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United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is used in nominating or requesting determinations of individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (Form 10-900-a). Use a typewriter, word processor or computer to complete all items.

New Submission Amended Submission

1. Name of Property

historic name: Blackwoods Campground
other name: n/a

2. Location

street & number: Acadia National Park not for publication
city or town: Rte 233, Eagle Lake Rd., Bar Harbor vicinity
state: Maine code: ME county: Hancock code: 009 zip code: 04693

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Joe Wallis 5-18-07
Signature of certifying official/Title Date
National Park Service
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Carol S. Howard 10/25/05
Signature of commenting official/Title Date
Maine Historic Preservation Commission
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register. See continuation sheet.
- removed from the National Register.
- other, (explain)

Signature of the Keeper	Date of Action
<u>[Signature]</u>	<u>6/29/2007</u>
_____	_____
_____	_____
_____	_____

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5. CLASSIFICATION

Ownership of Property:

private public-local public-State public-Federal

Category of Property:

building(s) district site structure object

Number of Resources within Property: (Do not include previously listed resources in the count)

	Contributing	Noncontributing
buildings	5	1
sites	3	0
structures	1	0
objects	0	0
Total	9	1

Number of contributing resources previously listed in the National Register: none

Related Multiple Property Listing: *Historic Resources of Acadia National Park***6. FUNCTION OR USE**

Historic Functions:

Current Functions:

RECREATION AND CULTURE/outdoor rec.
PARK/National ParkRECREATION AND CULTURE/outdoor rec.
PARK/National Park**7. DESCRIPTION**Architectural Classification: **Other: Historic Campground**

Materials: foundation: N/A roof: N/A walls: N/A

other: **Earth / Wood / Granite / Vegetation**Narrative Description: **See Continuation Sheets, Pages 1-8.****8. STATEMENT OF SIGNIFICANCE**

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

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8. STATEMENT OF SIGNIFICANCE, continued

Criteria Considerations:

- A** Owned by a religious institution or used for religious purposes.
 B Removed from its original location.
 C Birthplace or a grave.
 D Cemetery.
 E Reconstructed building, object, or structure.
 F Commemorative property.
 G Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance: **Landscape Architecture; Conservation; Entertainment/Recreation**

Period of Significance: **1935-1948**

Significant Dates: **1935-1948**

Significant Person: **N/A**

Cultural Affiliation: **N/A**

Architect/Builder: **Civilian Conservation Corps / Works Progress Administration / National Park Service / George B. Dorr**

Narrative Statement of Significance: **See Continuation Sheets, Pages 9-19.**

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Bibliography: **See Continuation Sheets, Page 20.**

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- State Historic Preservation Office: **Maine Historic Preservation Commission
Augusta, Maine**
 Other State agency: **Maine State Archives, Augusta, Maine**
 Federal agency: **National Park Service**
**1. Acadia National Park Archives
Bar Harbor, Maine**
**2. Frederick Law Olmsted National Historic Site Archives
Brookline, Massachusetts**
 Local government
 University
 Other

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10. GEOGRAPHICAL DATA

Acreage of Property: **160 acres**

UTM References:

A 19 563360 4906800
Zone Easting Northing

C 19 563650 4906000
Zone Easting Northing

B 19 563560 4906360
Zone Easting Northing

D 19 563300 4905800
Zone Easting Northing

See continuation sheets, Page 21.

Verbal Boundary Description: See Continuation Sheets, Page 21.

Boundary Justification: See Continuation Sheets, Page 21.

11. FORM PREPARED BY

Name/Title: **Jennifer Morvan, Architectural Historian
Virginia H. Adams, Senior Architectural Historian**
Organization: **Public Archaeology Laboratory, Inc. (PAL)**
Street & Number: **210 Lonsdale Avenue**
City or Town: **Pawtucket** State: **RI** Zip Code: **02860**
Telephone: **(401) 728-8780** Date: **April 1999, revised March 2004**

ADDITIONAL DOCUMENTATION

Maps:

1. **Nomination Boundaries, Blackwoods Campground**
2. **Historical Basemap, Blackwoods Campground**

Photographs:

See Continuation Sheets, Page 22.

PROPERTY OWNER

Name: **National Park Service, Acadia National Park**
Street & Number: **Rte. 233, Eagle Lake Road**
City or Town: **Bar Harbor** State: **ME** Zip Code: **04609**
Telephone: **207-288-0374**

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7. DESCRIPTION

INTRODUCTION¹

Acadia National Park, with its coastal mountains, rugged forest, and abundant wildlife, occupies more than 30,000 acres of Mount Desert Island. Located in eastern Maine in Hancock County, Mount Desert Island has been known as a popular vacation destination since the mid-nineteenth century, when the first visitors were attracted to its dramatic, seemingly untouched landscape.

Blackwoods Campground is located on 160 acres of Acadia's wilderness, just west of Otter Creek, along the eastern coast of the island. Blackwoods is an early automobile campground, adjacent to but not contiguous with the Blackwoods segment of the historic motor road system. Design for the campground was based on the non-destructive system proposed in *A Camp Ground Policy* by E. P. Meinecke in 1932. Actual construction of the campground by the Civilian Conservation Corps (CCC) began in 1936. Due to the ambitious nature of the Blackwoods Campground program, only one of three planned loops was completed before World War II. This nomination focuses on that first phase area; Loop B with its associated features was undertaken between 1956 and 1961, and is not included in this nomination. The nomination contains a total of ten resources not previously listed in the National Register. Of these resources, nine contribute significantly to the integrity of the campground. Additional features, or site furnishings, also contribute to its integrity. With only subtle alterations throughout its lifetime, Blackwoods retains integrity from its period of significance (1935-1948).

BLACKWOODS CAMPGROUND LANDSCAPE

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

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

¹ Portions of Section 7 Description narrative are adapted from H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*, National Park Service, 1996.

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It was into this impressive Acadian landscape that the 160-acre Blackwoods Campground was gently inserted, during the period from 1935 to 1942, according to the principles of Rustic Design. This style, which the Federal government developed and favored from 1916 to 1958, was inspired by the romantic conception of wilderness that permeated the nineteenth and early twentieth centuries. In principle it involved the subordination of man-made development to natural topography and landscape features, as well as the use of natural, native materials in any created structures in order to preserve natural scenery for public benefit. At Blackwoods Campground this philosophy resulted in the use of granite foundations, board-and-batten siding, hand-split shingles (since replaced with asphalt), and hipped and bellcast roofs, which communicated a hierarchy of building types through their pitch.

The initial scope for Blackwoods Campground was ambitious, including plans for a "camp court" flanked by three large loops that would contain approximately 400 campsites. Access to the campground would be via a three-quarter-mile-long entrance road located off of State Route 3. Only the first loop, Loop A, was completed by 1946, funds having run short through the Depression and World War II. Work on Loop B was not begun until 1956. The schematic layout was similar to the original design but the individual campsites were "spur" rather than "link" design. Loop C was never constructed.

Today, Blackwoods Campground consists of two camping loops (Loops A and B), the camp access road, a central "camp court", comfort stations (historic and contemporary), and the pedestrian Ocean Path; as well as a checking station, amphitheater, and water tank built after World War II. The campground is organized around a central "camp court" oval open space that acts as a hub between the camping loops. A headquarters building with enclosing stonewalls in the camp court area and a third camping Loop C included in the original design, were never built. While there have been modest changes to this centralized arrangement, the organization of the original plan is still evident. Loop A, constructed between 1938 and 1948 was laid out using a "link" approach suited for trailers, consisting of two sets of three lateral roads. Additional roads added "spur" type campsites following World War II.

CONTRIBUTING AND NON-CONTRIBUTING RESOURCES

The Blackwoods Campground nomination boundaries encompass both contributing and non-contributing resources, which are described below. Additional campground elements or nearby resources that pre- or post-date the period of significance are not included in the nomination boundaries, but are discussed for clarity and completeness.

Contributing resources add to the historic associations, historic architectural qualities, historic landscape, or archeological values for which a property is significant because they were present during the period of significance, relate to the documented significance of the property, and possess historic integrity. Blackwoods Campground and its individual component historic resources were evaluated within the overall historic context of the history of Acadia National Park, specifically under the "Rustic Design in the National Park Service

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(1916-1958)" sub-theme.² Their integrity was assessed according to the "Associated Property Types and Registration Requirements, for Visitor Facilities and Developed Areas".³ The evaluation included physical integrity as well as integrity of design, location, setting, materials, workmanship, feeling, and association within the period of significance from 1935 to 1948. Based on these considerations, the resources at Blackwoods Campground were determined to be contributing or non-contributing as listed below and described in the following section.

Contributing Resources (5 buildings, 1 structure, 3 sites):

Comfort Stations (#97, 98, 99, 100, 101)
Privy
Road System (entrance road, camp court, Loop A)
Loop A and Campsites
Ocean Path

Non-Contributing Resources (1 building)

Comfort Station (#96)

Additional features that remain from the historic period and which contribute to the significance of the campground include entrance gates, stone and log barriers, markers, fireplaces, and water taps. Associated resources located outside the nomination boundaries are discussed for completeness below.

Contributing Resources

Comfort Stations #97, 98, 99, 100, 101 (Buildings)

These comfort stations were constructed between 1938 and 1948, and are all examples of prototypical prewar comfort stations. Similar plans appear in the *Portfolio of Comfort Stations and Privies*, the *Portfolio of Park Structures*, *Park Structures and Facilities*, and *Park and Recreational Structures*, all published by the National Park Service (NPS) in the 1930s in an attempt to provide practical prototypes which could easily be adapted or reproduced by the CCC. Designed according to the "Rustic Style" which had been popular since the mid-nineteenth century, the comfort stations embraced their natural environment by utilizing native woodland materials, echoing the color and texture of their surroundings.

Rectangular in plan, these buildings were constructed upon granite ashlar masonry foundations. The board-and-batten walls are accented by a plain sill, as well as plain corner and fascia boards. A small wooden cove molding lies under the eaves of the hipped, bell-cast roofs. Although the wooden exterior elements were originally finished in a dark brown

² Lauren G. Meier and Lee Terzis, *Historic Resources of Acadia National Park Multiple Property Listing*, 2001, 58-80.

³ *Ibid*, 73, 81, 94-96.

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stain, today they are painted in the same color for improved protection of the substrate. The original wood-shingle roofs are now covered in asphalt; they are interrupted on one or both of the long sides by a single shed-roofed dormer with wooden louvered vents. A single plumbing vent pipe that protrudes from the roof near the center ridge also supplies ventilation. The buildings may be entered through one of three doorways: one on each end provides access to the men's and women's restrooms, respectively, and a central door gives access into a utility room which lies between these two restrooms. Tall wooden fences that wrap around two sides of an entrance visually screen the two side restroom doorways. These fences have a square corner post, thin upper rails, and vertical boards set approximately one foot above grade. Several comfort stations retain a diamond pattern that has been cut into the edges of the vertical board. The windows, which contain four-light fixed-sash located directly beneath the fascia, occur in groups of three with the exception of a single sash that illuminates the central utility room.

Privy (Structure)

A small privy, located to the southwest of comfort station #96, may date to circa 1940 when the CCC was in the process of constructing the campground. Although the privy remains intact, it was possibly intended as a temporary facility that continued to be used in the off-season when the official camp facilities were unavailable. In materials and style it is similar to the comfort stations. The small, wood-frame building is rectangular in plan, with a simple, asphalt-covered, gable roof with projecting eaves. The board-and-batten walls, with their plain sill and corner boards, rest upon a granite ashlar foundation. Rectangular louver wood vents punctuate the upper section of the walls. The unornamented doorway, which is reached by a single granite step, is located in the center of the southwest facade. Inside are two privy seats. The privy is currently not in use.

Loop A Campsites (Site)

The construction of Loop A was begun in 1938, utilizing the "link" campsite approach recommended by Meinecke and others as best suited for trailers. Two groupings of three lateral roads each were built according to this design. The remaining six lateral roads, which were constructed in the financially lean years following the end of World War II, were created using the simpler "spur" campsite arrangement. The total number of campsites was documented in 1971 as 192; this number has since diminished to 160.

Although the individual campsites within Loop A have distinct spatial identity and character-defining features, their exact evolution is difficult to trace because of lack of documentation, the abandonment of certain sites, and various campsite realignments which have occurred since 1971. The removal of stone boulders, which were originally used to define campsite boundaries, has also exacerbated the problem; individual campsites have grown in size and much screening vegetation has been lost.

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Road System (Site)

The circulation network of Blackwoods Campground consists of the campground entrance road which leads from Route 3 to a central open "camp court", the campsite loop roads, parking spurs and links, and pedestrian pathways.

Camp Court

Blackwoods Campground is organized around the camp court, which acts as the nucleus of the campground and was designed to have a vista of Otter Cove. The campground access road, headquarters building site, and campsite loops A and B radiate from this central open space. The original plan for the camp court included the construction of a headquarters building and a stone enclosing wall, neither of which was completed. In the 1970s access to the camp court from the main access road was redesigned to accommodate a trailer sewage dump station and a contemporary checking station along its northern edge. These changes were moderate in nature and have not altered the function or organization of the campground.

Campground Entrance Road

The Blackwoods Campground entrance road begins just southwest of the village of Otter Creek, where it intersects Route 3. The road continues for approximately 4,200 feet southeast until it meets the Blackwoods camp court, thereby creating an impression of remoteness and seclusion. Constructed by the CCC prior to 1942, the road is embraced by vegetation and features stone-masonry retaining walls. Bituminous concrete has replaced the earlier base-sealant surfacing. In the 1970s the last 1,700 feet of road leading to the camp court was widened from two to three lanes to accommodate increased traffic queues.

Campsite Loop Roads

Loop A is accessed by a one-way perimeter road that directs traffic in a counter-clockwise direction beginning at the camp court. A triangular traffic island, which lies on axis with the camp court, was once the site of the original historic checking/ranger station that burned in 1978. One-way lateral roads branch off of this perimeter road, allowing access to the individual campsites. The original gravel or base-sealed surfaces of these campsite loop roads has been replaced by bituminous concrete, on which are painted identifying campsite numbers. Although the alignment of these roads remains intact, the boundaries and surrounding vegetation have deteriorated due to the lack of physical barriers as recommended by Meinecke.

Parking Spurs and Links

Parking spurs and links were originally designed to confine vehicles to a defined area and thus reduce the possibility of damage to the surrounding landscape. The "spur" and "link" designs were first described in *Park and Recreational Structures*, edited by Albert Good in 1938. Parking spurs were historically designed for auto-tent campers, who could easily pull in and out of a defined spur. Parking links, however, were designed for trailer campers, eliminating the difficulty of backing up a large vehicle by introducing "drive-through"

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campsites with separate entrances and exits. The increase in size of most recreational vehicles, however, as well as the desire to accommodate a wide variety of equipment, has created pressure to remove many of the boulder barriers that previously defined parking areas. The result has been a growth in the size of both parking spurs and links at the expense of the overall campsite area and its shielding vegetation.

Pedestrian Pathways

Most pedestrian traffic is directed along the same routes allocated to automobile usage. However, smaller social trails have evolved in areas such as those previously cleared for the installation of underground utilities and have become small paths surfaced with forest litter or bare soil. Heavily traveled routes, such as those leading to comfort stations, have been surfaced with wood chips. The bituminous sidewalks that serve the amphitheater were not constructed until 1950 and are neither within the historic period of significance nor are they character defining.

The Ocean Path (Site)

The Ocean Path is both a pedestrian and service road which leads from the east side of Loop A to the cliffs which overlook Otter Cove. Construction of this road was begun in 1938, when it was entirely cleared of brush and partially graded. The graded portion of this road appears to have been intended to link a proposed yet unbuilt ranger quarters east of the camp court with the motor road. With the ranger quarters remaining unbuilt, this small section of road was eventually tied into the base of Loop A, allowing access to the water and cliffs for pedestrians.

Site Furnishings

Small features such as signs, gates, fireplaces, and other objects, serve to enhance the historic character of a landscape. Many of the historic character-defining features at Blackwoods Campground, such as signs and picnic benches, have been lost, although some remain in situ.

Stone and log barriers, which were recommended in the Meinecke plan, were used historically to define all campsites and circulation routes. These stones and logs were partially buried beneath the surface of the soil to simulate a natural appearance. Few such barriers remain; those that do are located at the end of a row of individual parking spurs.

A variety of rustic gates were designed and installed throughout Acadia during the period of historic significance, although few survive. The gates that were designed for Blackwoods Campground were never constructed. Instead, a simple solution has been adapted and may have been used historically: by two massive boulders with steel rings leaded in place, on which a chain or cable is fastened flank the entrance. Other gates serving the campground are modern utilitarian steel gates that are not character defining. In many cases these gates may have replaced earlier rustic gates that were designed to limit access to fire roads.

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Campsites were historically marked by wood post-markers, which survive only at the intersection of lateral and perimeter roads. The contemporary method of painting numbers on an asphalt surface would not have been possible on the earlier gravel or chip sealed surfacing. Where the original markers do survive they reflect the conditions that existed during the period of significance.

Although CCC records indicate that stone was quarried and prepared for fireplaces at Blackwoods Campground, these were never constructed. As an alternative, a steel-ring fireplace developed by the Cook County Forest Preserve of Illinois was used as a prototype for the units in widespread use at Acadia. It is possible that the steel fireplaces at Blackwoods Campground may have been in use during the period of significance.

Water supply taps are another character-defining feature of the campground. In 1938, Albert Good discussed the pros and cons of concealing the water tap or pump by various devices, including its camouflage inside a hollow log or small building. However, he also recognized the misleading and false nature of such principles. Thus the water supply taps at Blackwoods are two-and-one-half to three feet high, featuring common hose bibs. They are simple and unadorned, with a gravel pad to provide a dry footing for those using the fixture. Near comfort station #96 is a steel hand pump that may have been used during the end of the period of significance. This pump allows this portion of the campground to be used in the late season after the site-wide water system has been drained. It differs from other taps in the area only in its mechanics, not in its site or presentation.

Non-Contributing Resources

There is one non-contributing resource in the nominated boundaries, Comfort Station #96, which was constructed in Loop A in 1950. With its restrained design and craftsmanship, the brick comfort station illustrates the severe fiscal shortages that faced the park at this time.

Adjacent Resources (not included in Nomination boundaries)

In addition, there are other campground-related buildings, structures, and sites outside of the nomination boundaries that are discussed here to provide a complete presentation of all aspects of Blackwoods Campground. Although some of these elements were proposed in the original design for Blackwoods Campground, they were all built after 1948 and therefore are not included in the nomination. These resources include Loop B and its respective campsites, the amphitheater area, five comfort stations (#118, 119, 120, 121, 122), the water tank, and the checking station. Loop B, together with its associated buildings, was funded by the "Mission 66" Program from 1956 to 1961, well after the end of the period of significance. It features spur campsites, rather than the link and bypass sites found in Loop A. Although the comfort stations in Loop B were clad in board-and-batten siding similar to those built by the CCC, they featured a new elevation and roof pitch. The amphitheater was built in the same year and faced similar budget problems. The Blackwoods water tank, which has a 50,000 gallons capacity, was built in 1953 to provide water to the campground. The riveted steel tank is located in a forested area outside of the campground limits to the

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northeast and is accessed via an unpaved road. The checking station was not constructed until 1975.

INTEGRITY

Despite certain changes, Blackwoods Campground retains integrity from its historic period (1935-1948). At the time of the CCC's dissolution in 1942, only the first phase of the campground had been constructed. This includes the construction of the campground access road and partial completion of the camp court, a large central open space at the center of the campground, the perimeter, a one-way loop road for Loop A including 35 campsites, and four comfort stations. The intervention of World War II brought a halt to the development of utilities necessary to open the campground that was delayed until the summer of 1946. The fifth comfort station, which was designed with the earlier CCC structures, was constructed in 1948. However, the essential elements of the first phase of design were constructed within the historic period including the circulation system within which the entrance and campsites are located, rustic structures designed according to NPS prototypes, as well as the detailed design expression found in the campsites created during the CCC period.

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

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

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

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8. STATEMENT OF SIGNIFICANCE

INTRODUCTION⁴

The Blackwoods Campground is significant for its association with the twentieth-century movement to develop national parks for public enjoyment. It is a reflection of the principles and practices of rustic park landscape design used by the National Park Service (NPS) and Civilian Conservation Corps (CCC) between the years of 1916 and 1958, and retains characteristics developed during the New Deal era. Blackwoods Campground is significant not only as an individual landscape feature, but also as a component of the larger development of Acadia National Park, the first national park established east of the Mississippi River.⁵ Within these larger contexts, Blackwoods Campground retains all the necessary associations and characteristics of the "Rustic Design in the National Park Service (1916-1958)" historic context sub-theme and meets the registration requirements for visitor facilities and developed areas.⁶ Blackwoods Campground possesses historic integrity of location, setting, design, materials, workmanship, feeling, and association, and overall reflects the physical appearance and condition of the landscape during the period of significance.

Blackwoods Campgrounds is significant in the areas of architecture, landscape architecture, conservation, and recreation. The applicable National Register Criteria are Criteria A and C. Under Criterion A, Blackwoods Campground is associated with the New Deal programs, especially the CCC, which provided the labor force and federal funding that made construction of facilities possible at Acadia and elsewhere in the 1930s. Blackwoods Campground meets Criterion C as a fine example of NPS Rustic Design constructed during the New Deal era.

The period of significance for Blackwoods is 1935 to 1948, encompassing the major period of construction of the first phase, Loop A. This period includes the park's successful effort to expand automobile camping facilities in response to growing visitation and the availability of New Deal funding and labor, including CCC and Works Projects Administration (WPA) programs. It begins with the preliminary investigation of the Seawall area, a similar campground, as a potential Recreational Demonstration Project (RDP) in 1935 and ends with the construction of the last rustic structure at Blackwoods in 1948.

HISTORY

During the late 1800s Bar Harbor sheltered both seasonal and year-round inhabitants of varying social and economic classes, especially attracting many wealthy visitors during the

⁴ Portions of the Section 8 Significance narrative are adapted from H. Eliot Foulds, *Cultural Landscape Report for Blackwoods and Seawall Campgrounds*, National Park Service, 1996.

⁵ Lauren G. Meier and Lee Terzis, *Historic Resources of Acadia National Park Multiple Property Listing*. See also McClland, "Historic Park Landscapes."

⁶ *Ibid*, 58-79, 94-96

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summer months. The area was also noted at that time for its large Native American population. Increasing development of Bar Harbor as a resort eventually caused the Native Americans to move to the quieter western side of Mount Desert Island, until they were almost completely displaced by the elitism of the "Cottage Era". Acadia National Park, the first national park established east of the Mississippi River, was initially created as Sieur de Monts National Monument in 1916, then renamed Lafayette National Park in 1919.

In spite of the growing popularity of recreational camping during the late 1920s, the park did not have its own public campground. Although both a park master plan and an alternative proposed by Charles Eliot II recognized the need for public campgrounds as early as 1927, it was not until the New Deal programs of the 1930s that plans for campground development were systematically implemented.⁷

Until that time, commercial lodging, private "auto-camps" and backcountry camping were the only options available. An abandoned Native American encampment, called Ledgeawn, was soon put into service by the town of Bar Harbor as a public campground. In 1927, one of the park's first planning documents described plans to replace Ledgeawn with a new park facility west of town at Bear Brook. The following year, the Bar Harbor Village Improvement Association sponsored a planning report entitled "The Future of Mount Desert Island", which addressed the physical planning of the entire island, both inside and outside park boundaries. As plans continued, John D. Rockefeller, Jr. was continually sought as a patron for the development of the park's new facilities.

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

Civilian Conservation Corps

The plan for the reconstruction of Bear Brook Campground proceeded quickly after the creation of the CCC by the Roosevelt Administration in 1933. The CCC, which was established to provide a work force for projects funded by the Emergency Conservation Works Act (ECW), was one of several programs established in the New Deal Era that was beneficial to the NPS. The Federal Emergency Relief Act (FERA) was also proposed and passed in 1933 to move agricultural families off of submarginal lands and onto more productive lands. Consequently, the NPS was responsible for developing any potential recreational areas from such lands. The Public Works Administration (PWA) New Deal program was intended to fund major capital improvements, utilizing local contractors and

⁷ Ibid, 73.

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labor to stimulate the regional economy. Portions of Acadia's motor road system were constructed with PWA funding. Lastly, the Works Projects Administration (WPA), established in 1935, created yet another source of funding for conservation and recreational development. At Acadia, two CCC camps located in the area, NP-1 and NP-2, undertook the construction work.

Acadia Campgrounds and Blackwoods Campground

In 1935, Acadia's resident landscape architect, Benjamin Breeze and park superintendent George Dorr made an appeal for new campgrounds. Soon after, preliminary work was begun on the establishment of potential Recreational Development Projects (RDP). At the same time, in 1936, the National Park Service successfully obtained \$500,000 in funding for the construction of the Otter Cove causeway and Blackwoods motor road segment. Rockefeller had helped finance the construction of a private automobile campground in the "The Black Woods" at the head of Otter Creek in 1926, and in consultation with landscape architect, Frederick Law Olmsted, Jr., had originally proposed this segment of the motor road system in 1929. Rockefeller began preparations to transfer his Blackwoods land holdings to the Government only after the commitment for motor road construction funding was in place. The extent of Rockefeller's donation at Blackwoods was "bounded by the sea, on the east by Otter Creek, on the north by the Seal Harbor-Otter Creek Road, and, on the west by a line somewhat to the east of Hunter's Beach Brook and parallel with it."⁸ This area was chosen for a campground due to its proximity to the mountains and the ocean, its close relationship to the village (and hence, the stores and supplies) of Otter Creek, and its visual and physical isolation from residential areas.

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

The CCC transit crew conducted preliminary topographic surveys of the property in 1937. Preliminary designs were developed for the new Blackwoods Campground featuring a formal "camp court" at the center, flanked by three separate campground loops. The "camp court" was to feature an administration/concession building on the east, perched above an open vista looking down slope to the waters of Otter Cove. Access to the campground was

⁸ Ibid, 13, 24.

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originally designed from both the village of Otter Creek and from the Blackwoods segment of the motor road.

The design of Blackwoods Campground went beyond the Meinecke system, taking the accessibility of the travel trailer into account from the earliest schemes. Albert Good best describes the thinking behind these improvements to Meinecke's specifications in the work *Park and Recreation Structures* published in 1938.

"...In the pamphlet, 'Camp Planning and Camp Reconstruction', issued by the United States Forest Service, Dr. E. P. Meinecke analyzes principles of camp planning for the automobile-and-tent campers. Until the advent of the trailer, developments based on these principles served to bring order to camping activities in natural parks and to preserve natural aspect without hobbling campers' use and enjoyment of a camping area... This arrangement when properly executed met well the needs of the tent camper. He could head into his allotted parking spur, pitch camp, and back his car out with ease whenever he wished to do so.

But when the camper decided to live in a trailer instead of a tent, he discovered that the campsite, ideally arranged for tent camping, was far short of ideal for a trailer. After he had driven his car into the parking spur, dragging his trailer behind him, he found his tow-car stymied by the trailer in the rear and by barriers ahead. In order to "go places" on errands he must either back out the trailer and all at great inconvenience, or try to hurdle, or worm his way between, barriers in front. The results were certain destruction of the campsite and probable damage to his car. There are two alternatives to spur parking. Herein these are dubbed the "bypass" and the "link."

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

The *link* is any arrangement allowing the trailer camper's rolling stock to be driven off a traveled camp entrance road to suitable and sufficient parking whence it can be driven onto another roughly parallel camp exit road without any necessity of backing. Variations of the link result mainly from the distance between the entrance and exit camp roads. This may be as little as 50 feet or, owing to affecting topographical conditions or desire for privacy, 100 feet or even more..."⁹

Conceptually, the Blackwoods Campground was of a very ambitious scale. With all three loops fully built, Blackwoods would feature approximately 400 campsites compared to the

⁹ Ibid, 25.

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63-campsite Seawall campground then under construction. Early planning efforts recognized that construction of the entire Blackwoods Campground was beyond the limits of the existing CCC program labor and funding for the entire park. Indeed today, after 57 years and two generations of major development campaigns, all the elements of the campground specified in the original plan have yet to be constructed, indicative of the grand scale of the plan and the discretionary nature of many of the campground's planned elements. Awareness of the overwhelming scope of the Blackwoods project prompted a letter from park management to the Director of the NPS, seeking additional funding and program sources for the project.

"...You will readily see that these three jobs (minor roads, well drilling, and selective cutting) will actually accomplish but little in the development of a campground. It is all, however, that the CCC program could possibly undertake in this direction during the present fiscal year... It seems quite out of the question to attempt a development project of such magnitude through the CCC. The man-days necessary to do the work would be available in a two-camp program in two years, but the money would not be available, on the basis of present allotments in less than seven years, assuming in such case that only campground work were done."¹⁰

Washington's response to the park's request for additional funds recognized the importance of initiating the campground work immediately. Beginning this work would help to justify the allotment of two CCC camps at Acadia when reductions were being made elsewhere. However, Washington refused to make any promises for either additional funds or labor, instead proposing the following:

"One alternative, unless funds are available from some source other than CCC, appears to be to initiate work on a smaller scale than is outlined in your letter. Such jobs as Checking Station, Ranger's Quarters, Amphitheater, and Pavilion, might possibly be postponed until a time when funds are available... In a similar way it may be satisfactory to begin work on only one section of the entire campground, and complete in that section the necessary roads, water systems, sewage systems, and electric power facilities, thus obtaining a small but useable section of a larger development. The work would all be designed with a view toward, and plans for, the complete campground. Superintendent White at Sequoia National Park followed this method quite successfully. In addition to this being a possible solution to the problem of financing, it provides opportunity to study under actual operating conditions the use to which the public will subject the area."¹¹

Given this direction, during most of the 1938 construction season, work on the Blackwoods Campground project focused on preparatory work. This included the removal of slash from prior forestry operations, clearing for campground roads and utility lines, and drilling wells for

¹⁰ Ibid, 26.

¹¹ Ibid, 27.

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a future water supply. During this early phase of development, special attention was paid to retaining wildlife den trees on the site. Table-bench combination units were also under construction at the CCC company camp for eventual use at Blackwoods.

The plan was to begin on a single campground loop referred to as "Loop A" and quickly provide for approximately 100 campsites by 1941. To accomplish this goal, three comfort stations, (#97, 98, 99) were constructed between the fall of 1938 and 1939 within Loop A, using the design recently developed for comfort stations at the Seawall Campground (see separate National Register nomination). Additional planning work was undertaken during this time with preparation of drawings and specifications for grading the "camp court," and amphitheater and construction drawings for Checking/Ranger buildings. Planning was accomplished for expanded utility service at this time. During the fall of 1938, and prior to any large-scale construction on the Blackwoods Campground project, a reassessment of access roads planned to serve the campground occurred. This review was driven by the open question of what was to be the nature of access to the completed motor road system. The original concept for the campground provided for public access from both the village of Otter Creek and from the segment of the new motor road. It had been John D. Rockefeller, Jr.'s expressed desire that the number of entrances to the motor road system be limited to the fewest possible. Rockefeller believed that the visitor's experience of the motor road system should contrast with the public roads of Mount Desert Island. He saw a way to accomplish this by limiting the access of local traffic to park roads. From Rockefeller's point of view, access to the motor road system through the campground would create another unwelcome entrance to the system and encourage the use of trailers on the road.

Cammerer to Hadley 8/22/38 [underlining is Cammerer's emphasis] "During conferences the last two days by me with Mr. John D. Rockefeller, and Mr. Breeze, yourself and myself (Mr. Grossman of the BPR sitting in on certain items), the following conclusions were reached:

To keep trucks and trailers off the main Park roads, the same to have access to campgrounds by way of regular highways, and posting Park roads accordingly to effect this.

In connection with the Black Woods Campground, it was deemed desirable to eliminate for the time being, at least, the crescent access road off the Black Woods road, and bring the main entrance in from the road at the side of the Otter Creek Village post office..."¹²

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

¹² Ibid, 28.

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Breeze to Carnes 11/28/38

"...I have also discussed with Mr. Hadley the road eliminations to be made on the Black Woods Plan regarding connections with the Park motor road now under construction there. The only exception I would breach is the retention of road construction on the original "left fork" proposal between the camp court and the location that Mr. Hadley and I agreed on for ranger quarters. The proposed road is grubbed past this point and has been used as a tote road by the contractor. Also having long had the ranger quarters site in mind, we have permitted the contractor to clear it and use it as his machine shop center during the entire period of road construction... in the light of the Director's decision to eliminate campground road connections with the Park road I would go only so far as to suggest a closed, gate-controlled minor road connection..."¹³

World War II

As the rumblings of war began in Europe during 1939, Acadia's CCC continued work on Blackwoods Campground. Their work included the initiation of construction on "link-type" campground roads, sewer, water, and electrical service.

When war broke out in Europe, President Roosevelt declared a limited national emergency in 1940 to prepare the United States for an inevitable entry into the conflict. These preparations caused the diversion of resources from the CCC's emergency conservation work toward the civil defense of the United States. These shifting priorities led to the premature closure of the CCC camp NP-2 on Great Pond, which served to confuse and disorganize the CCC park development programs, and place a great burden upon camp NP-1. The two camps had worked together on Blackwoods, such as the minor roads and "camp court" subgrade, all of which were left to be finished by camp NP-1.

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

Tourism fell off sharply during World War II, and many recreational areas were given new military uses. Construction at Blackwoods was left at a standstill. With construction halted, there was time for planning and a goal was set to "complete a full shelf of well-planned

¹³ Ibid, 28.

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future proposals, rather than plans for immediate construction.”¹⁴ As funding decreased severely, however, there was little money for regular maintenance, and the campground began to deteriorate.

Post-War and Mission 66

Once the war ended visitation at Acadia National Park began to surge, tripling from prewar figures. Funding, however, remained below prewar levels. Blackwoods Loop A was opened in the summer of 1946, although a massive forest fire in 1947 delayed the development of additional facilities until 1948. Work was concentrated at Blackwoods because of the ease of visitor access due to its more eastern location along the motor road. Comfort Station #101, a component of the original plan and designed with the earlier CCC structures, was completed in 1948. Comfort station # 96, constructed of brick, and an amphitheater were added in 1950. This amphitheater was removed in 1975 and replaced with a new structure.

In 1951 Conrad Wirth, who had been introduced to the NPS in 1928 by Frederick Law Olmsted, Jr., was appointed its director. His frustration over the changes that had occurred since the war -- the lack of vitality and funding, the over-use of resources, and the deterioration of park buildings -- led him to create the “Mission 66” program. Mission 66 was dedicated to upgrading facilities, staffing, and resource management by the fiftieth anniversary of the NPS in 1966. The “Mission 66” program captured the attention of the Eisenhower administration, which approved the ten-year program with a budget of \$789,545,000. Under the new program, Loop B at Blackwoods began, slightly abandoning the earlier NPS design ethic in favor of standardization and fast track scheduling. Contractors from the private sector soon introduced contemporary designs and mass-produced materials as well, often sharply contrasting with earlier work.

Little development has occurred at Blackwoods in the years following the “Mission 66” program. Rather, emphasis has been placed on caring for existing facilities and making minor modifications as necessary. Beginning in 1965, the “Job Corps”, as part of the Johnson Administration’s “War on Poverty” worked to repair damage caused by the fire of 1947. Several surveys were also undertaken during this time. The first was part of a national survey, focusing on campground capacity and occupancy. In 1971, a second survey of “Ecological Aspects and Camper Opinions of Blackwoods Campground” ultimately recommended plans for vegetative rehabilitation. Increased visitation, however, has required that immediate attentions be given to the camp structures, utilities, and furnishings. The Blackwoods access road was widened in 1971, a new entrance station was built in 1975 to replace the previous checking station that burned in 1978, and the comfort stations and sewage system were upgraded in 1985 and 1987. In 1990 Supervisor Jacobi launched a study of physical and management problems affecting Blackwoods specifically. Recognizing the age of the facilities and the increasing demands that have been placed upon the landscape, the report suggests measures to reconcile the protection of the

¹⁴ Ibid, 34.

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campgrounds with the expectations of a diverse group of visitors. It brings the history of camping and Acadia's development to the present, suggesting:

"We must all work together giving careful consideration to what we want and what campers want, and what we have to do to achieve our vision of camping at Acadia without destroying what we have."¹⁵

REGISTRATION REQUIREMENTS

Blackwoods Campground meets the eligibility requirements for the Rustic Design sub-theme "Rustic Design in the National Park Service (1916-1958)" in the property type category of "Visitor Facilities and Developed Areas."¹⁶ Blackwoods Campground reflects the key principles of design intent and the Meinecke system of campground development and the rustic construction techniques and methods utilized by the CCC and other programs associated with the New Deal era. Blackwoods retains principle circulation systems and campsite organization, principle rustic buildings and structures, and sufficient small-scale features such as water fountains to communicate historic design vocabulary of the NPS Rustic Design standards within a protected natural landscape setting.

Principles and Practices of Park Landscape and Campground Design

The profession of landscape architecture provided the official guidance for the physical development of national parks from 1916-1942.¹⁷ Official NPS policy of 1918 stated that landscape engineers and landscape architects were to be consulted in park development projects to insure that new facilities harmonized with the natural landscape. The precedents for this design ethic can be traced to the work of Andrew Jackson Downing and Frederick Law Olmsted, Sr., who had themselves been influenced by earlier English landscape gardening traditions. Frederick Law Olmsted, Jr., Henry Hubbard, Theodora Kimball and Frank Waugh carried these traditions into the twentieth century, in time to influence the early development of parks after the creation of the National Park Service in 1916. The NPS's first chief landscape architects Charles Punchard, Daniel Hull and Thomas Vint translated the work of their predecessors into a distinctive rustic style. Benjamin Breeze, Acadia's resident landscape architect during the CCC period, followed the system and standards for landscape architecture developed by Thomas Vint including the NPS master planning process. Breeze began his career with the NPS in April 1933 as Landscape Foreman employed by the park to supervise ECW/CCC projects. Promoted to resident landscape architect, Breeze remained at Acadia until September 1943. Breeze developed a comprehensive master plan for Acadia National Park in 1941 that included specific design work for Blackwoods Campground.

¹⁵ Ibid, 42-45.

¹⁶ Meier and Terzis "Historic Resources of Acadia", 58-79, 94-96. See also McClelland "Historic Park Landscapes."

¹⁷ Ibid, 58-69.

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Key principles and practices of park landscape design during this period from 1916 to 1942 focused on the protection and preservation of natural scenery and features. To this effect, exotic plants and wildlife were prohibited in favor of native species. Similarly, these native trees, shrubs, and ground cover were planted and transplanted to erase any signs of man's physical interference. Where man did intervene, effort was made towards naturalism: native materials and indigenous frontier methods were used in construction, while naturalistic techniques were used in planting, rockwork, and logwork in effort to harmonize with natural surroundings. Where roads, trails and structures were placed, they avoided the contrived use of right angles and made an effort to preserve and display natural vistas and/or notable natural landmarks.

Campground design was also heavily influenced in the 1930s by the ideas put forth by Dr. E. P. Meinecke, a renowned plant pathologist.¹⁸ Concerned about the impact of heavy use and trampling upon vegetation in various national and state parks, the NPS hired the services of E. P. Meinecke. Meinecke concluded that consistent patterns of human trampling and automobile traffic had resulted in root compaction, which had an adverse effect upon natural vegetation. In response to his discovery, he developed a theory of camp planning proved influential in campground design to the present day. The Forest Service presented Meinecke's findings and subsequent remedies in a *Camp Ground Policy*, issued in 1932. In addition to careful considerations of soil type, seasonal usage patterns, and types of vegetation, Meinecke presented a carefully thought out theory of campground planning. Rather than the creation of large cleared areas for camping and utilities as was then common, Meinecke proposed dividing campgrounds into individually delineated sites, each offering privacy, shade, and amenities such as a tent site, parking space, table, and fireplace. Roads and campsites were to be marked with natural boundaries, such as logs or boulders, to prevent damage to surrounding vegetation. Circulation was to be achieved via one-way roads with adjacent parking spurs, which would allow traffic to proceed smoothly while minimizing the amount of destruction to vegetation. This theory centered on the preservation of surrounding vegetation, allowing the campground to retain its inherent natural qualities. Blackwoods embodies many aspects of these design principles to the present day.

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

Originally established in 1916 as Sieur de Monts National Monument and later in 1919 as Lafayette National Park, Acadia was the first national park east of the Mississippi. For many reasons, efforts to preserve the spectacular scenery of Mount Desert Island and make it easily accessible for recreation echo similar projects in many of the large western parks. Acadia's history is not specifically limited to NPS park design and construction, but the national movement to create parks in a natural setting that would afford Americans access to the country's scenery is clearly expressed in a number of public facilities at Acadia

¹⁸ Ibid, 75.

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including the campgrounds, motor road system, picnic areas, and portions of the hiking trail system.

Blackwoods Campground is, in part, a physical example of "New Deal" conservation programs such as the CCC and the WPA. The CCC and other "make work" programs of the Roosevelt administration were created in response to severe unemployment resulting from worldwide economic depression. Men who were unemployed during the Great Depression saw the CCC, the WPA, and the jobs provided that they and similar programs provided as an economic opportunity, a way out of hardship. The high quality of CCC park construction projects at Acadia National Park is evidence of their pride in work.

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

Retains the Physical Characteristics Developed During or Before the New Deal

At Blackwoods, the first phase of construction based on the overall plan was largely completed by 1942 and included many of the physical characteristics typical of rustic campground design. Today these features include a three-quarter mile long entrance road leading to the camp court, and Loop A has an oval one-way drive off of which the campsite loop roads are located. Also by 1942, a central cluster of 35 link-type trailer campsites were constructed. These sites were followed by construction of campsites with parking spurs at the end of World War II. Steel fireplace rings, which are an historic prototype, were used at Blackwoods and exist in situ to this day. Native trees and shrubs, especially the ubiquitous black spruce woods from which the campground derives its name, enclose the campground and entrance drive and form vegetative screening between individual campsites. Communal features include five historic comfort stations (buildings #97, 98, 99, 100, 101) and a collection of water supply taps. Only a few of the rustic gates remain, though the principal entrance gate to Loop A is intact. It is a simple design of two large boulders with steel rings on to which a chain or cable can be fastened. A few of the original wood-post campsite markers also remain in Loop A and they are still used to mark the intersection of lateral roads with the perimeter one-way loop. Blackwoods was specifically located to take full advantage of access to both the ocean and the mountainous terrain of the park. The Ocean Path, constructed in 1938, links the campground to the cliffs overlooking Otter Cove.

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10. GEOGRAPHICAL DATA

UTM REFERENCES, continued

E 19 563140 4906800
Zone Easting Northing

F 19 563450 4906330
Zone Easting Northing

G 19 563300 4906780
Zone Easting Northing

H 19 562740 4906640
Zone Easting Northing

I 19 562620 4906760
Zone Easting Northing

J 19 562640 4906780
Zone Easting Northing

K 19 562920 4906780
Zone Easting Northing

Verbal Boundary Description

The nomination boundary of Acadia's Blackwoods Campground includes the entrance road, the camp court, Loop A, and the Ocean Path. The boundary follows the path of the entrance road and loop road A, and is drawn 50 feet from the edge of pavement to either side of these roads. It also includes a semicircular utility area west of the camp court, and is drawn in an arch configuration, with a radius of 210 feet, measured from the center of the edge of the camp court pavement. The boundary is adjusted to a width of 25 feet from the centerline of the Ocean Path, creating a 50-foot-wide corridor. The boundary is shown on the accompanying map, entitled "Nomination Boundaries, Blackwoods Campground".

Boundary Justification

The boundary includes the structures, sites, and surrounding landscapes that are historically associated with Blackwoods Campground and that maintain its integrity as a historic resource. It excludes Loop B which was designed and constructed in 1950, and the amphitheater, originally built in 1950, and replaced in 1977. The extension of the boundary beyond the physical limits of the main entrance road, campground loop road, and the Ocean Path is sufficient to establish the woodland setting and reinforces the landscape design intent to create a sense of separation and seclusion from both Route 3 and in the layout of the individual campsites. There are no views from within the campground other than of the woodland itself. The Ocean Path provides access to the park loop road, from which there are views of Otter Cove. The boundary includes all the historic features and acreage that directly contribute to the significance of the campground.

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PHOTOGRAPHS

Photo #: 1

Description: Comfort Station 105, Loop C, view south
Photographer: Jennifer L. Morvan **Date:** 1998
Original Negative: PAL, Pawtucket, RI

Photo #: 2

Description: Blackwoods Pumphouse (#59), view west
Photographer: Jennifer L. Morvan **Date:** 1998
Original Negative: PAL, Pawtucket, RI

Photo #: 3

Description: Blackwoods Campsite #47, view west
Photographer: Jennifer L. Morvan **Date:** 1998
Original Negative: PAL, Pawtucket, RI

Photo #: 4

Description: Blackwoods Privy, view northwest
Photographer: Jennifer L. Morvan **Date:** 1998
Original Negative: PAL, Pawtucket, RI

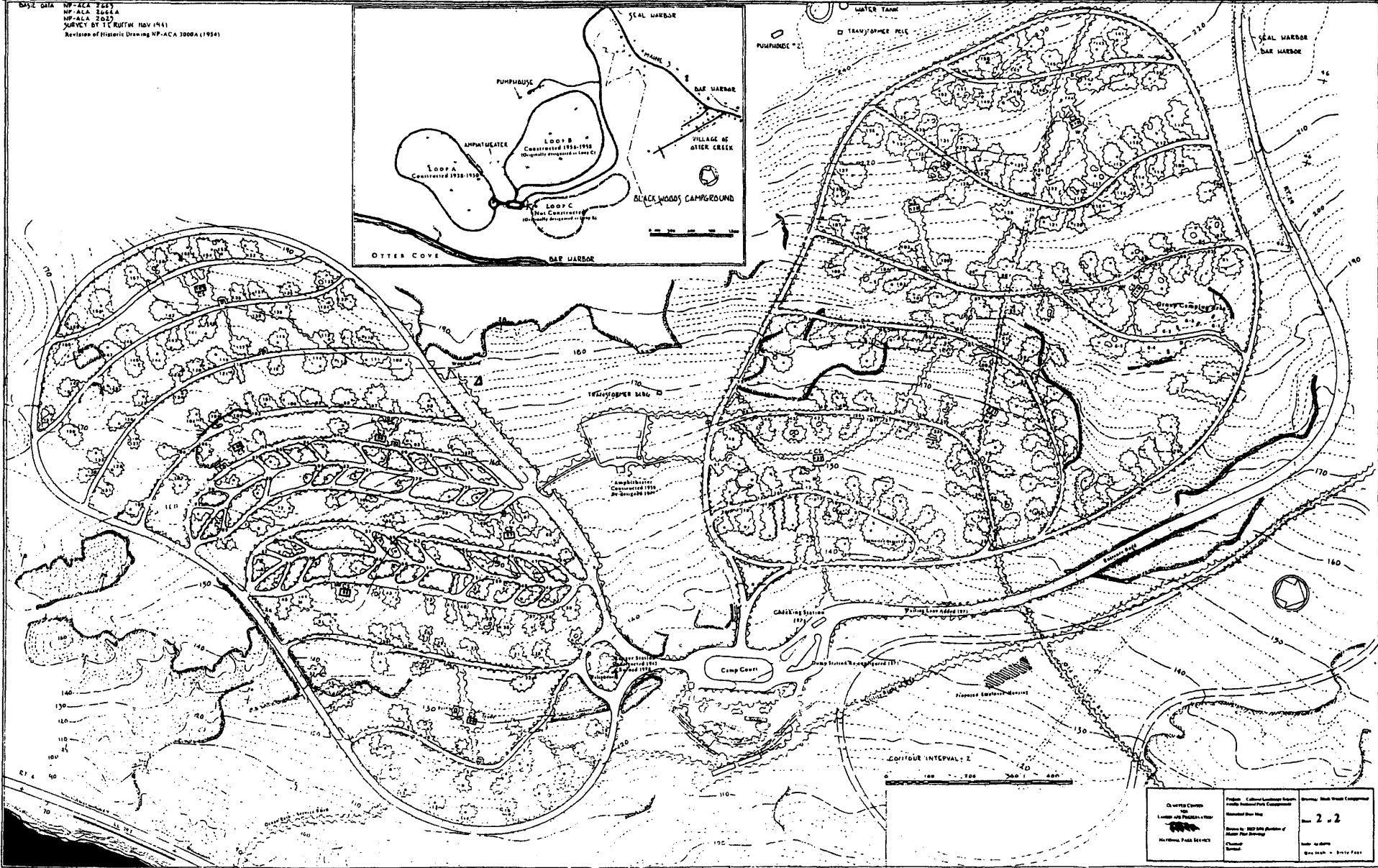
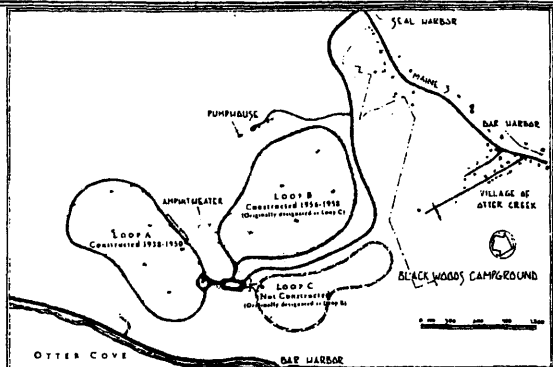
Photo #: 5

Description: Blackwoods Loop A lateral road, view southeast
Photographer: Jennifer L. Morvan **Date:** 1998
Original Negative: PAL, Pawtucket, RI

Photo #: 6

Description: Blackwoods Comfort Station #101, view west
Photographer: Jennifer L. Morvan **Date:** 1998
Original Negative: PAL, Pawtucket, RI

BASE DATA
 NP-ACA 2603
 NP-ACA 2664A
 NP-ACA 2652
 SURVEY BY T.C. RUTIN NOV 1941
 Revision of Historic Drawing NP-ACA 3000A (1934)

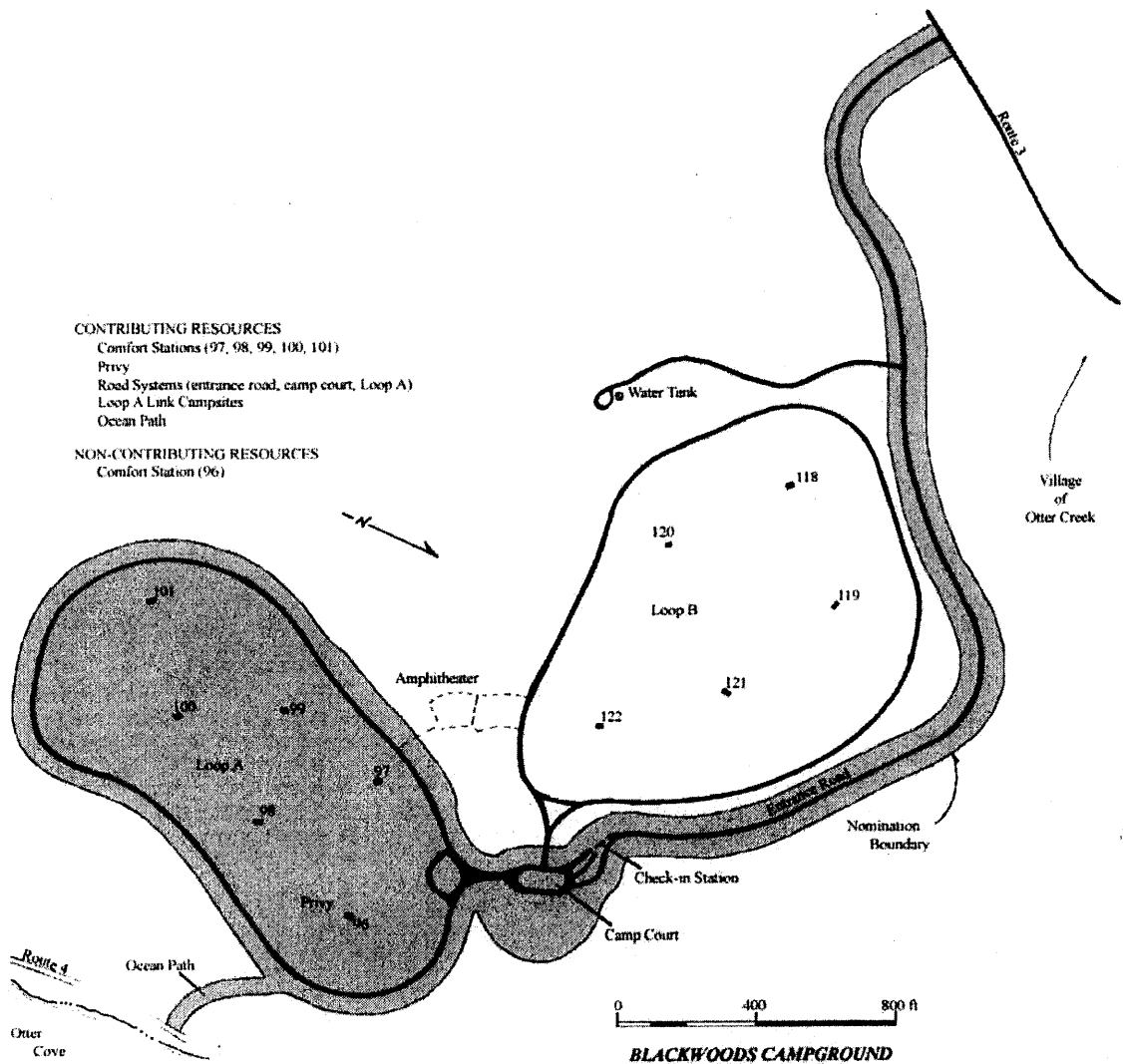


OLIVER CHASE 1941 LONDON AND PROCTOR & KERR DRAWN BY 1922-24 (Revision of 1912 Plan Drawing) NATIONAL PARK SERVICE	Project: Cultural Landmark Survey Pacific National Park Complex National Park Service Revised by 1922-24 (Revision of 1912 Plan Drawing) Change: Detail	Survey: Black Woods Campground Sheet: 2 of 2 Date: 10/19/41 Scale: 1" = 200' Feet
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Historical Base Map, Blackwoods Campground Source: Foulds, *Campgrounds*, 1996.

CONTRIBUTING RESOURCES
 Comfort Stations (97, 98, 99, 100, 101)
 Privy
 Road Systems (entrance road, camp court, Loop A)
 Loop A Link Campsites
 Ocean Path

NON-CONTRIBUTING RESOURCES
 Comfort Station (96)



BLACKWOODS CAMPGROUND
 National Register of Historic Places Nomination
 Acadia National Park, Maine
 2004