the new road was completed in 1935 and extended from Big Moose Island north along Arey Cove to Wonsqueak Harbor on the peninsula's eastern shore.

1933 - 1942: The New Deal Programs

Acadia was one of many national parks that benefited from a series of emergency relief programs created in response to severe unemployment stemming from the Depression. The two programs of the New Deal that most affected national park development were projects administered through the Public Works Administration (PWA) and the Emergency Conservation Work (ECW), implemented by the Civilian Conservation Corps (CCC). Through the PWA, the NPS received funding to make capital improvements in every national park. In addition to national parks, these programs also had a profound affect on municipal and state parks, and land conservation work in general, throughout the nation. New state park systems were founded in Mississippi, New Mexico, Oklahoma, Virginia, and South Carolina.

In the national parks, CCC work was carried out under the direct supervision of the park landscape architect. ECW work at Acadia included truck and hiking trail construction, landscaping, roadside cleanup, surveying, fire hazard reduction, maintenance, flood control, and construction of rustic picnic areas and other visitor facilities. New trails were built to exacting NPS specifications and exhibited a high quality of workmanship, particularly in the stone work. Drainage and erosion control were accomplished using features such as switchbacks and rock drains. Plants were used to cover disturbed areas, and to screen views of roads and developed areas. In addition, minor roads were constructed as fire access roads in remote areas. Both the restroom and pumphouse at Schoodic Point were constructed using Works Progress Administration (WPA) funds in 1940, another mechanism for park development projects.

The implementation of the New Deal programs in 1933 coincided with the arrival of the park's first landscape architect, Benjamin Breeze. As Acadia's resident landscape architect from 1933 to 1943, Breeze followed the master planning standards developed by NPS Chief Landscape Engineer Thomas Vint. A substantial number of design and planning projects were completed that established or improved significant public facilities at the park, including work at Schoodic Peninsula. Many of his plans were implemented using labor from the New Deal programs.

Benjamin Breeze saw the peninsula loop road as a unifying element, providing the visitor not only with access to all of the facilities, but also to the numerous scenic viewsheds of the peninsula. Location of the pull-offs were carefully considered. Aside from the park road, Schoodic Point was the focus of most of the planning efforts, based on site plans from this period. Other areas received less attention. At that time, Frazer Point was not conceived as a prime destination for visitors, but as a boat landing for NPS use. Schoodic Head was primarily intended to provide support for park operations and maintenance. However, the park incorporated pre-existing scenic destinations in the planning effort, including the Schoodic Head summit and the Blueberry Hill area.

At the onset of the CCC program in 1933, there were two CCC camps established at Acadia, and a third nearby, which periodically supplied personnel for park-related projects. Although set up to work primarily at state parks, personnel were detached periodically to assist with projects at Acadia. A side camp was eventually formed at Schoodic from Camp SP-1. The War Department typically authorized the establishment of side camps for construction of fire breaks, extension of trails, installation of fire lookouts, control of tree diseases, and establishment of emergency fire details. The regulations stated that the side camp could not exceed fifty men, and the total number of men at the main camp could not dip below one hundred. The normal duration of a side camp was six months. It was appropriate to set up a side camp as long as there were no unusual conditions affecting accessibility, such as distance, road conditions, or bad weather, or any situation that would inhibit supply or evacuation of personnel.

Superintendent Dorr and landscape architect Benjamin Breeze began making requests for the establishment of a side camp at Schoodic in May of 1934. In June, Assistant Superintendent Ben Hadley informed Oliver Taylor, Deputy Chief, NPS Eastern Division Branch of Engineering, that the parking area at Schoodic Point was nearing completion, together with the new radio station, and there was a large volume of cleanup and landscape work. He also anticipated the additional work resulting from the imminent completion of the Wonsqueak segment of the park loop road. Approval

for the side camp was granted by the First Corps Area Army Base in Boston in June of 1934. However, the park was also informed by the Army that there was no money available for camp supplies.

Ultimately, the Schoodic side camp was established in the summer of 1936 using personnel from the Ellsworth camp. Thus, Big Moose Island became home to approximately fifty CCC enrollees. The CCC campsite was located north of the radio station in a cleared field. The 1941 NPS master plan for Schoodic Peninsula, completed by Breeze in the late 1930s, shows an entrance road and approximately twelve buildings and structures on the campsite. Although the men were initially housed in tents, the extension of the camp through the winter months required construction of a barracks. An application completed for continuation of the Schoodic camp also lists a messhall, kitchen, recreation hall, shower room, and latrines. Correspondence from Superintendent Dorr suggests that at least some of the camp buildings, including a cook room and mess hall, were constructed using lumber from the decommissioned Otter Cliffs radio station in Bar Harbor.

It is unclear how much work was accomplished prior to 1936. Records indicate that crews worked to clear vegetation along the newly installed power line, and it is likely that other projects were completed at that time. The Schoodic side camp continued to operate until its closure in the fall of 1937. Permission to demolish the abandoned facility was granted to the Navy by the NPS in 1941. With the advent of World War II, park development in the National Park Service became subordinate in order to support the war effort and civil defense. The CCC camps nationwide were dismantled in 1942, removing the labor necessary to complete park projects.

1934 - 1977: The Navy on Big Moose Island

Upon completion of a causeway from the peninsula's southern shore to Big Moose Island, design and construction of the new radio station began immediately. Due to its remoteness, the island had remained relatively undeveloped; its rocky slopes covered with a thick canopy of spruce, fir, and jack pine. Rockefeller played a role in the design of the new facility, fearing that it would impact the scenic vistas from Mount Desert Island. His fears were allayed to some extent when the Navy ultimately placed the footprint of the new facility on the eastern side of Big Moose Island, and therefore, not visible from Bar Harbor. Rockefeller also convinced the NPS to utilize the design skills of his favorite architect, Atterbury, in the construction of the new facility.

The Navy commissioned the new 26-acre facility, officially known as U.S. Naval Radio Station, Winter Harbor, on Big Moose Island on February 28, 1935, relinquishing their claim to the old site at Otter Cliffs in Bar Harbor. Included in the legislation authorizing the transfer was the right of the Secretary of the Interior to approve the design of buildings and structures added to the new station "in the interest of protecting scenic values".

To accommodate the de facto expansion of the radio station during the war, legislation was enacted in 1947 authorizing the transfer of an additional 152 acres on the island from the NPS to the Navy, bringing the base to a total of 178 acres. The language also stipulated that, should this property become surplus to the needs of the Navy, it would revert to the Department of the Interior, which retained the right to approve the design of new buildings and structures. However, it is unclear if this prerogative was exercised in subsequent development projects.

In the Cold War years, the expanding role of the Navy as a leader in global communication and cryptography was clearly manifested on the landscape of the Schoodic base. In 1950, the station was redesignated U.S. Naval Security Group Detachment, U.S. Naval Radio Station (R), Winter Harbor. It was during this period that the station began to lose its architectural uniformity of mainly rustic-style structures with the addition of more modern, utilitarian designs such as Quonset huts. In addition, the rhombic antenna system had expanded greatly. Clearly visible from a distance, the antenna system, now consisting of twenty-seven arrays, encompassed nearly all of the available acreage on the island. In 1977 the Navy transferred 81 acres back to the NPS, leaving the NSGA Winter Harbor facility with approximately 100 acres.

1943 - 2004: Mission 66 and Beyond

The second epoch of major design work for the park occurred during the Mission 66 period, which extended from the mid-1950s to the mid-1960s. In anticipation of the fiftieth anniversary of the National Park Service in 1966, the agency undertook a major program to upgrade park facilities throughout the system. Many of the Mission 66 projects focused on developed areas, in order to add additional restrooms, improve access, or upgrade utilities. Many large projects were pushed to meet the 1966 deadline, resulting in greater uniformity of design and materials, and loss of site and regional specificity. Projects at Acadia included park planning as well as specific design projects for both existing and new facilities necessitated by the park's burgeoning visitor population. On Schoodic Peninsula, the Frazer Point picnic area was constructed in 1963-64. Plans of the period show a new entrance road and parking loop and a restroom in a level clearing, superimposed over extant landscape features from the earlier historic settlement.

Through the mid-1990s, design work continued depending on the need to accommodate more visitors as well as ongoing issues related to the repair or rehabilitation of deteriorating facilities and occasional natural disasters. The principal circulation systems, consisting of hiking trails and roads, have been subject to little or no rerouting or widening. The exception to this is the Frazer Point bridge, which was substantially altered in the 1990s. Each contributing resource in this group has retained its historic alignment and relationship to the natural topography. Alterations were made to the ranger station at Schoodic Head. The board and batten siding was removed and replaced with plywood. The historic pumphouse at Schoodic Head was replaced with a new building. The new pumphouse is a board and batten replica of the original in keeping with the rustic design tradition. More recently, two new, larger pumphouses were built at Schoodic, but are isolated from the developed areas and present no visual impacts. One is northeast of Frazer Point along the powerline corridor, and a second is reached via a small gravel service road that extends from the Schoodic Head entrance road. A new restroom was completed at Frazer Point in 2001, replacing the Mission 66-era structure. With few exceptions, the peninsula remains as it was in the early 1940s.

The Navy closed the NSGA and released it to the park in July 2002. To prepare for this acquisition, an amendment to Acadia National Park's General Management Plan was initiated in 2000 to support the GMP amendment, several cultural resource studies were also initiated including this CLI and another for the naval base itself.

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Transportation	Road-Related	Automobile	Yes	Yes	No
Transportation	Pedestrian-Related	Hiking Trail	Yes	Yes	No
Landscape	Natural Area	Natural Area-Other	Yes	Yes	No
Defense	Naval Facility	Naval Facility	Yes	No	Yes
Recreation/Culture	Outdoor Recreation	Outdoor Recreation-Other	Yes	Yes	No
Landscape	Scenic Landscape	View	Yes	Yes	No

Public Access:

Public Access: Unrestricted

Public Access Narrative:

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

An ethnographic survey is currently underway but not completed.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

In this section of the CLI, the character-defining features of Schoodic Peninsula's landscape are identified and analyzed by inventorying and documenting the site's existing features, and assessing their origin and contribution to the significance of the resource. The following landscape characteristics will be used to document and describe the landscape. For each characteristic, the features known to exist are included. These characteristics and features have been field documented and are included in the analysis and evaluation.

Landscape Characteristics:

Natural Systems and Features

Spatial Organization

Land Use

Vegetation

Circulation

Buildings and Structures

Views and Vistas

Small Scale Features

Archeological Sites

The evaluation in this section has determined the integrity of the peninsula's landscape features within the period of significance, 1929-1941. The characteristics and features from this period retain integrity of location, design, setting, materials, workmanship, feeling, and association. In many cases these have not changed since the period of significance. The natural systems, spatial organization, and land use are all characteristics that retain integrity to this period. Individual features of some characteristics also retain integrity and thus are contributing. As on Mount Desert Island, many circulation features are contributing. The road system is still intact, including the loop road, pull-offs, causeways, and the entrance roads at Schoodic Head, Schoodic Point, and Blueberry Hill, and parking lots at the latter two areas. Other roads that contribute are the CCC truck trail and the service roads, one of which has the original pink granite aggregate surface intact. The hiking trails – including their drainage features, stone steps, riprap, and retaining walls – are contributing, as is the restroom trail at Schoodic Point. Contributing vegetative features include native sub-arctic plants, relict jack pine, and the spruce/fir forest. Buildings and structures that retain integrity are the Schoodic Head garage and retaining wall, and the Schoodic Point restroom, pumphouse, and parking area retaining wall and steps. A number of views and vistas are contributing: from Blueberry Hill, Schoodic Head, Schoodic Point, and the roads and trails to the water and islands. Small-scale features that retain integrity are the hiking trail posts, the rustic railing at Schoodic Head, coping stones along the loop road, and the Moore plaque. While archeological sites on the peninsula retain integrity, these do not fit within the current contexts and will be defined in the future.

Landscape Characteristic: Archeological Sites

There is archaeological evidence of human occupation of Schoodic Peninsula for more than 1000 years. Fieldwork conducted in the 1970s and 1980s confirmed the existence of sites near Frazer Point, Pond Island, and Blueberry Hill. It revealed that Native Americans occupied the area at least seasonally to gather shellfish and other marine resources. Pollen studies done near Frazer Point show that a fire occurred on Schoodic approximately 800 years ago, but it is not clear if it was intentionally set or occurred naturally. There is evidence of the first recorded settlement of what is now park land by non-Native Americans starting in approximately 1790. By the mid-nineteenth century, approximately 50 people were living at Frazer Point. Schoodic Head, Schoodic Point, and the Wonsqueak Harbor areas were also inhabited historically, as were some of the nearby islands.

Schoodic Peninsula contains significant archeological resources and extant landscape features associated with early usage of the land that predates the period significance, and thus will not be evaluated here. This has been confirmed by recent archeological research (Terzis, 2004).

Landscape Characteristic Graphics:



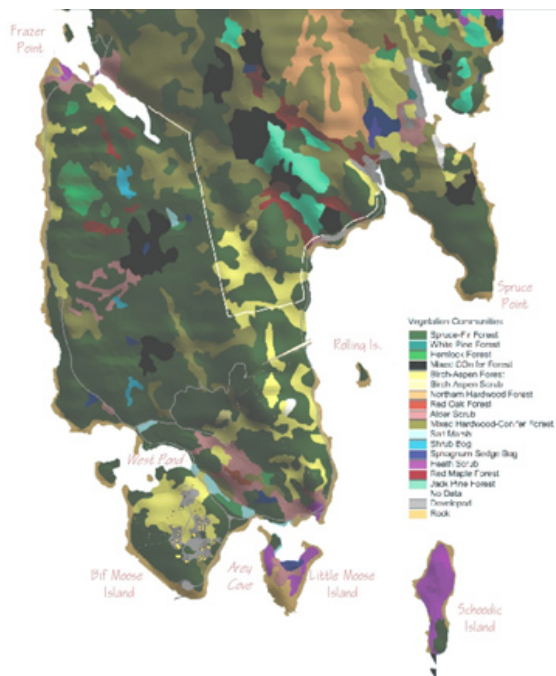
Wetland (foreground) separating Big Moose Island (back left) from the peninsula. The causeway to the island can be seen at the center of the image. The coniferous forest growth is a character-defining feature (OCLP, 2001).



Cobble beach stretching along portion of the peninsula's east side (OCLP, 2001).



Basalt dike (black strip), typical of geologic formations located about the shoreline of the peninsula (OCLP, 2001).



Vegetation Map (NPS, 2001). See Selected Graphics section of Appendix for larger scale version.



Blueberry Hill parking area (OCP, 2001).



Wetland vegetation (foreground) and typical spruce-fir forest (background) (OCLP, 2001).



Typical specimen tree planting at Frazer Point (OCLP, 2001).



Remnant apple tree from historic orchard found at Frazer Point (OCLP, 2000).



Sub-arctic plant growing along the shore at Schoodic Point (OCLP, 2001).



View west from Frazer Point (OCLP, 2000).



Ledge blasted to permit passage of loop road at grade level (OCLP, 2000).



Schoodic Head ranger station garage (OCLP, 2000).



View west of Mount Desert Island from Schoodic Head summit (OCLP, 2001).



Steps fabricated of cobble between the loop road and a cobble beach (OCLP, 2000).



Schoodic Head ranger station (non-contributing) (OCLP, 2000).



View east of Rolling Island from East Trail (OCLP, 2000).



Gravel pull-off (OCLP, 2001).



Rustic retaining wall (with timber railing) on Schoodic Head Road (OCLP, 2000).



Schoodic Point restroom (OCLP, 2000).



View from the loop road of the water tower on Big Moose Island (OCLP, 2001).



Entrance from park loop road to Schoodic Point (OCLP, 2000).



View down Schoodic Head Road (OCLP, 2001).



Schoodic Point pumphouse (OCLP, 2000).



CCC road near Frazer Point (OCLP, 2001).



Access road near Wonsqueak paved with pink granite asphalt (OCLP, 2001).



Alder Trail trailhead (typical) (OCLP, 2000).



Trail connecting Schoodic Point parking area and restroom facility (OCLP, 2000).



Coping stones lining a pulloff along the loop road (OCLP, 2000).



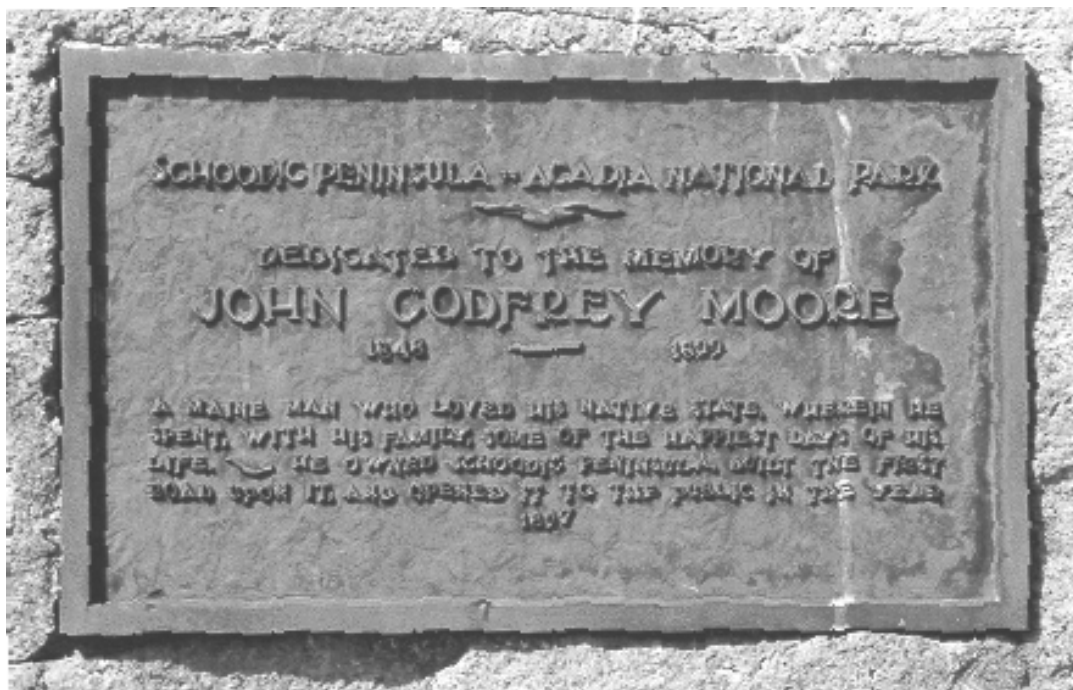
Deteriorating rustic-style timber railing along Schoodic Head Road (OCLP, 2000).



Rustic railing attached to retaining wall along Schoodic Head Road (OCLP, 2000).



Typical trail marker (OCLP, 2001).



Plaque dedicated to John Moore, who first conceived of Schoodic Peninsula as a park and recreation area, located at Schoodic Point (OCLP, 2000).

Landscape Characteristic: Buildings and Structures

Of the four developed areas on the peninsula, only Schoodic Head and Schoodic Point contain any contributing buildings or structures. All the buildings and structures located at Frazer Point are non-contributing and there are no buildings or structures at Blueberry Hill. The following sections discuss the contributing and non-contributing structures found at each site.

Schoodic Head

The ranger station was constructed in 1931 in the NPS rustic design style. However, the building was altered sometime after 1984, when the original board and batten siding was removed and replaced with grey-stained plywood, causing the building to become a non-contributing feature. The nearby garage, however, which was constructed in 1934 also in the NPS rustic design style, is contributing. It is a rectangular wood-framed building on a granite foundation that is largely intact, retaining its board and batten exterior. The weather station, radio tower, and pumphouses were all constructed recently and are non-contributing. The retaining wall on the entrance road near the summit, which lines the downslope side of a steep switchback on the road, is a contributing structure. It is approximately 60 feet long and ten feet high and consists of dry-laid granite blocks. Although deteriorated in places, the wall is well constructed and essentially intact. It was probably completed in the early-to-mid 1930s in conjunction with CCC projects at Schoodic Head, although a precise date is currently unknown. Nonetheless, the quality and manner of construction are indicative of CCC-era work.

Schoodic Point

Schoodic Point contains a number of buildings and structures that contribute to its rustic character. Although the entrance road and parking area were completed by 1935, no other permanent visitor facilities were added until 1940, when a restroom and pumphouse were constructed from Works Progress Administration (WPA) funds, one of the New Deal Programs. One of the few surviving examples at the park of a WPA building, the restroom is constructed in a rustic style of board and batten. The rustic pumphouse is located north of the parking loop. Like the restroom, this building is a board and batten structure built using WPA funds. These facilities are unobtrusively nestled in woodland settings north and east of the parking loop, thereby providing the visitor with unobstructed views of the pounding surf without visual distraction. They are reached by a short walking trail or service road that extends east from the parking loop. The retaining walls and rustic slab steps that separate the tiers of parking are contributing structures dating from ca. 1934.

Frazer Point

There are no contributing buildings and structures at Frazer Point. With the exception of the pier and restroom, all the remaining resources within the Frazer Point picnic area were constructed between 1963 and 1964. The date of construction of the pier is unknown, although the stone footings may date to the 1930s or earlier. Due to its exposed location the pier has undergone at least one episode of extensive repair or alteration that has resulted in a loss of the structure's integrity.

There are no buildings or structures at Blueberry Hill.

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
Frazer Point pier	98054	Noncontributing			Location	243594	Yes
Frazer Point pumphouse	98174	Noncontributing			Location	62748	Yes
Frazer Point restroom	98175	Noncontributing			Location	62747	Yes
Schoodic Head garage	92035	Contributing	748367		Location	62738	Yes
Schoodic Head pumphouses (2)	92704	Noncontributing			Location	62730	No
Schoodic Head radio tower	92705	Noncontributing					No
Schoodic Head ranger station	92706	Noncontributing			Location	62737	Yes
Schoodic Head road retaining wall	92707	Contributing			Asset	1534132	Yes
Schoodic Head weather station	92708	Noncontributing			Asset	1534137	Yes
Schoodic Point parking area retaining wall and steps	92709	Contributing					No
Schoodic Point pumphouse	92710	Contributing	41087		Location	62733	Yes
Schoodic Point restroom	92711	Contributing	41088		Location	62732	Yes

Landscape Characteristic: Circulation

Access to park lands on Schoodic Peninsula is limited to a paved park road that begins on the north side of Frazer Creek - becoming one-way after the Frazer Point picnic area - and continues south to Big Moose Island. From the island it heads north along the eastern shoreline to the Town of Gouldsboro at Wonsqueak Harbor. Due to the large amount of exposed bedrock and undulating terrain on the peninsula, the road was cut through granite and basalt outcroppings in some places, while in others it was banked or bridged to accommodate ponds and wetlands.

With the exception of Schoodic Head, all of the developed areas are served by short, paved entrance roads. Schoodic Head is reached by a gravel-topped graded road that extends east off the park loop road into the peninsula's interior. There are also three short service roads located at the northeast edge of the park at Wonsqueak Harbor, and a Civilian Conservation Corps (CCC) road that partially follows a powerline corridor through the interior of the peninsula.

The peninsula has four hiking trails, all with trailheads on Schoodic Head. Three of these trails extend east and down slope, terminating at the park loop road on the eastern side of the peninsula. The fourth connects the scenic overlook at the top of Schoodic Head with the entrance road to the ranger station facility.

The circulation systems property type consists of two sub-types, motor roads and hiking trails. The majority were designed and built in the 1930s and 1940s, and are consistent with their counterparts on Mount Desert Island in design and workmanship.

Motor Roads

The largest property in this group is the 6-mile park loop road with a .5 mile spur to Schoodic Point. The loop road begins at the northwestern boundary of the park at Frazer Creek on the west side of the peninsula, and ends at Wonsqueak Harbor on the east side. The entrance roads to the developed areas on the peninsula, including Schoodic Head, are included in the descriptions of those areas.

The park loop road has changed little since its initial construction between 1933 and 1935. Built as two segments along the western and eastern shorelines of the peninsula, these segments are also known respectively as Moore Road or the Winter Road, and Wonsqueak Road or the Summer Road. The alignment from the Frazer Creek bridge south to the causeway at Big Moose Island may follow in part its predecessor—a road built by summer resident John G. Moore in 1897. Based on historic maps, it is possible that the Wonsqueak segment also incorporated parts of an earlier roadbed, although to what extent is not currently known. Further research on the early history of the peninsula, in particular those areas inhabited in the 18th and 19th centuries including Frazer Creek, Schoodic Head, Big Moose Island and the Wonsqueak Harbor area, may uncover other remnants of these earlier roads.

Now a one-way route, it was initially constructed as a two-way road. After crossing Frazer Creek it extends south, providing visitors with a classic Maine coast vista of rocky shoreline, islands and a lighthouse. The road reaches Big Moose Island via a causeway over a salt marsh. At a small triangle intersection, a spur off the park road extends further south where it becomes a two-way road. This spur serves as the access road to both the NSGA Winter Harbor facility and the Schoodic Point parking area. The one-way park loop road continues from the intersection north across a small cove along the peninsula's eastern shoreline.

A harmonious mix of local materials, engineering and subtlety, the road was designed primarily to take advantage of the peninsula's dramatic ocean views. Vista clearing was an important element in the construction process. As was the case on Mount Desert Island, the motor road was a collaborative effort between the National Park Service and the U.S. Department of Agriculture Bureau of Public Roads (BPR). Design elements were borrowed from Rockefeller's collaboration with the NPS on Mount Desert Island. Thus it shares many of the basic design and engineering elements with the park loop road at Mount Desert Island, including the use of spiral transition curves, consistent maximum 7% grade, and a narrow 18 or 20-foot wide roadway with a bituminous asphalt surface (Foulds, 1993). However, unlike the Mount Desert Island project, the Schoodic loop road was not built in segments over 25 years, but rather, was completed in under two years. In addition, the roadbed at Schoodic appears to have had fewer subsequent alterations and resurfacing episodes, perhaps due to the lower volume of visitors.

Taken in its entirety, the road is a series of gentle, curvilinear segments that follow the natural contours of the land. Curbing is virtually absent. The subtlety of the design is exceptionally well executed in areas where the road was constructed through bedrock or at the edge of a cobble beach or granite shoreline. In some instances, particularly on the Wonsqueak side, the route passes between rocky ledge and shoreline, separated from these features by only a small shoulder or swale. Road shoulders and ditches are typically left in their natural, vegetated state. Historically, the bituminous road surface was uniformly pink, the color of the locally quarried granite used in the aggregate (gravel) mix. The road surface was treated since that time with a similar process but using a modern, fine-grained "hot-mix" of aggregate. The resulting smoother surface has a less rustic appearance, and bears no evidence of the pink granite.

Although not counted as individually contributing resources, there are nonetheless some smaller elements that, taken together, are important character-defining features of the system. One example is the use of boulder guardrails, locally known as "Rockefeller's teeth." These are patterned after John D. Rockefeller Jr.'s use of coping stones in the design and construction of Mount Desert Island's carriage roads and other NPS motor roads. However, at Schoodic, angular stones are used more frequently, as opposed to the rectilinear stones prevalent on Mount Desert

Island. Ranging in size from one to four feet in diameter, these roughly cut stones are strategically placed to frame the peninsula's ocean vistas in addition to serving as guardrails. Another character-defining element is the use of rip-rap, or hand-laid rock embankments. In some places along the park road, a sequence of angular coping stones is flanked by riprap composed of large, jagged rocks. The result is a seamless blend of the road's constructed features with the natural granitic slabs and cobble beaches that are characteristic of the shoreline (Rieley and Brouse, 1989).

Other character-defining features of the motor road system include retaining walls and drainage elements. These features are relatively subtle and unobtrusive, thus adding to the rustic character of the road. These drainage elements are typically concrete or metal pipe or stone culverts. Some of the inlets and outlets have stone headwalls, which are usually constructed of granite or other locally available stone. Although mortar is used in some instances, the majority of the walls are dry-stacked. Slab-laid stone steps are another subtle rustic feature used effectively at Schoodic. Although seen mainly on hiking trails, they are also used as a transition from pavement to cobble beaches and other natural attractions in proximity to the motor road (Foulds, 1993, 74-86).

In addition to the loop road alignment itself, there are a number of other contributing structures which are an integral part of the motor road system. These include several paved and gravel pull-offs/overlooks and two causeways. Some of these are situated to provide a vantage point for scenic views or vistas along the shoreline or wooded areas, and as such also serve as small scenic overlooks. A typical pull-off/overlook consists of a semicircular paved area on the road shoulder with coping stones of varying size placed around the perimeter. The gravel pull-offs are road segments that typically extend from the park loop road to the edge of the shoreline and back. Most of these function as informal overlooks, and are more frequently seen on the western or Moore Road portion of the loop road. Some of these pull-offs were probably part of the original road that Moore constructed to Schoodic Head. These features are not highly contrived, but instead are subtly executed so as not to detract from either the viewshed or the rustic feeling of the road.

Three causeways connect Big Moose Island to the mainland. Large culverts associated with each allow for tidal flow between the marsh and sea. The West Pond causeway has a large concrete culvert with a mortared headwall of cut granite. There are coping stones on the east (wetland) side and riprap on the coastal side at the outlet. Under the Arey Cove causeway, the water flows freely through a large stone inlet that resembles a dike. The roadbed is slightly elevated to accommodate this feature. Coping stones flank both sides. The East Pond causeway south of Blueberry Hill is an elevated roadbed over a culvert with a well-constructed dry-laid stone inlet, and an outlet set in a stone revetment. Coping stones flank both sides.

Minor roads, sometimes referred to as truck trails, were constructed by the CCC in the 1930s and 1940s as fire access roads in remote areas of parks. The CCC truck trail on Schoodic was built circa 1937, and is a typical example. The graded roadbed is approximately 15 ft wide and extends east from the park loop road along the bank of Frazer Creek. Another short alignment continues further for several hundred feet along the southern bank of Frazer Creek, and may pre-date the park. The CCC road veers south and follows the same alignment as the powerline, extending approximately 1.8 miles through the peninsula's interior. Unlike the powerline corridor, it terminates before reaching the entrance road to Schoodic Head (Coffin, 1999, 206).

In addition to the CCC truck trail, there are three service roads, possibly dating from the 1930s, located at the northeastern boundary of the park. Park correspondence refers to two service roads constructed to allow for access to non-park holdings in the interior of the peninsula, although it is unclear to which roads the documents refer. One is a graded gravel road that extends west from the park loop road along the park's boundary line. The second is a banked roadbed that extends south from the park boundary. This is one of two surviving examples with the original pink granite surface intact, a defining characteristic of Acadia's roads as they were originally constructed. As one of the last pink granite roads, this is an important resource to preserve from encroaching vegetation and repaving.

A third service road is located off the park loop road south of Wonsqueak. It loops inland for approximately 150 feet and then reconnects to the park road. It is eroded but there are patches of

the original pink asphalt visible on the roadbed, suggesting that it may have been constructed in the mid-1930s in conjunction with the park loop road. However, it may also pre-date the park, as there is also an old stone wall of uncertain age in the immediate vicinity.

The only non-contributing structure associated with the park loop road is the Frazer Creek bridge, which was constructed in the 1950s and has subsequently undergone at least two episodes of repairs and alterations in the 1970s and 1990s. The Frazer Creek entrance road and parking were built in the 1960s, when that area was developed.

Hiking Trails

All the hiking trails have trailheads at Schoodic Head. Schoodic Head Trail acts as a connector between the Schoodic Head overlook and the ranger station entrance road. The remaining trails descend from the summit of Schoodic Head to the east, terminating at different points along the park loop road. All offer spectacular views of the ocean and nearby islands. The trail head markers are rustic cedar posts with incised lettering, typical of those used throughout the park. Blue blazes or blue markers on bedrock or trees, and rock cairns on ledges commonly mark trail routes.

With the exception of the Alder, the trails were built by CCC crews in 1937 and 1938 to exacting specifications and exhibit a high quality of workmanship, particularly in the stone work. The East Trail, although probably built by the CCC, may have been completed later than the others. The CCC typically utilized a standardized system of trail construction methods to combat drainage and erosion control problems. Despite some erosion, manifested primarily as exposed tree roots on steep slopes, many of these engineering features are still visible on the trails. Although minor changes were subsequently made by the NPS in a few places, for example, the addition of “bogwalks” or walkways to traverse wet areas, the system, as a whole, remains largely unaltered (Breeze, 1941 Master Plan for Schoodic Peninsula).

Of the three CCC trails on the peninsula, the half-mile-long Schoodic Head Trail has the fewest constructed features. It is initially a ledge hike offering panoramic views of Frenchman Bay and Mount Desert Island to the west. As the trail descends, it becomes a woodland hike on pine tread through a glacially-carved ravine of spruce and fir, passing by large moss-covered boulder outcroppings and verdant ferns. It terminates at the entrance road to the ranger station.

The Anvil Trail is a highly constructed trail one mile in length that also begins as a ledge hike at the summit and descends southeast, offering spectacular ocean and island views. The steepness of the descent has required the use of switchbacks along the route, some of which contain slab steps and retaining walls. Other parts of the descent appear to have been cut as steps through the bedrock. This trail also has numerous drainage features such as log water bars and stone culverts. The trail skirts along the southern edge of the Anvil before terminating at the park loop road north of the Blueberry Hill parking area.

The East Trail route extends northeast from Schoodic Head, descending steeply for approximately one half mile before terminating at the park loop road west of Rolling Island. Like the Anvil trail, it contains numerous switchbacks with steps and offers panoramic ocean views.

The Alder Trail is the only route that appears to pre-date the CCC era. The trail follows the road that Moore built with the intent to develop a hotel and grounds at Schoodic Head. From the trailhead the route goes into a gradual descent east for slightly more than a half mile and terminates at the park loop road across from the Blueberry Hill parking area. The trail tread, formerly a roadbed, is primarily mowed grass.

Additionally, the trail that leads from the Schoodic Point parking area to the restroom facility, while not a part of the hiking trail system, is historic. The trail dates to 1940 when the restroom and pumphouse were built.

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
Arey Cove Causeway	92714	Contributing			Location	62763	No
Blueberry Hill: Entrance road	92715	Contributing	753609		Location	62767	No
Blueberry Hill: Parking area	92716	Contributing			Location	62767	No
CCC truck trail	92717	Contributing	753654		Location	80994	No
East Pond Causeway	92718	Contributing			Location	62763	No
Frazer Creek bridge	92720	Noncontributing			Location	62070	Yes
Frazer Point parking area	92721	Noncontributing			Location	62762	Yes
Frazer Point: Entrance road	92722	Noncontributing					No
Anvil Trail (including any drainage features, stone steps, riprap, retaining walls)	92713	Contributing	750145		Location	62756	Yes
Loop Road	92723	Contributing	750208		Location	62764	No
Pull offs, gravel	92724	Contributing					No
Schoodic Head: Entrance road	92726	Contributing	750015		Location	62765	No
Schoodic Point: Entrance road	92728	Contributing	750626		Location	62764	No
Schoodic Point: Parking area	92729	Contributing			Location	62766	Yes
Schoodic Point: Restroom trail	92730	Contributing			Asset	1534216	Yes
Schoodic Point: Service road	92731	Contributing					No
Service roads (3)	92732	Contributing					No
West Pond Causeway	92733	Contributing			Location	62764	No
Alder Trail (including any drainage features, stone steps, riprap, retaining walls)	92712	Contributing	750145		Location	62758	Yes
East Trail (including any drainage features, stone steps, riprap, retaining walls)	92719	Contributing	750145		Location	62759	Yes
Schoodic Head Trail (including any drainage features, stone steps, riprap, retaining walls)	92725	Contributing	750145		Location	62760	Yes
Schoodic Head: Summit loop	92727	Undetermined			Location	62765	No

Landscape Characteristic: Land Use

The Schoodic Peninsula has been used in a variety of ways since Native Americans first came here. Archeology indicates prehistoric use of the peninsula and other locales around Frenchman Bay at least seasonally to gather shellfish and other marine resources. This use of the land and waters continued with early settlers. Newer residents to the region made a living through a combination of fishing, farming, lumbering, and shipbuilding. Both the Native Americans and early European settlers built at least temporary shelter. Historic maps of the early 19th century indicate that people were living at Frazer Point, Schoodic Head, Schoodic Point, and Wonsqueak Harbor, as well as on some of the nearby islands (Johnson and Sanger 1977; Sanger 1981). Some small towns developed and several exist outside of the park today.

By the end of the 19th century a new land use came into effect: recreation. The Maine coast, particularly the Frenchman Bay area, became a popular vacation destination for the middle and upper classes from Boston, New York, and Philadelphia. John Godfrey Moore purchased most of Schoodic Peninsula for use as a recreational area and constructed a road to Schoodic Head. The newly constructed road proved to be extremely popular with local residents who traveled to the peninsula to picnic, pick berries, or simply to enjoy the scenery (Hahn 1974; Smallidge 1994). Schoodic Peninsula was acquired by NPS in 1929 and construction of visitor facilities and hiking trails began with the 1930s. Additional facilities were added at Frazer Point in the 1960s. Recreation continues to be the primary land use within the park at Schoodic Peninsula today.

Landscape Characteristic: Natural Systems and Features

Schoodic Peninsula is a rocky, wooded headland that juts into the Atlantic Ocean at Winter Harbor, Maine. Five miles to the west across Frenchman Bay lies Mount Desert Island and the main part of Acadia National Park. The landforms in this region were produced during the last ice age (approximately 20,000 years ago). Glacially formed lakes and hills are abundant. Coves, bays, islands and inlets were carved as the glaciers retreated, leaving a coastline that is characterized by the prevalence of boulders, rocks, ledge and bedrock outcroppings of acidic igneous material. Glacial tills commonly consist of localized deposits of sand and gravel. Granite outcroppings and very shallow depth to granite bedrock (only 10 - 20 inches in many locations) characterize the terrain and make development difficult. The shoreline is very rocky and also mostly granite. The soil drains quickly, with stormwater runoff ultimately draining into the ocean.

Schoodic Peninsula has a cool and moist maritime climate. The prolonged winter season, averaging five months, has an average temperature of 24 degrees Fahrenheit. Precipitation averages 44 inches a year and falls mostly as snow in winter. Dense fog and frequent precipitation occur in the spring and fall. The summer temperatures average around 68 degrees (NPS Boston Support Office, 2000; Mittelhauser et al., 1995).

The maritime spruce and fir forest community is most prevalent. The coniferous forest growth is one of the defining characteristics of the peninsula, providing it with many secluded settings. A 1999 study showed the spruce and fir community to be the most common throughout the peninsula (Glanz and Connery, 1999). Other common plants include blueberry, goldenrod, crowberry, beach pea, wild iris, rugosa rose, hawkweeds, juniper, and pitcher plant.

Several species of mammals inhabit the peninsula. A 1995 study identified more than 30 species (Mittelhauser et al., 1995). Included were white-tailed deer, coyote, fox, eastern chipmunk, snowshoe hare, red squirrel, raccoon, beaver, moose, porcupine, and long-tailed weasel. Over 300 species of bird exist (NPS Boston Support Office, 2000), as well as nine amphibian or reptile species being documented.

Huge fractures have occurred in the peninsula's shoreline granite, creating gigantic slabs and blocks, mainly visible at Raven's Nest and Schoodic Point. The name "Schoodic Point" refers to the southern tip of Big Moose Island located a half mile to the east. Within some of these fractures are black basalt dikes, the product of intrusive, solidified magma. These dikes measure up to twenty-five feet thick, and are very prominent at Schoodic Point. The basalt is a softer material than the surrounding bedrock, and has been eroded by wave action in many spots, resulting in deep narrow chasms. In contrast to these large geological formations, the eastern shoreline of the peninsula is fringed with numerous cobble beaches (Gilman et al 1988, The Geology of Mount Desert Island).

Schoodic Head, at 440 feet above sea level, is the highest point on the peninsula. Another geological promontory known as The Anvil lies to the southeast near Blueberry Hill. There are several small creeks that flow west from the peninsula's interior to feed the numerous wetlands and ponds. The largest of these is Frazer Creek, which drains to the northwest into Mosquito Harbor at Frazer Point. There are at least two springs on the peninsula, one in the vicinity of Schoodic Head and the other on Big Moose Island.

Big Moose, the largest "island" near the peninsula, is only separated from the mainland by a small brackish marsh at West Pond Cove on the island's northern shore. Historically, this area was apparently inundated by salt water, which may have effectively isolated Big Moose Island from the mainland, at least during high tide. Two of the numerous smaller islands surrounding the peninsula - Pond and Little Moose - can be reached from the mainland at low tide.

Most natural features and systems have been unaffected by development. The one that has sustained the most negative impact is forested land. After 1941, the amount of acreage cleared for naval base expansion rose nearly 700%. A qualified resource specialist should conduct further research to determine what other changes may have occurred.

Landscape Characteristic: Small Scale Features

Most of the contributing small-scale features on Schoodic Peninsula are associated with the third period of significance - Rustic Design and the National Park Service 1930-1941. These include the many coping stones ('Rockefeller's teeth') that line most of the loop road, trail posts associated with the hiking trail system and the Moore commemorative plaque located at Schoodic Point. The rustic-style railing along Schoodic Head road is also a contributing feature. Individual trail posts are not historic, having been installed in the last several years, but they are carved wooden posts that are in keeping with the Rustic Design theme.

Many small-scale features were introduced into the landscape after the period of significance and are non-contributing. General structures of contemporary materials and design that do not contribute to the historic character of the site include park boundary signs, trail signs, and information boards. Numerous road and traffic signs line the loop road and a variety of picnic-related features occupy Frazer Point.

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
Frazer Point: Picnic amenities (fire pits, benches, tables, trash receptacles, drinking fountain and the like)	92734	Noncontributing			Location	62745	No
Hiking Trails: Trail posts	92735	Contributing					No
John Godfrey Moore Memorial Plaque	92736	Contributing	41362		Asset	1534125	Yes
Loop Road: Coping stones	92737	Contributing			Asset	1290656	No
Loop Road: Traffic signage	92159	Noncontributing					No
Schoodic Head: Rustic-style timber railing	97780	Contributing					No
Site-wide: Storm drains	98176	Noncontributing					No
Site-wide: Waysides	98177	Noncontributing					No

Landscape Characteristic: Spatial Organization

Schoodic contains four developed areas within park boundaries (not including the naval installation): Frazer Point, Schoodic Head, Schoodic Point, and Blueberry Hill. All are linked by a U-shaped park road that hugs the peninsula's rugged shoreline. Although these areas provide varying types of visitor amenities, they are all situated to take advantage of the peninsula's dramatic ocean views. With the exception of Frazer Point, all were constructed in the 1930s and 1940s and have remained largely unaltered. As a result, Schoodic Head, Schoodic Point, and Blueberry Hill are resources whose spatial organization clearly contributes to the Rustic Design context (1930-1941).

The developed area at Schoodic Head is located at the heart of the peninsula, and is comprised of a summit loop, trailheads, and ranger station facilities. Schoodic Point, a scenic parking area with restroom facilities at the southern tip of Big Moose Island, provides both dramatic ocean vistas and access to the glacially carved shoreline. Blueberry Hill is a small parking loop situated at the southeastern edge of the peninsula on a small cove, and offers more intimate views of nearby islands. The fourth, Frazer Point, is a scenic picnic area completed in the early 1960s. It is located near the park entrance on the western edge of the peninsula overlooking Frazer Creek and Mosquito Harbor.

Landscape Characteristic: Vegetation

At the time of non-native settlement, it is highly likely that a maritime spruce and fir forest community densely forested parts of Schoodic Peninsula and parts - Frazer Point, Schoodic Head, and Big Moose Island - were cleared for agriculture. The coniferous forest growth is one of the defining characteristics of the peninsula, providing it with a remarkably secluded setting. The peninsula has remained relatively undeveloped, except for the naval base; its rocky slopes are covered with a thick canopy of spruce, fir, and jack pine. The peninsula's cool, moist maritime climate mimics conditions of a more northern region, and provides an environment suitable for sub-arctic plants, most notably, at Schoodic Point. A 1995 study indicates that the southeastern limit of the jack pine woodland forest is along the central Maine coastline. Jack pine is a major tree species on the peninsula and Big Moose Island (Mittelhauser et al., 1995). A 1999 study showed that the spruce and fir community continues to be the most common forest type throughout the peninsula. Other common plants include blueberry, goldenrod, crowberry, beach pea, wild iris, rugosa rose, hawkweeds, juniper and pitcher plant (Glanz and Connery, 1999).

Of the developed areas, vegetation found at Frazer Point is the most manipulated: in addition to the native forest stand, there are areas of maintained turf, specimen tree plantings, and remains of an orchard. There is a small amount of maintained turf near the Blueberry Hill parking area.

Several acres of forested land were cleared to accommodate the base expansion that occurred after 1941. In the area of the naval base, a comprehensive vegetation study could verify significant changes to the successional forest from that of native stands. Overall, the undeveloped, natural character of the peninsula's vegetation remains intact.

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
Sub-arctic plants	98180	Contributing					No
Relict jack pine	98178	Contributing					No
Spruce/fir forest	98179	Contributing					No

Landscape Characteristic: Views and Vistas

The notion of views and vistas remains a significant characteristic in the Acadia and the Schoodic Peninsula experience. John G. Moore purchased most of Schoodic Peninsula to develop a hotel and constructed a road to Schoodic Head, taking advantage of the spectacular uninterrupted views of Schoodic Peninsula, and out to the water and nearby islands.

Civilian Conservation Corps (CCC) work that was accomplished in the park during the New Deal era used plant material to cover disturbed areas, and to screen views of roads and developed areas. The CCC-constructed trails were designed and built to take advantage of the spectacular views that abounded.

Pull-offs were located all along the park loop road and scenic overlooks can be found at each of the four developed areas. Each offers the prospect of vast expanses of ocean, nearby islands, scenic shoreline, harbors, light houses, and Cadillac Mountain. The hiking trails that issue from Schoodic Head control views as one descends. The views are often longer from the trails due to the elevation, even when they are essentially the same as those seen from pull-offs and overlooks.

Despite fears to the contrary, views east from Mount Desert Island were not compromised by the placement of the new Navy base on Schoodic Peninsula. However many new antenna arrays were added to the base in the 1950s and were quite visible, though today none remain. Even during the height of the base's development, most of the island remained heavily wooded. NPS records indicate that vista cutting was done in the area immediately surrounding the apartment building complex on the base under the supervision of NPS landscape architects.

The primary visual impacts of the base are the view of the Rockefeller Building from Blueberry Hill, and the view of the water tower from park loop road. There are also glimpses of portions of the base from some hiking trails. The remaining distant or long views and vistas from Schoodic Peninsula have remained mostly unchanged. The viewsheds from the eastern side of the peninsula are protected in part by a park conservation easement on 78 acres of land on Spruce Point, the peninsula east of Schoodic.

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
Blueberry Hill: Views to water, across peninsula, and close-up views south to Little Moose and Schoodic Islands	98181	Contributing					No
Loop Roads: Views and vistas of peninsula, sea, and islands, and to Mount Desert	98182	Contributing					No
Schoodic Head: Vistas from summit across peninsula, to Mount Desert Island, and to sea	98183	Contributing					No
Schoodic Point: Views from parking area across peninsula where buildings are hidden, to open sea, and to Mount Desert	98184	Contributing					No
Trails: Schoodic Head trail has views across peninsula, west to Mount Desert Island, and to sea. All others generally have views of small islands and sea to the east.	98185	Contributing					No

Condition

Assessment Interval (Years): 3

Next Assessment Due Date: 05/27/2028

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 05/27/2025

Condition Assessment Explanatory Narrative:

The overall landscape is well-maintained and in good condition.

Condition Assessment: Good

Assessment Date: 09/30/2020

Condition Assessment Explanatory Narrative:

Provisional. The condition reassessment for this CLI has been delayed due to Covid-19 travel restrictions and staffing shortages. In the meantime, the most recent condition assessment will remain in place until it is reassessed as part of a comprehensive update of the entire CLI. Planning and scheduling this update will occur in FY 2022.

Condition Assessment: Good

Assessment Date: 06/15/2010

Condition Assessment Explanatory Narrative:

The condition of the cultural landscape of Schoodic Peninsula has improved to "good" since the last condition assessment of "fair" in 2004. The erosion issues along the Motor Road have been improved, social trails at Schoodic Point have been removed and re-vegetated, and the Schoodic Head Road is slated for repair. These improvements address many of the condition issues identified in the prior assessment, justifying a change to "good" condition.

Condition Assessment: Fair

Assessment Date: 06/09/2004

Condition Assessment Explanatory Narrative:

The condition was reassessed in 2004 when the CLI was completed.

Condition Assessment: Fair

Assessment Date: 09/30/1999

Condition Assessment Explanatory Narrative:

This early assessment was never concurred to by the superintendent and was updated in 2004.

Impacts

Type of Impact: Deferred Maintenance

Other Impact:

External or Internal: Internal

Impact Narrative: Frazer Point picnic area needs stabilization. This includes shoreline stabilization, resurfacing the gravel drive and picnic sites, and work to reestablish lawn to prevent additional erosion.

Date Identified: 07/29/2005

Type of Impact: Erosion

Other Impact:

External or Internal: Internal

Impact Narrative: There are instances of shoreline erosion that need attention. The edge at Frazer Point's picnic area is eroding and there are erosion problems along the outbound portion of the Loop Road where the shoulder under the coping and the rip-rap is deteriorating. The timber railing along the road leading to Schoodic Head is failing in some places and presents a safety hazard. In addition to the replacement of old and rotting members, all ground connections should be checked 1) to insure that they are sound and able to withstand stress and 2) are not contributing to the damage of other features in any way. As an example, the connection of railing posts with the road's retaining wall (located up-slope of the hairpin turn) is an opportunity for the wall to be undermined should the railing and posts suffer damage. There are some trail sections that show minor signs of erosion, with it being most evident where switchbacks occur.

Date Identified: 07/29/2005

Type of Impact: Inundation/Storm Surge

Other Impact:

External or Internal: External

Impact Narrative: Deterioration from water temporarily covering roadways that pass along shoreline as a result of amplified tides during severe low pressure weather systems.

Date Identified: 05/27/2025

Type of Impact: Inundation/Sea Level Rise

Other Impact:

External or Internal: External

Impact Narrative: Deterioration from water perpetually covering coastal or estuarine land that is traditionally dry, as a result of an increase in the elevation of the mean sea level (MSL).

Date Identified: 05/27/2025

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Undetermined

Treatment Completed: No

Title:

IRMA Link:

Narrative:

The General Management Plan, Acadia National Park (1992) divides the land and water resources of the park into four possible management zones: natural, cultural, developed, or special use zones. At the time the GMP was completed, the Schoodic Peninsula was designated as a natural zone with two small developed zones within it (Frazer Point and the ranger station) and the cultural resources of Schoodic Peninsula were unevaluated. The GMP recognized that various areas of the park may be redesignated as inventory and evaluation efforts continue. Some aspects of Schoodic are now recognized as important cultural resources and should be redesignated as cultural zones within the larger natural zone of the peninsula.

According to the GMP, the areas of the park designated as cultural zones will be managed for "preservation, protection, and interpretation of cultural resources and their settings." While treatments other than preservation are specified for certain resources, preservation is identified as the overall treatment for the park's cultural landscape. The resources identified as cultural landscape resources within this CLI and the concurrent National Register nomination should receive that same "preservation" treatment. The cultural resources identified are scattered across the peninsula within the natural zone and the two developed zones.

Approved Treatment Costs

Cost Narrative:

Bibliography and Supplemental Information

Bibliography:

Citation Author	Citation Title	Year of Publication	Citation Publisher	Citation Type	Citation Location	Citation Number
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Meier, Lauren G. and Lee Terzis	Historic Resources of Acadia National Park Multiple Property Listing, Draft	2001		Both Graphic And Narrative	National Park Service, Olmsted Center for Landscape Preservation, Brookline, MA	
Foulds, H. Eliot	Historic Motor Road System, Acadia National Park	1993	Olmsted Center for Landscape Preservation	Both Graphic And Narrative	National Park Service, Olmsted Center for Landscape Preservation, Brookline, MA	
Coffin, Margie	Historic Hiking Trail System of Mount Desert Island, Volume 1: History, Existing Conditions and Preliminary Analysis, Draft	1999	Olmsted Center for Landscape Preservation	Both Graphic And Narrative	National Park Service, Olmsted Center for Landscape Preservation, Brookline, MA	
Gilman, Richard A. et al	The Geology of Mount Desert Island	1988	Maine Geological Survey, Department of Conservation		Acadia National Park	
National Park Service Boston Support Office	Schoodic Point Navy Base Reuse: Site Orientation and Overview	2000	NPS Boston Support Office	Both Graphic And Narrative	Acadia National Park	
Rieley, William D. and Roxanne S. Brouse	Historic Resource Study for the Carriage Road System, Acadia National Park, Mount Desert Island, Maine	1989	Prepared by Rieley and Associates, Charlottesville, VA, for NPS	Both Graphic And Narrative	Acadia National Park	

Schoodic Peninsula
Acadia National Park

Johnson, Barbara A. and David Sanger	Final Report: Archaeological Studies, Investigations, and Excavations, Various Locations, Acadia National Park, Maine	1977	University of Maine, Orono for NPS Denver Service Center		Acadia National Park	
Johnson, Muriel Sampson	Early Families of Gouldsboro, Maine	1990	Picton Press		Acadia National Park	
Mittelhauser, Glen, Bruce Connery, and Amy Breen, Tammy McGrath	Biological Inventory of Acadia National Park and U.S. Navy Lands on the Schoodic Peninsula, Maine	1995		Both Graphic And Narrative	Acadia National Park	
Glanz, William E. and Bruce Connery	Biological Inventories of Schoodic and Corea Peninsulas, Coastal Maine, 1996, Final Report	1999	NPS Boston Support Office		Acadia National Park; Technical Report NPS/BSO-RNR/NRTR/00-4	
Smallidge, Allan	A Summering Place, Winter Harbor, Maine, The Early Years	1994	Privately Printed		Acadia National Park	
Hahn, Nathalie White	A History of Winter Harbor, Maine	1974	Privately Published		Acadia National Park; (Reprint, Winter Harbor Historical Society, 1995)	
Sanger, David	Archeological Investigations at Frazer Point and Duck Harbor	1981	Prepared by Department of Anthropology, University of Maine, for NPS	Both Graphic And Narrative	Cultural Resources Management Studies Collection, Northeast Museum Services Center, Charlestown Navy Yard, Charlestown, MA	012571

Supplemental Information:

Supplemental Information Title: Personal Communication from Lee Terzis, Cultural Resources
Program Manager, Acadia National Park

Supplemental Information Narrative:

These communications took place in person from April 27-29, 2004, and via email in the following weeks.

Landscape Documents:

File Name	Date	Attachment Type
ACAD_Historic Carriage Road System-Historic Motor Road System-Schoodic Peninsula_CLI Update Notes_2025.pdf		
CL-FMSS_crosswalk-SchoodicCLUpload.xlsx		Other Report

Source