
National Park Service
Cultural Landscapes Inventory
1999

Revised 2008



Cadillac Mountain Summit
Acadia National Park

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Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Cultural Landscapes Inventory – General Information

The Cultural Landscapes Inventory (CLI) is a database containing information on the historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, size, physical development, condition, landscape characteristics, character-defining features, as well as other valuable information useful to park management. Cultural landscapes become approved inventory records when all required data fields are entered, the park superintendent concurs with the information, and the landscape is determined eligible for the National Register of Historic Places through a consultation process or is otherwise managed as a cultural resource through a public planning process.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, National Park Service Management Policies (2001), and Director's Order #28: Cultural Resource Management. Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report information that respond to NPS strategic plan accomplishments. Two goals are associated with the CLI: 1) increasing the number of certified cultural landscapes (1b2B); and 2) bringing certified cultural landscapes into good condition (1a7). The CLI maintained by Park Historic Structures and Cultural Landscapes Program, WASO, is the official source of cultural landscape information.

Implementation of the CLI is coordinated and approved at the regional level. Each region annually updates a strategic plan that prioritizes work based on a variety of park and regional needs that include planning and construction projects or associated compliance requirements that lack cultural landscape documentation. When the inventory unit record is complete and concurrence with the findings is obtained from the superintendent and the State Historic Preservation Office, the regional CLI coordinator certifies the record and transmits it to the national CLI Coordinator for approval. Only records approved by the national CLI coordinator are included on the CLI for official reporting purposes.

Relationship between the CLI and a Cultural Landscape Report (CLR)

The CLI and the CLR are related efforts in the sense that both document the history,

significance, and integrity of park cultural landscapes. However, the scope of the CLI is limited by the need to achieve concurrence with the park superintendent resolve eligibility questions when a National Register nomination does not exist or the nomination inadequately addresses the eligibility of the landscape characteristics. Ideally, a park's CLI work (which many include multiple inventory units) precedes a CLR because the baseline information in the CLI not only assists with priority setting when more than one CLR is needed it also assists with determining more accurate scopes of work.

In contrast, the CLR is the primary treatment document for significant park landscapes. It, therefore, requires an additional level of research and documentation both to evaluate the historic and the existing condition of the landscape in order to recommend preservation treatment that meets the Secretary of Interior's Standards for the treatment of historic properties.

The scope of work for a CLR, when the CLI has not been done, should include production of the CLI record. Depending on its age and scope, existing CLR's are considered the primary source for the history, statement of significance, and descriptions of contributing resources that are necessary to complete a CLI record.

Inventory Unit Description:

Cadillac Mountain summit is a National Park Service (NPS) developed area in Acadia National Park, located in Hancock County, Maine. Acadia was the first national park established east of the Mississippi River and today encompasses over 47,000 acres across Mount Desert Island, the Schoodic Peninsula, and other smaller islands. Cadillac Mountain is the highest point on the Atlantic coast between Labrador and Brazil, and the highest mountain on Mount Desert Island. The rocky summit features three high points, or "peaks," dominated by broad granite ledges and outcrops interspersed with shrubs and grasses and lesser amounts of mixed conifer woodland and forest. Access to the summit is primarily from Cadillac Mountain Road, a segment of the park's historic motor road system that climbs the mountain's north and west slopes and terminates as a broad, tear drop-shaped loop nestled between the eastern and middle peaks. Three of the park's historic trails also ascend the mountain and connect to the site's walkways, trails, and parking areas organized around the loop. Visitor facilities at the summit are limited to a small concession and restroom building on a wooded slope below the middle peak, well away from views of the island-studded horizon and the Atlantic Ocean. Additional parking is provided below the west peak, at the Blue Hill overlook, which offers views to Eagle Lake and the ranges of mountains that march to the west. The Cadillac Mountain summit is the most popular visitor attraction in the park, and on a typical summer's day around 6,000 visitors make the journey there.

HISTORICAL OVERVIEW

Since the 1850s, the story of Mount Desert Island's tallest mountain has been about getting to the top and experiencing the spectacular views. Early walkers and hikers ascended the mountain's north slope along a rough path that was improved by the government to access a survey station. As the island's summer population and tourist economy grew, additional trails were blazed to the summit from the east and south, and another road was built along the north ridge for the locally popular "buckboard" horse-drawn wagons. A small hotel/boarding house served travelers on the mountain's wind-swept

middle peak until 1883 when a much larger Victorian-style hotel was constructed on the same peak and just steps from the terminus of a cog railroad. The hotel and railroad were the vision of a local entrepreneur named Frank Clergue, and were initially quite successful despite a devastating fire that meant rebuilding the hotel on the summit's eastern peak. The cog railroad climbed the mountain's wooded west slope from Eagle Lake to the summit, but by 1890 was closed, partly because of a new carriage road that offered a quicker trip to the summit from Bar Harbor. By the late 1890s the Summit Hotel was razed. All that remains of these ventures today are some stone foundations and a few iron bolts that once secured the railroad line to the mountain's granite ledges.

Cadillac Mountain summit and around 6,000 acres of land on Mount Desert Island became part of Sieur de Monts National Monument in 1916 (renamed Lafayette National Park in 1919 and then Acadia National Park in 1929). However, it was not until the late 1920s when access to the summit was improved. In the early 1920s, the carriage road had badly deteriorated, prompting the park's first superintendent, George B. Dorr, to include a summit motor road in the park's motor road proposal. Construction on the first motor began in 1922 but was soon halted by a small but vocal opposition that eventually lead to hearings in Washington, D.C. Construction on the motor road (later named Jordan Pond/Eagle Lake Road) resumed in 1924, and at that time surveying and preliminary grading for Cadillac Mountain Road began. Jordan Pond/Eagle Lake Road was completed in 1927, but on Cadillac Mountain Road, the mountain's granite proved to be a formidable obstacle and by 1928 the Department of Agriculture's Bureau of Public Roads (now the Federal Highways Administration), in partnership with the NPS, took the lead on the project. When Cadillac Mountain Road was opened to traffic in October 1931, it was widely praised as an excellent example of outstanding road construction in mountainous terrain and in the use of the NPS Rustic Design style.

Parking at the summit initially consisted of a small lot prior to the motor road's terminal loop. Realizing more parking was needed, and that visitors would likely wish to stop and walk around to enjoy the views, NPS designers implemented plans for a much larger parking area within the terminal loop as well as new walkways and trails. A Ranger Station, restrooms, and a small refreshment stand called the Cadillac Tavern were constructed between 1932 and 1934, and were inconspicuously sited on a wooded slope between the middle peak and parking area so as not to impact the viewsheds. Like the motor road, the new facilities and circulation features also demonstrated the Rustic Design style and visually blended in with the surrounding landscape.

Much of the trail work on the summit and throughout Acadia National Park was completed by the Civilian Conservation Corps (CCC), one of the Roosevelt administration's New Deal programs. In 1933, under the supervision of NPS landscape architects, the CCC constructed the paved loop trail around the eastern peak. The CCC built several other connector trails from the summit parking area to the visitor facilities, and installed new plantings in several locations at the summit and along the motor road to hide construction scars. Projects involving trail maintenance, seeding, and sodding continued until 1941 when the CCC participated in building the first of two military radar stations on the summit. Soon after converting the tavern into barracks in 1942, the CCC disbanded and the summit was closed for the duration of World War II.

The two radar station complexes and the tavern were removed after the war and the summit was reopened. A radio transmitter complex was built near the old tavern site beginning in the 1950s, and in 1966 a new parking and overlook area was developed below the western peak, now called the Blue Hill overlook. By 1983, the Ranger Station was removed and replaced by a new concession building constructed in the same location and design as the historic building. Today, the Cadillac Mountain summit remains one of the most popular developed areas in the park, its panoramic views drawing countless visitors from sunrise to sunset.

SIGNIFICANCE SUMMARY

On June 29, 2007, the “Historic Resources of Acadia National Park” Multiple Property Documentation Form (MPDF) was accepted by the National Register for Historic Places. The MPDF identified the Cadillac Mountain summit as a developed area within the “Visitor Facilities and Developed Areas” property type and identified contexts and registration requirements with which to evaluate this type of park resource. One segment of the park’s motor road system and three segments of the park’s hiking trail system provide access to the summit. The Maine State Historic Preservation Office concurred with NPS determinations that the motor road system on Mount Desert Island and the park’s hiking trails were eligible for listing on the National Register (March 26, 1993 and December 17, 2001, respectively). These motor road and trail segments are contributing features for the site, but because only portions of them are within the site’s boundaries, the individual significance of each segment is not evaluated in this report. Both the motor road system and hiking trail system are considered separate property types with unique periods of significance. They will be evaluated in future Cultural Landscape Inventories.

The Cadillac Mountain summit is significant under Criterion A for its association with the context identified in the MPDF, “Community Development and the Origins of Acadia National Park (1890-1937),” in the area of entertainment/recreation. It is locally significant for its development as a major visitor destination and developed area in the park. The construction of Cadillac Mountain Road beginning in 1928 and the subsequent construction of visitor facilities, walkways, and overlook trails made possible unprecedented public access to the mountain and its panoramic views and vistas. The summit is also significant under Criterion C for its association with the context identified in the MPDF, “Rustic Design of the National Park Service (1916-1958),” in the area of landscape architecture. It is locally significant for its retention of rustic design characteristics and features as implemented by the National Park Service (NPS), Bureau of Public Roads (BPR), and Civilian Conservation Corps (CCC). The design and construction of these features effectively illustrates the harmonization of built features with the park’s natural scenery.

The period of significance for the Cadillac Mountain summit begins in 1928, when the BPR finalized the alignment of Cadillac Mountain Road. It continues through the early 1930s when the motor road was opened for traffic, pedestrian circulation features were constructed, and visitor facilities were built. The CCC installed and maintained additional trails, service roads, and plantings through 1941 when they helped build a military radar station complex at the site. The period of significance ends in 1942 when the CCC converted one of the summit buildings into barracks for the station. It was one of their last

projects at the summit before the CCC program was disbanded because of World War II.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

Significant landscape characteristics and features from the period of significance remain important to the unique identity of the Cadillac Mountain summit today. They include: natural systems and topography, spatial organization, land use, vegetation (CCC plantings, turf areas in parking areas and trailheads), circulation (a portion of Cadillac Mountain Road, summit parking area and attendant site details, overflow parking lot, portions of three park trails, Cadillac Summit Loop Trail, connecting trails and stone steps around Cadillac Summit Center area, and two service roads), views (from the summit area, from the Blue Hill overlook), and several archeological sites. Of these, features associated with natural systems and topography, circulation, and views are the most important in defining the site's character.

After 1942, minor changes were made to the layout of the summit parking area; new types of curbing, steps, and a guardwall were introduced; and historically separate visitor facilities were consolidated in a new single concession/restroom building. Nevertheless, the analysis in this report concludes that the site retains integrity in location, design, setting, materials, workmanship, feeling, and association to convey its historic significance. The developed area still occupies the summit and provides access to the scenic views. The site continues to display the harmonization of NPS Rustic Style design elements with the summit's natural features, with only a few modern intrusions. Materials have generally been maintained, and workmanship is still evident in some of the site details. Together, these qualities have sustained the site's historic character and feeling, and supported its continued use as a scenic recreational destination at Acadia National Park. Lastly, there remains a strong association with work of the BPR and NPS, the CCC, and the NPS Rustic Design style.

The condition of the landscape at the time of this report's completion is evaluated as "fair" due to the loss of soil and vegetation and sections of uneven surfaces along trails and walkways that have been caused by a combination of years of heavy visitor use and by severe weather.

Site Plan

Property Level and CLI Numbers

Inventory Unit Name:	Cadillac Mountain Summit
Property Level:	Landscape
CLI Identification Number:	650089
Parent Landscape:	650089

Park Information

Park Name and Alpha Code:	Acadia National Park -ACAD
Park Organization Code:	1700
Park Administrative Unit:	Acadia National Park

CLI Hierarchy Description

In addition to the Cadillac Mountain summit landscape, Acadia National Park includes twelve other landscapes (and one component landscape): Blackwoods Campground, Carriage Road System, Hiking Trail System, Jordan Pond House, Motor Road System, Picnic Areas, Sand Beach, Schoodic Peninsula (Schoodic Peninsula Naval Base), Seawall Campground, Sieur de Monts Spring District, Thunder Hole, and Wildwood Stables.

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

In October 2007, existing conditions at the Cadillac Mountain summit were mapped and evaluated. Field work was completed by Jeff Killion and Michael Commisso, Historical Landscape Architects with the National Park Service's Olmsted Center for Landscape Preservation in Boston. The park contact for the Cultural Landscapes Inventory is Rebecca Cole-Will, Cultural Resources Program Manager. She can be reached by telephone at (207) 288-8728 or by email at Rebecca_Cole-Will@nps.gov.

Concurrence Status:

Park Superintendent Concurrence:	Yes
Park Superintendent Date of Concurrence:	06/24/2008
National Register Concurrence:	Eligible -- SHPO Consensus Determination
Date of Concurrence Determination:	09/18/2008

National Register Concurrence Narrative:

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

Geographic Information & Location Map

Inventory Unit Boundary Description:

In consultation with the park, it was determined that the site boundary of the developed area at Cadillac Mountain summit should encompass not only the terminal loop and adjacent facilities around the summit's eastern and middle peaks, but also the Blue Hill parking area below the western peak. The 1400-foot elevation line was chosen as the site boundary to encompass both of these areas as well as portions of the former World War II radar station sites.

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

State and County:

State: ME

County: Hancock County

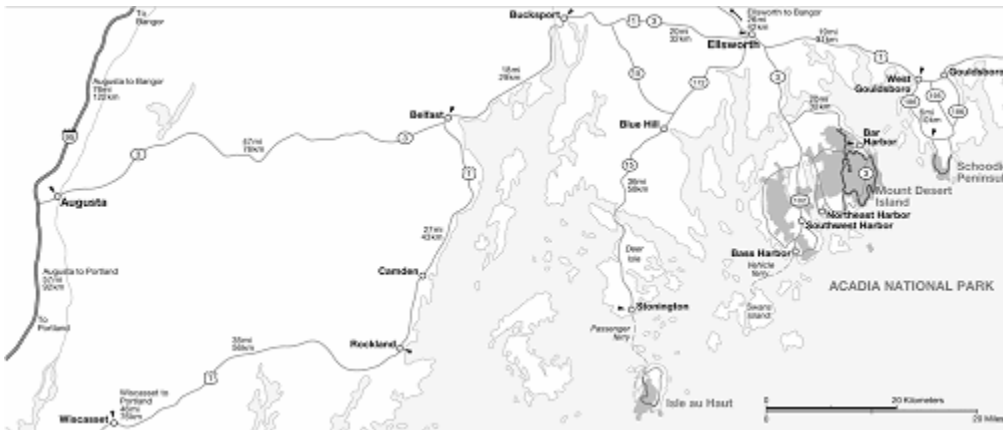
Size (Acres): 107.00

Boundary UTMS:

<u>Source</u>	<u>Type of Point</u>	<u>Datum</u>	<u>UTM Zone</u>	<u>UTM Easting</u>	<u>UTM Northing</u>
USGS Map 1:24,000	Area	NAD 83	19	561,676	4,911,708
USGS Map 1:24,000	Area	NAD 83	19	562,052	4,911,439
USGS Map 1:24,000	Area	NAD 83	19	561,422	4,910,717
USGS Map 1:24,000	Area	NAD 83	19	561,249	4,911,088

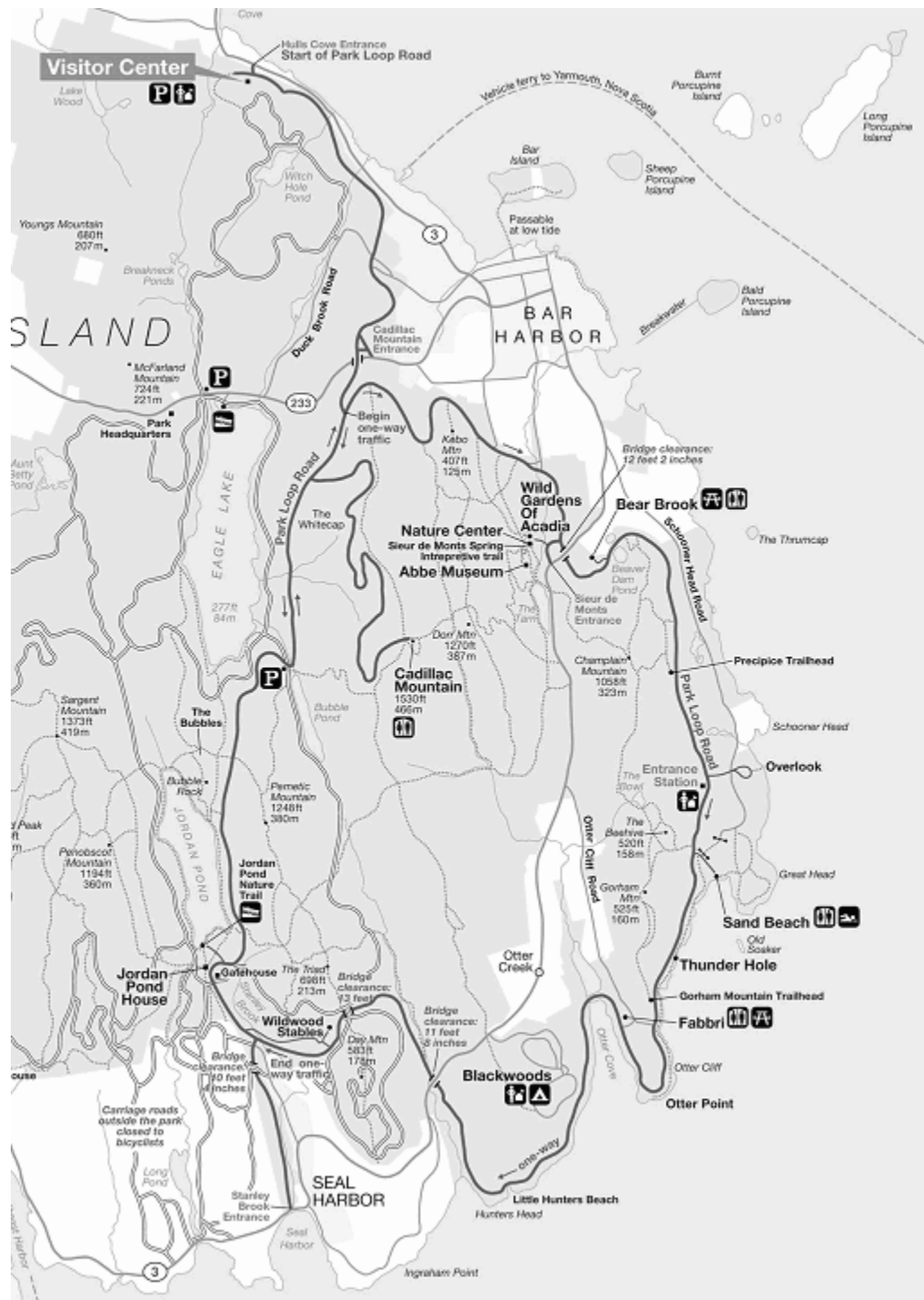
Cadillac Mountain Summit Acadia National Park

Location Map:



Map of Acadia National Park and its environs. (Acadia National Park website)

Cadillac Mountain Summit
Acadia National Park



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

Regional Context:

Type of Context: Cultural

Description:

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

Type of Context: Physiographic

Description:

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

Type of Context: Political

Description:

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

GIS File Name: ACAD CadillacMountainSummit

GIS File Description: 200710_PlaquesMonuments_CadMt.shp
ASMIS_EstSiteBoundaries_CadMt.shp
ASMIS_Lines_CadMt.shp
ASMIS_Points_CadMt.shp
ASMIS_Polys_CadMt.shp
BH257.tif
BH258.tif
CadMt1997VegetativeCover.shp

CadMtExclosures200710.shp
CadMtParkingAreas_FEHWCycle3.shp
CadMtRoad.shp
CadMtSummitLoopTrailwithObserverAreas.shp
CadSummitLoopWaysideExhibits.shp
CMtRd_AnimalProofGarbageCans_PT.shp
CMtRd_AsphaltDitch_Line.shp
CMtRd_Buildings_Polys.shp
CMtRd_CopingStones_Line.shp
CMtRd_CopingStoneSingle_PT.shp
CMtRd_Culvert_Line.shp
CMtRd_ElectricAccessBox2004_PT.shp
CMtRd_Gateposts_PT.shp
CMtRd_Line.shp
CMtRd_Pullouts.shp
CMtRd_SewerManholes_PT.shp
CMtRd_Sidewalks_Line.shp
CMtRd_Signs_PT.shp
CMtRd_Stairways_Line.shp
CMtRd_Summit_GiftShopMiscPointFeatures_PT.shp
CMtRd_Summit_StormDrains_PT.shp
CMtRd_Summit_WaterTank_SEend_PT.shp
CMtRd_Summit_WoodBarricades_Line.shp
CMtRd_Wellhead_PT.shp
fencelines_lines.shp
HistoricTrails.shp
interpreted fence boundaries.shp
oldcadillacmotorroad_lines.shp
oldcadillacmotorroad_points.shp
site location points.shp

Management Information

General Management Information

Management Category: Should be Preserved and Maintained

Management Category Date: 06/24/2008

Management Category Explanatory Narrative:

The Cadillac Mountain summit meets both of the criteria for the “Should be Preserved and Maintained” management category. Firstly, the site meets National Register of Historic Places criteria A and C in the areas of entertainment/recreation and landscape architecture. Secondly, the site is compatible with the park’s legislated significance.

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

Agreements, Legal Interest, and Access

Management Agreement:

Type of Agreement: Concession Contract/Permit

Expiration Date: 2013

Management Agreement Explanatory Narrative:

Cadillac "Summit Center" is operated by the Acadia Corporation under a Category I Concessions Contract that expires in 2013.

Type of Agreement: Special Use Permit

Expiration Date: NA

Management Agreement Explanatory Narrative:

There have been different SUPs for one-time events over the years, including weddings, gatherings for astronomical observations, and gatherings by Native Americans.

Type of Agreement: Memorandum of Understanding

Expiration Date: NA

Management Agreement Explanatory Narrative:

The park has a blanket MOU with DEP for all cooperative air monitoring activities in the park, and this agreement applies to Cadillac Summit air monitoring facilities.

Type of Agreement: Other Agreement

Expiration Date: NA

Management Agreement Explanatory Narrative:

The park has a ten year right-of-way permit with the State of Maine for access to construct, operate, and maintain a radio tower and associated radio repeater building at the summit site. Other agencies with use and/or facilities there are the Coast Guard, FBI and U.S. Marshalls. The Island Explorer bus system also uses the facility for communications.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

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

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Lands outside of the boundaries of Acadia National Park are directly related to the significance of the Cadillac Mountain summit. The summit has long been a popular recreational destination because of the spectacular views in every direction, and these lands, as well as the surrounding lakes, bays, and the Atlantic Ocean, comprise a large portion of the viewsheds. In addition to the lands on Mount Desert Island, the panoramic views include the mainland to the west, the Schoodic Peninsula to the east, and the many smaller islands that dot Frenchman Bay.

National Register Information

Existing National Register Status

National Register Landscape Documentation:

Undocumented

National Register Explanatory Narrative:

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

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

Pursuant to Section 106 of the National Historic Preservation Act, there have been two recent consultations with the Maine Historic Preservation Commission regarding the Cadillac Mountain summit. In conjunction with a planned trail accessibility project on the summit's east peak and a fence replacement project near the middle peak, three archeological sites – the Summit House, the Summit Tavern, and the first Navy radar station of the 1940s – were surveyed. On February 3, 2004, the Maine Historic Preservation Commission concurred with the park's finding that the projects would have no adverse effect on significant archeological or architectural resources. More recently, the Stephen Tyng Mather Memorial Plaque, erected in 1932 at the summit of Cadillac Mountain to honor the first Director of the National Park Service, was determined not eligible for listing in the National Register, in consultation with Maine Historic Preservation Commission, on October 31, 2007. Although not eligible,

the plaque is managed as a cultural resource.

Existing NRIS Information:

Primary Certification Date:	06/29/2007
Other Names:	Multiple Property, 0700614

National Register Eligibility

National Register Concurrence:	Eligible -- SHPO Consensus Determination
Contributing/Individual:	Contributing
National Register Classification:	Site
Significance Level:	Local
Significance Criteria:	A - Associated with events significant to broad patterns of our history C - Embodies distinctive construction, work of master, or high artistic values

Period of Significance:

Time Period:	AD 1928 - 1942
Historic Context Theme:	Creating Social Institutions and Movements
Subtheme:	Recreation
Facet:	General Recreation
Other Facet:	None
Time Period:	AD 1928 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources
Other Facet:	None
Time Period:	AD 1928 - 1942
Historic Context Theme:	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Rustic Architecture
Other Facet:	None
Time Period:	AD 1928 - 1942
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	Political and Military Affairs 1865-1939
Facet:	The Great Depression And The New Deal, 1929-1941
Other Facet:	None
Time Period:	AD 1928 - 1942
Historic Context Theme:	Shaping the Political Landscape
Subtheme:	World War II
Facet:	The Home Front
Other Facet:	None
Time Period:	AD 1928 - 1942
Historic Context Theme:	Developing the American Economy
Subtheme:	Transportation by Land and Air
Facet:	Carriage Roads, Touring Roads and Parkways
Other Facet:	None

Time Period:	AD 1928 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	Origin And Development Of The National Park Service
Other Facet:	None
Time Period:	AD 1928 - 1942
Historic Context Theme:	Transforming the Environment
Subtheme:	Conservation of Natural Resources
Facet:	The Great Depression And Conservation
Other Facet:	None

Area of Significance:

Area of Significance Category	Area of Significance Subcategory
Entertainment - Recreation	
Landscape Architecture	

Statement of Significance:

Acadia National Park's developed area at the Cadillac Mountain summit is significant under National Register of Historic Places Criteria A and C in the areas of entertainment/recreation and landscape architecture. The site is locally significant under Criterion A for its development as a major visitor destination and developed area in the park. The completion of Cadillac Mountain Road in 1931 and the subsequent construction of visitor facilities, walkways, and overlook trails made possible unprecedented public access to the mountain and its panoramic views and vistas. The site is also locally significant under Criterion C for its retention of rustic design characteristics and features as implemented by the National Park Service (NPS), Bureau of Public Roads (BPR), and Civilian Conservation Corps (CCC). The design and construction of these features effectively illustrates the harmonization of built features with the park's natural scenery. Though beyond the scope of this CLI, the level of significance may warrant further evaluation in the future.

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

The following statement of significance is organized by National Register criteria with a focus on the Cadillac Mountain summit developed area. While the motor roads and hiking trails are identified in the “Historic Resources of Acadia National Park” Multiple Property Documentation Form (MPDF) as potentially eligible historic resources at Acadia National Park, their significance is not included in this statement because segments of the motor road and the hiking trails that are within the site’s boundaries represent only small portions of the much larger motor road and hiking trail systems. They will be evaluated in separate Cultural Landscape Inventories.

NATIONAL REGISTER CRITERION A

The Cadillac Mountain summit is significant under Criterion A for its association with the context identified in the MPDF, “Community Development and the Origins of Acadia National Park (1890-1937),” in the area of entertainment/recreation. The popularity of pedestrian excursions and mountain climbs on Mount Desert Island blossomed beginning in the mid-1800s when dramatic paintings by Hudson River School artists attracted masses of summer travelers to see and write about the island. Cadillac Mountain, as the tallest natural landmark on the island, was one of the most popular destinations from which to take in the panoramic views and memorable sunrises and sunsets. By the late 1880s, the summit could be reached by three hiking trails, a carriage road, and a cog railroad, and offered dining and lodging facilities. However, the previous boom years of development on Mount Desert Island to serve both the tourists and the increasing number of wealthy summer residents ended with a land bust, and ventures such as the cog railroad and the hotel on the summit failed and were eventually removed. Though lacking amenities, Cadillac Mountain’s rugged natural features and scenic views continued to attract recreational users.

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

The HCTPR was incorporated in 1903, and in 1908 they received their first parcels of land, one of which was an 85-acre parcel atop Cadillac Mountain owned by the heirs of Daniel Brewer. This purchase was facilitated by George Buckman Dorr, also a summer resident and a founding member of the Bar Harbor VIA, and financially backed by John S. Kennedy, a banker and railroad magnate from New York. Many other land transfers followed, and by 1913 the HCTPR controlled over 5,000 acres of land on Mount Desert Island. However, many year-round residents, and especially local merchants, were opposed to the increasing limits on places for development. The possibility that such discord could lead to the revocation of the HCTPR’s tax exempt status prompted Dorr to recommend that long-term

protection of the island's land should come from the federal government. Promotional campaigns by Dorr and Eliot, and financial support by another summer resident, John D. Rockefeller, Jr., eventually lead to the creation in 1916 of Sieur de Monts National Monument, with Dorr serving as its first superintendent. Over 6,000 acres of HCTPR lands, including much of Cadillac Mountain, thus became part of the monument, which later became Lafayette National Park (1919) and then Acadia National Park (1929). (MPDF 2007: E19-E23)

The summit was still functioning as a recreational destination when it became part of the national monument, primarily because it was still accessed from well-maintained trails. By the early 1920s, however, access to the summit was nevertheless arduous and there were no visitor amenities. Around this time, superintendents throughout the NPS were grappling with access issues, and how to balance providing park visitors safe and efficient access while not destroying the resources for which the parks had been established to preserve. Part of the solution was the careful planning and construction of park roads and facilities, and in 1922, with popularity of the automobile travel increasing, NPS Director Mather requested that superintendents develop a general roads program for their parks. For Acadia National Park, Superintendent Dorr drew a plan for a "Mountain Road" (later named Jordan Pond/Eagle Lake Road) connecting the northern and southern parts of the island as well as a motor road to the summit (Cadillac Mountain Road), both of which were approved. Another part of the solution was the development of a design style that came to be known as Rustic Design of the National Park Service, which aimed to protect the scenic qualities of landscapes and to provide new design and development compatible with the qualities of the natural environment. (MPDF 2006: E60,E76).

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

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

In 1933, the arrival of Roosevelt's New Deal programs began a period of construction projects that had a great impact on the physical development at Acadia National Park. These programs were created in response to severe unemployment resulting from a nationwide economic depression, and provided both money and labor to the NPS, primarily through the Public Works Administration, which was funded through emergency appropriations, and the Emergency Conservation Work, which was carried out by

the Civilian Conservation Corps (CCC). At the summit, the CCC constructed the loop trail and overlooks, which offered visitors dramatic birds-eye views of the Mount Desert scenery and the Atlantic Ocean beyond. In the ensuing years, the CCC constructed additional trails and walkways, a service road and picnic space at the tavern, several stone fireplaces, and engaged in periodic planting and maintenance projects. The CCC's contributions continued through 1942 when the tavern was converted into barracks for the government's radar station complex, situated around the summit's middle peak.

The developed area at the summit of Cadillac Mountain retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its significance with the context, "Community Development and the Origins of Acadia National Park." The principal circulation system – consisting of Cadillac Mountain Road and its terminal loop, around which parking areas, walkways, and trails are organized – continues to convey the summit's historic recreational use. A new concession structure has replaced the original Ranger Station, Comfort Station, and Cadillac Tavern buildings, but offers many of the visitor services the previous three buildings provided. Access to the panoramic views to the north, east, and west from the terminal loop and parking area at the middle and eastern Peaks is virtually unlimited, while the Blue Hill parking area below the western peak provides access to equally impressive views to the north, west, and south.

The site does not possess integrity to planning efforts that predated Acadia National Park. Although the summit was one of the first parcels acquired by the Hancock County Trustees for Reservations, whose land acquisitions eventually lead to the establishment of Sieur de Monts National Monument (Acadia National Park), there are no essential physical features, other than three trailheads, that remain today from that period.

NATIONAL REGISTER CRITERION C

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

end of the 1920s, Rustic Design of the National Park Service guided plans and specifications for site features and structures, techniques for the location of roads and trails in relation to natural scenery, methods to repair construction damage to natural conditions, and construction of park facilities. (MPDF 2007: E35,E61-E62)

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

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

Nearing completion of the motor road, NPS Assistant Landscape Architect Charles E. Peterson expressed concerns about the contractor's poor cleanup and the large amount of blasting debris remaining along the roadside. One of the worst areas was identified within the motor road's terminal loop. To solve this problem and to address what he felt was an inadequate provision of parking and a general lack of pedestrian amenities, Peterson designed a large parking area in this scarred area. The parking layout resembled a teardrop, essentially filling the bowl area that defined the terminal loop. Peterson also recommended the parking area connect to a system of trails, noting that because it lay in

a saddle below a short rise, visitors would want to leave their cars and walk around to take in the views. The use of rough cut granite curbs and steps in these features complemented the built features on Cadillac Mountain Road and, more importantly, the barren mountaintop. The three structures constructed on the summit between 1932 and 1934 – a Ranger Station, a Comfort Station, and the Cadillac Tavern – also adhered to the Rustic Design style through the use vertical board and batten siding, hipped roofs, and generally low-profile designs that rendered them inconspicuous and unobtrusive within the summit landscape. These buildings were similar in style to other structures in the park and along the carriage roads.

Beginning in 1933, many of the recommendations set out in the park's 1927 master plan were accomplished by the Civilian Conservation Corps (CCC), and under the supervision of NPS landscape architects and engineers, consequently exhibited Rustic Design style principles. Some of the most important work involved the repair of construction scars along Cadillac Mountain Road and the transformation of part of the carriage road trace at the summit into a spur to the Cadillac North Ridge Trail. Both projects were primarily accomplished through an installation of native plantings. The CCC also built the Cadillac Summit Loop Trail and associated overlooks, and constructed a trail to the tavern site that passed a small grove of spruce and fir trees carefully pruned to accommodate a picnic area. A service road that followed a circuitous and screened route from the motor road to the tavern was also built by the CCC. Other CCC projects on Cadillac Mountain included routine maintenance, selective cutting for vistas, and possibly the construction of several stone fireplaces and wood directional signs. At the start of World War II from 1941 to 1942, the CCC worked alongside the Army Corps of Engineers and Public Roads Administration to develop a radar station at the summit. Even in such grave times, this facility gestured to the Rustic Design style in making use of existing open areas and paths in order to minimize damage to the landscape.

The Cadillac Mountain summit retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey its significance with the context under "Rustic Design in the National Park Service." The principal circulation system – consisting of Cadillac Mountain Road and its terminal loop, around which parking areas, walkways, and trails are organized – continues to convey the summit's historic landscape design. The summit retains the primary built features associated with the design and construction of Cadillac Mountain Road by the NPS and BPR and a majority of the visitor facilities developed by the NPS and CCC. Original site details continue to communicate the historic design vocabulary, such as stone curbing and stone steps. Since the historic period, some new curb sections and stone steps have been installed that differ in character than the original materials, and several accessible ramps have been added on the historic loop trail, but taken as whole these changes do not detract from the historic scene. The original restroom structure and the Cadillac Tavern building are no longer present, and the original Ranger Station has been replaced. However, the new concession structure is similar in scale and design as the former Ranger Station, and it is sited on that building's location to remain unobtrusive like the original building. The many trails, overlooks, and natural outcrops in the historic developed area continue to highlight panoramic views to the north, east, and west. The Blue Hill parking area was built in 1966 and is not part of the historic developed area, but its design and layout is compatible with the surroundings and it too provides impressive views to the north, west, and south.

National Historic Landmark Information

National Historic Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Designed

Current and Historic Use/Function:

Primary Historic Function: Outdoor Recreation

Primary Current Use: Outdoor Recreation

Other Use/Function

Other Type of Use or Function

Comfort Station (Latrine)

Both Current And Historic

Concession

Both Current And Historic

Hiking Trail

Both Current And Historic

Leisure-Passive (Park)

Both Current And Historic

Lodge (Inn, Cabin)

Historic

Military Facility (Post)

Historic

Monument (Marker, Plaque)

Both Current And Historic

NPS Class I Principal Road

Both Current And Historic

Overlook

Both Current And Historic

Parking Area

Both Current And Historic

Ranger Station

Historic

RR Trackage

Historic

Restaurant (Bar, Lounge)

Historic

Telecommunication Facility

Current

View

Both Current And Historic

Vista

Both Current And Historic

Current and Historic Names:

Name	Type of Name
Cadillac Mountain	Both Current And Historic
Adams Grave	Historic
Bauld Mountain	Historic
Green Mountain	Historic
Newport Mountain	Historic

Ethnographic Study Conducted: No Survey Conducted

Chronology:

Year	Event	Annotation
AD 1604	Explored	Samuel de Champlain explores and names “Isle des Monts Deserts,” or Mount Desert Island, for its rocky and treeless summits.
AD 1688	Settled	Private ownership begins when Mount Desert Island is given as a feudal fief by Louis XIV to Antoine de Lamothe, the self-proclaimed Sieur de la Mothe Cadillac.
AD 1713	Settled	Louis XIV is defeated and all of the Acadia region lands (except Cape Breton) ceded to England.
AD 1763	Settled	English begin settling area after Treaty of Paris is signed and gradually displace earlier inhabitants.
AD 1844	Explored	Thomas Cole, a leading artist of the Hudson River School, arrives on Mount Desert Island. This marks the beginning of the island’s tourist economy as other artists, writers, scientists, and travelers begin to flock to the area.
AD 1847	Land Transfer	John D. Gilmore and Edward Brewer buy several island parcels, including summit of Green Mountain, from the Bingham Estate with plans to harvest the rich timber stands.
AD 1853	Established	In August, the U.S. Coast Survey (later USGS) establishes a survey triangulation station at the middle peak of the summit.
AD 1853 - 1854	Built	A rough road is built up the north slope to haul survey equipment to the survey station. Follows possibly older trail to summit called “Green Mountain Path.”
AD 1857	Land Transfer	Edward Brewer’s sons, Daniel, Perry, and Porter, acquire the parcel containing Green Mountain summit.
AD 1861	Built	Following a portion of the government trail, Daniel Brewer builds a passable “buckboard road.” Brewer family charges passage fees on the road.
AD 1861 - 1867	Built	Brewer builds the Green Mountain House at the middle peak, part of which may have included the earlier survey structure.

AD 1871 - 1874	Built	Gorge Path (Trail #28) developed from Kebo Brook to summit.
AD 1874	Built	By c.1874, Cadillac Mountain South Ridge Trail (Trail #26) built from Seal Harbor area to summit.
AD 1880 - 1889	Neglected	Brewer's buckboard road has deteriorated by the early 1880s and stretches of it are impassable.
AD 1883	Built	Businessman Frank Clergue constructs Green Mountain Railway from east side of Eagle Lake to the summit's middle peak. Work crews clear right-of-way and anchor the tracks to granite ledges.
AD 1883 - 1884	Built	Clergue builds the summit's second hotel, the Summit House, adjacent to Brewer's old hotel, and near the terminus of the railroad. The three-story building is topped with a square-shaped "observatory."
AD 1884	Built	Clergue constructs observation pavilion on eastern peak.
AD 1884	Destroyed	On August 2, the Summit House and Green Mountain House burn down. Railway company quickly builds a temporary structure on eastern peak incorporating the observatory. Opened by August 15.
AD 1885	Built	Clergue adds on to the two structures on the eastern peak, which becomes the summit's third hotel, the Summit Hotel. The three-story structure features an octagonal-shaped cupola.
AD 1888 - 1889	Built	Green Mountain Carriage Road Company builds a new carriage road to the middle peak, paralleling the deteriorated buckboard road. This new competition inspires the railroad to vandalize the road, which is quickly rebuilt.
AD 1889 - 1891	Built	U.S. Signal Service opens seasonal weather station on the eastern peak, with their offices on the third floor of the Summit Hotel.
AD 1890	Abandoned	Green Mountain Railway closes due to high operating costs, drop in visitors and interest, and a land-boom bust in 1890.

AD 1896 - 1897	Destroyed	Summit Hotel torn down.
AD 1903	Built	Cadillac Mountain North Ridge Trail (Trail #34) is by this time a completely separated path parallel and just east of the carriage road.
AD 1903	Established	George Dorr and Charles Eliot organize the Hancock County Trustees of Public Reservations (HCTPR) to acquire land parcels on Mount Desert Island to protect water supply and preserve walking paths and scenic vistas.
AD 1908	Land Transfer	Dorr facilitates HCTPR acquisition of 85 acres of Cadillac Mountain summit area from Daniel Brewster's heirs.
AD 1911	Land Transfer	By 1911, most of the north, east, and west slopes of the Green Mountain are in HCTPR hands by this time.
AD 1916	Established	On July 8, Sieur de Monts National Monument is established. The park is comprised of around 6,000 acres that were under the stewardship of the HCTPR.
AD 1918	Established	Green Mountain's name officially changed to Cadillac Mountain to commemorate early history and to honor France and its part in the present war.
AD 1919	Established	On February 16, Sieur de Monts National Monument name changed to Lafayette National Park.
AD 1919	Built	East Ridge Trail (Trail #350) developed due east of Featherbed to the summit.
AD 1919	Established	Cadillac West Face Trail/Steep Trail (Trail #32) developed from north end of Bubble Pond to Cadillac Mountain South Ridge Trail (Trail #26).
AD 1922 - 1927	Built	Jordan Pond and Eagle Lake Road is constructed.
AD 1924	Built	Preliminary grading for Cadillac Mountain Road (CMR) is begun in mid-1924 by National Park Service crews.

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AD 1927	Planned	Rockefeller's engineer reviews original survey and estimates of CMR and notes that considerable money could be saved by adjusting the route and grade.
AD 1927	Planned	The park prepares a master plan in 1927, which supports the already approved motor road to the summit and development of limited facilities there.
AD 1928	Planned	NPS Director Stephen Mather decides the Department of Agriculture's Bureau of Public Roads (BPR) should take over CMR project.
AD 1928 - 1931	Built	BPR surveys revised alignment of CMR. Grading begins in October 1929 and is completed November 1930. Surfacing begins May 1931 and is completed October 1931. The CMR is completed for a cost of \$350,000.
AD 1929	Established	On January 19, Lafayette National Park is renamed Acadia National Park.
AD 1931	Planned	In September, NPS Assistant Landscape Architect Charles E. Peterson criticizes the great amount of landscape damage from the construction of CMR and construction scars at the summit. Peterson proposes more parking at the summit and a system of trails to connect it to viewpoints and a teahouse.
AD 1931 - 1932	Built	Ranger Station and Comfort Station, designed by Peterson, completed mid-1932. They are located on a slope just north of the middle peak.
AD 1932	Built	Work on Peterson's proposed parking area at the summit begins in August and completed in October.
AD 1933 - 1934	Built	Cadillac Tavern is constructed in 1933 and completed in 1934. It is located on the slope just north of the middle peak, sited by Frederick Law Olmsted, Jr. and designed by Grosvenor Atterbury. Service road from CMR to the tavern also constructed.
AD 1933	Built	Cadillac Summit Loop Trail (Trail #33), designed by the NPS in 1932, is constructed by the Civilian Conservation Corps (CCC) in 1933.

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

AD 1952	Planned	New comfort station added to west side of Ranger Station, which has been converted to concession/gift shop.
AD 1955	Altered	Projects at summit parking lot include replacing some asphalt in the parking lot with planted islands, realigning existing stone curbs and installing new stone curbs, raising catch basins, and widening some walks.
AD 1960	Moved	Portion of Cadillac Mountain South Ridge Trail (Trail #26) crossing the hairpin turn of CMR below the summit is rerouted to the south and east, into the woods.
AD 1966	Built	Parking area constructed below the western peak, originally named Sunset Overlook and then changed to Blue Hill overlook.
AD 1983	Altered	New concession/restroom building built on site of former Ranger Station and Comfort Station, occupying essentially the same footprint as the former structure.
AD 1985	Altered	Sections of gray sawn-top granite steps and curbing are installed during FHWA rehab project 1A9.
AD 1987	Altered	Parking areas at Cadillac Mountain are resurfaced and striped.
AD 1987	Altered	Fog lines are added to CMR.
AD 1992	Planned	The park's General Management Plan identifies the summit as a heavily impacted area. CMR is identified as part of the park's Cultural Zone, the concession building is part of Developed Zone, and the remainder of the summit is Natural Zone.
AD 1995	Built	Peat wastewater treatment facility is built to replace conventional system north of CMR and west of old carriage road.
AD 1998	Altered	Existing water system, the well at Blue Hill overlook, water tank, and the radio shack are improved. A new equipment building is built at the radio transmitter complex.
AD 1998	Built	Information signs constructed in the rustic style are installed at the summit.

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AD 2004 - 2007	Altered	Improvements at the radio transmitter complex include fence repairs, work on antenna array, tower and building improvements, and a buried powerline.
AD 2006	Altered	Exposed concrete aggregate accessible paths installed along portions of the Cadillac Summit Loop Trail.

Physical History:

EARLY SETTLEMENT, PRE-1853

At the turn of the seventeenth century, Native American fishermen, hunters, and gatherers lived off the lands and waters of the Frenchman Bay. Their way of life would begin to change after 1604 when French navigator Samuel de Champlain explored the area and named its biggest island “Isle des Monts Deserts,” or Mount Desert Island, for its rocky and treeless summits. Around 1688, in an effort to establish an outpost of French feudalism, King Louis XIV granted the island to Antoine de Lamothe, the self-proclaimed Sieur de la Mothe Cadillac, but widespread settlement did not follow due to a continual threat of war between England and France. After the signing of the Treaty of Paris in 1763, the English began to dominate the area and gradually displaced the earlier inhabitants. Livelihood was primarily through hunting and fishing but supplemented through farming, logging, and especially shipbuilding. The towns of Mount Desert, Eden (later Bar Harbor), Southwest Harbor, Tremont, and Gouldsboro were founded around this time.

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

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

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

In August 1853, the U.S. Coast Survey established a survey triangulation station at the summit of Green Mountain. The station was built to determine accurate measurements of distance and direction, part of a federal mandate to chart and map the coastline. The station, which included a house for the surveyors to reside in, was manned and operated seasonally until 1860 but used for secondary triangulation purposes until end of 1865. Its location was likely around the

summit's middle peak. (Bachelder 2005: 20-21,23; Morrison 2003: 4; Hale 1949: 128; Quin 1995: 3)

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

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

With the rusticators making the summit a popular destination, the Brewer family constructed the Green Mountain House between 1861 and 1867. (Figure 1) The hotel/boarding house was situated near the apex of the middle peak and may have incorporated the earlier survey station dwelling. Recalling his first trip to the summit in 1868, George Dorr described it as a "simple structure which was admirably placed looking out to the southward across the ocean." The setting was also described by Clara Barnes Martin in 1867: "A small but comfortable cottage has been erected there this year, where one can dine or spend the night. There is a tolerable road up and one may ride all the way to the summit, although the usual and, perhaps more agreeable plan is to walk." In addition to the surveyor road (Green Mountain Path), other trails to the summit were developed around this time, including the Gorge Path (1871-1874) that headed south from Kebo Brook and then turned west up to the summit, and the Cadillac Mountain South Ridge Trail (c.1874) that tracked north from Seal Harbor area to the summit. In 1874, some 3000 people visited the mountaintop. (Hill 1996: 135; Brown 2006: 27-28, cites Martin 1867: 9-10; Brown 2006: 36-37,225-226; Bachelder 2005: 61; Morrison 2003: 4; Wright, et al. 2004: 4,10)

By the early 1880s, Brewer's buckboard road had deteriorated and stretches of it were impassable, even though Bar Harbor had become an immensely popular tourist destination and treks to Green Mountain commonplace. In 1883, a local entrepreneur named Frank Clergue aimed to capture this potential market by building the Green Mountain Railway, a cog railroad that stretched from the southeast shore of Eagle Lake and 1.2 miles up the wooded west slope of the mountain to the summit near the middle peak and the Green Mountain House. The railway was modeled after a similarly successful venture at Mount Washington in New Hampshire, and with its grand opening in June 1884 became only the second cog railway in United States. (Figures 2-3) The journey was described by M.F. Sweetser in 1888: "The

ascent takes one-half hour. The ride upward is the most notable for the mechanism of the railway, the queerly (sic) tilted cars, and the pudgy little locomotive, sticking its toes in the rounds of the middle iron cog-rail. From time to time, the passengers alight and pick berries or flowers, as the engine puffs its slow way upwards.” The Green Mountain Railway cost \$110,000 to build and was successful its first year, carrying almost 3000 passengers. (Bachelder 2005: 25,40,64,67; Quin: 1995: 4; Wright, et al. 2004: 2-3,5-6; Hill 1996: 138, cites Sweetser 1888)

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

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

The transformation of the summit into a full-service recreational destination by Frank Clergue and the Green Mountain Railway faced some competition beginning in 1888 when the Green Mountain Carriage Road Company constructed a carriage road to the summit. The lower portion of the route was slightly east of Brewer’s deteriorated buckboard road, while the upper portion essentially followed the buckboard route and ended as a loop near the middle peak, between the railroad terminus and former Summit House structure. (Figure 6) The 2.5-mile long route was wide enough for two carriages to pass one another, and offered a more direct link between Bar Harbor and the summit. It is possible that around this time some low retaining walls were added along portions of the route to hold soil in place. To stop the carriage road competition, the railroad erected gates on the carriage road where it crossed the tracks (near the summit). Later, under the cover of darkness, railroad proponents set out explosives on the

carriage road farther down the slope, but the damage was quickly repaired and no further incidents occurred between the rival companies. (Bachelder 2005: 99-103; Morrison 2008:40)

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



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

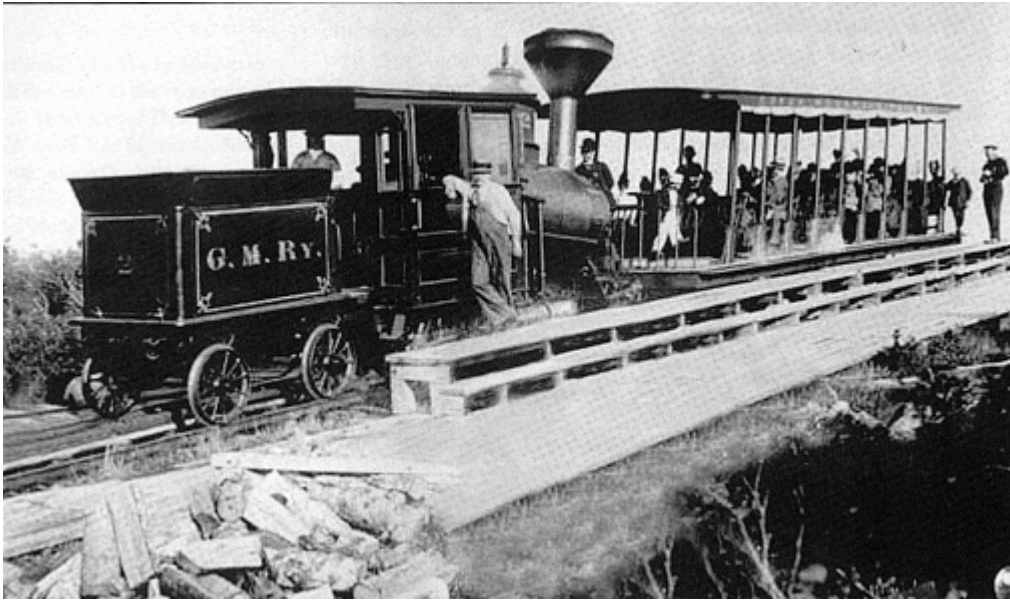


Figure 2. Locomotive #2 of the Green Mountain Railway waits for downbound passengers at the summit, c.1883-1890. (Bachelder 2005: 96, Courtesy William Otis Sawtelle Research and Collections Center, Acadia NP)



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



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



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



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

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

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

To ensure long-term land protection from development, Dorr recommended the Trustees seek federal assistance. The tireless efforts of Dorr and Eliot to garner government support was rewarded on July 8, 1916 when President Woodrow Wilson authorized Sieur de Monts National Monument and named George Dorr its first superintendent. By this time, the Trustee's holdings had grown to over 6,000 acres and included four lakes and ten mountains, including Green Mountain. In 1918 the name Green Mountain was officially changed to Cadillac

Mountain to commemorate the area's early history and to honor France and its part in the present war (World War I). Many area residents, however, opposed the name change. Another name change occurred on February 16, 1919, when the monument was renamed Lafayette National Park. The park was noted by Secretary of the Interior Franklin Lane for its historical value, impressive scenery, diverse vegetation and bird life, and recreational opportunities that "...would be capable of giving pleasure...to hundreds of thousands of people living east of the Mississippi River." (On January 19, 1929 Lafayette National Park was renamed Acadia National Park.) (Bachelder 2005: 15; Killion/Foulds 2007: 19,28; GMP 1992: 2,5, from Winsor 1955, II-I, appendix 2:1)

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

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

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

The park's motor road proposal was approved, and in the fall of 1922 construction of what would become Jordan Pond/Eagle Lake Road began. Progress was made on a 4300-foot section, from Eagle Lake Road to the future intersection with Cadillac Mountain Road, until work was halted due to opposition and subsequent congressional hearings in 1924, lead by Senator and summer resident George Wharton Pepper. However, Dorr and Rockefeller's arguments that the road projects would provide jobs had the broad support of the island's year-round residents and the Maine congressional delegation. Construction resumed in July 1924, as did initial grading of Cadillac Mountain Road.

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

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

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

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

Grading on Cadillac Mountain Road began in October 1929 and concluded in November 1930. Surfacing began May 1931 and was completed October 1931, after which the road was opened to traffic. Stone aggregate for the pavement surface came from one of the major cuts along the road, and the extracted pink granite gave the road a pinkish hue. Guardwalls, embankments, and culvert headwall structures also were constructed with native granite stones

found on the mountain or dislodged during blasting. (Figure 7) The use of native materials, and the motor road's overall design and layout, visually harmonized with the surrounding landscape, which was consistent with the NPS Rustic Design style principles widely used around this time. The motor road also complemented the character of Jordan Pond/Eagle Lake Road and Rockefeller's network of carriage roads and associated structures.

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

Peterson was also critical of inadequate parking at the summit, which then consisted of only the pullout at the beginning of the terminal loop. The space within the loop was one of the areas "devastated" by excessive blasting, and Peterson felt adding a large parking area there would address both problems. Additionally, Peterson noted that because the proposed parking area and loop lay below a short rise to the two peaks, many visitors would wish to leave their cars and walk around to see the views. He proposed a system of trails, 4'-6"-wide and paved with crushed rock, to connect the parking area with overlooks and the previously recommended teahouse. Although Peterson had hoped these projects would be completed by the 1932 season, only a Ranger Station and Comfort Station were built by that time. Both structures were designed by Peterson in the NPS Rustic Design style, featuring board and batten siding and hipped roof lines. According to a BPR survey drawing and NPS drawings from late 1931, the structures were situated on a slope between the beginning of the terminal loop and the middle peak, along the location of the old carriage road and its terminating loop. In addition, a tall flagpole as least as high as the roof peak was placed in front of the Ranger Station. Sometime between 1932 and 1942, however, the Comfort Station was removed and a new restroom building was built on the slope north of and below the overflow parking area, and accessed by two paths that formed a loop. (Figures 8-10) (Quin 1995: 16, cites Peterson 1931, "Memorandum No. 3")

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

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

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

In 1934, the Acadia Corporation proposed a teahouse at the summit that would provide formal meals for guests, and a temporary "hot dog stand" nearby. Rockefeller helped establish the Acadia Corporation to "protect the park against concessionaires from outside who might carry on their operations with less consideration for the Mount Desert Island traditions than would be the case with a corporation composed of summer and winter residents of the island." However, the project was abandoned when the NPS and the corporation could not agree on a suitable location, and a smaller refreshment stand, called the Cadillac Tavern, was built. This structure was sited by Frederick Law Olmsted, Jr., who was a consultant on Rockefeller's various motor road projects in the park, and designed by Grosvenor Atterbury, who had earlier designed Rockefeller's carriage road gatehouses and the apartment building at the Schoodic Naval Station. The tavern was located below the middle peak and a bit uphill from the Ranger Station and Comfort Station, near the terminus of the former cog railroad and a level area associated with the ending loop of the old carriage road. The tavern opened in the summer of 1934 and park drawings suggest it was enlarged in subsequent years. (Morrison 2003: 6; MPDF 2007, E33-34; cites Letter from John D. Rockefeller, Jr. to David Rodick, October 27,

1941; Quin 1995: 21, cites Bar Harbor Times, 18 June 1934 and 20 June 1934)

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

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

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

In 1941, with the threat of war looming, CCC work across the country shifted to civil defense.

At Acadia, the CCC contributed labor for two radar stations, at Seawall and on the summit of Cadillac Mountain. In March 1941, the U.S. Army Corps of Engineers selected a site on the summit that utilized existing open space and paths to reduce landscape damage. The station's antennae were placed on a concrete platform within a fenced square-shaped area on the middle peak, just south of the Summit Tavern and likely in the area once occupied by the U.S. Coast Survey station, Green Mountain House, and Summit House. The Public Roads Administration, the Depression-era successor of the BPR, drew up plans for the concrete platform as well as a short connecting road from the terminal loop and parking area to the station. The road essentially widened the portion of the CCC-built trail to the Cadillac Tavern and was likely paved. Support facilities were housed in trailers parked below the summit on a pulloff, which later park plans indicate may have been at the current Blue Hill overlook area. Construction of the station was completed by June 1941, and was staffed by U.S. Army personnel. (MPDF 2007:E10; Morrison 2003:4; Wright et al 2004: 2,8,10; Quin 1994: 21-22; Morrison 2008: 47)

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



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



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

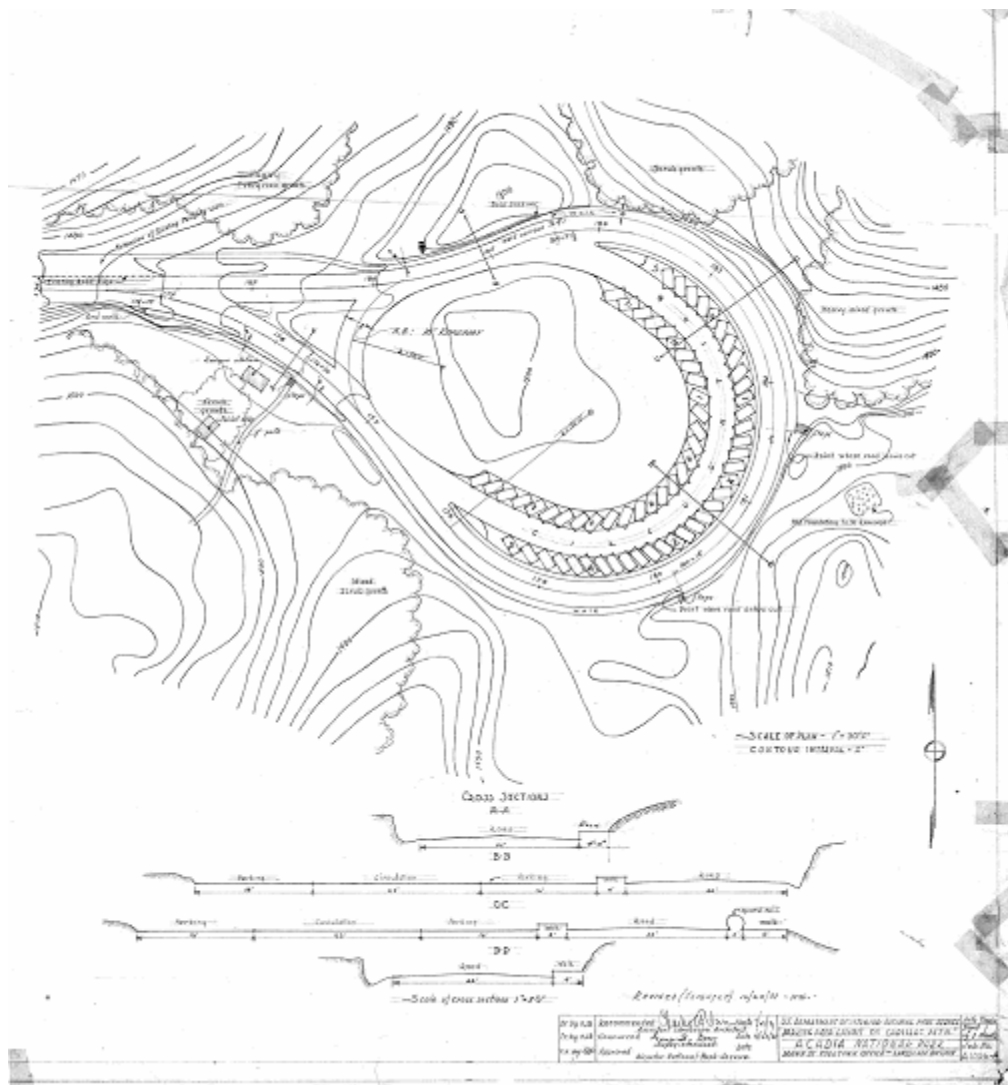


Figure 9. Plan of proposed parking area within the terminal loop of Cadillac Mountain Road, September/October 1931. (ACAD_123_1006A [id306694])

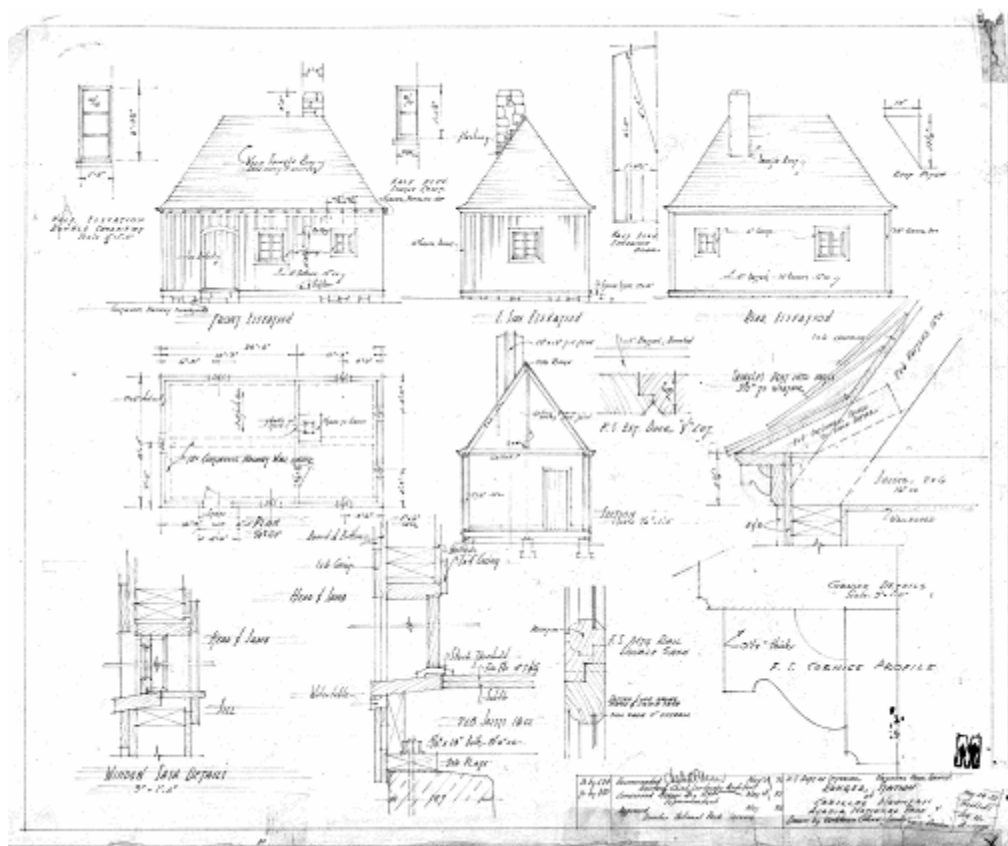


Figure 10. Drawing of the Ranger Station at Cadillac Mountain Summit, designed by Charles E. Peterson, May 1932. (ACAD_123_1008A [id306692])



Figure 11. Plan of new Loop Trail and overlooks east of the loop and parking area, September 1932. (ACAD_123_1024 [id306674])



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



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



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



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



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



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

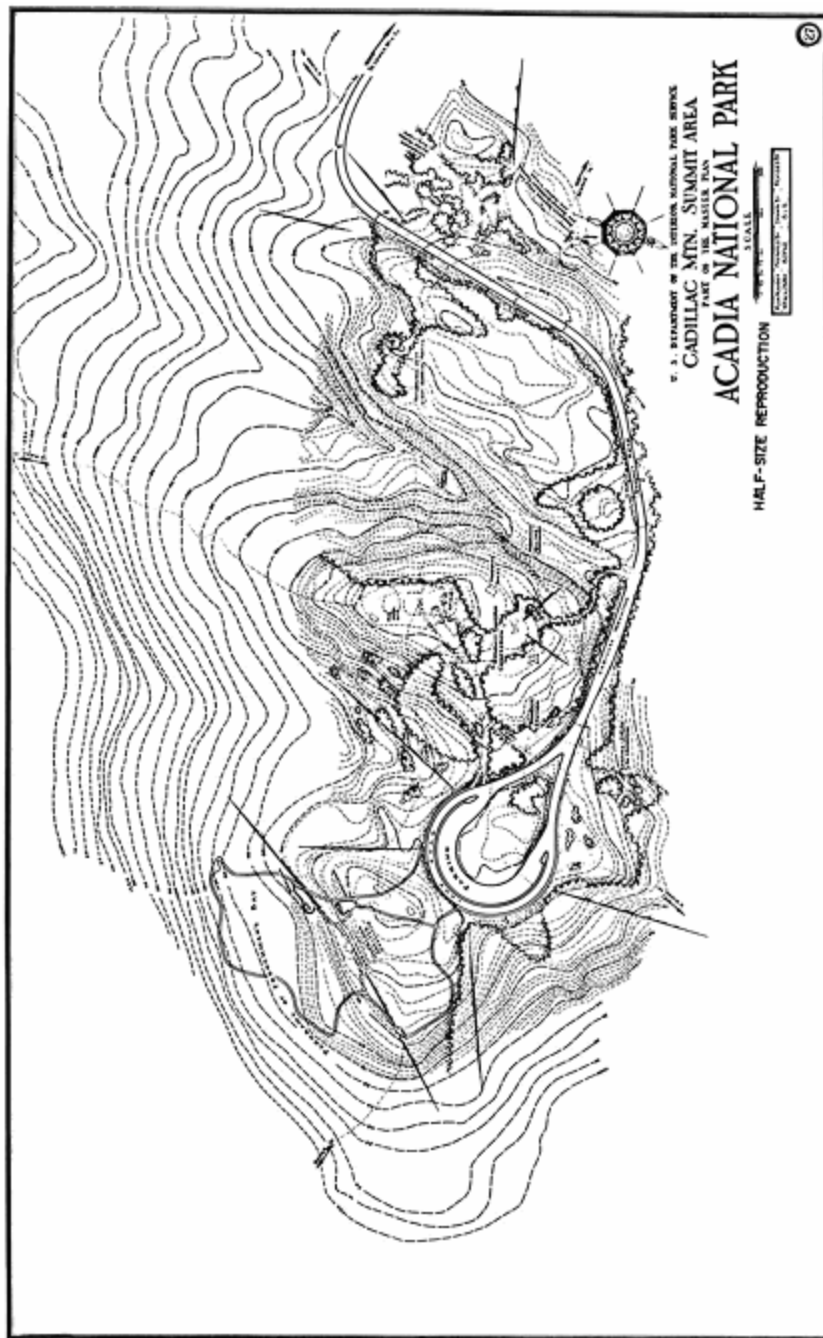


*Figure 18. Portion of the 1941 Master Plan produced by Benjamin Breeze.
(ACAD_123_2680_fid25736)*

SITE CHANGES, 1942-2008

Sometime around 1943, and for reasons not entirely clear, the radar station at the middle peak

was abandoned and a new complex was built to the south at a location about 150-200 feet lower in elevation. According to a 1943 plan, the new complex was situated in a large open area and was much larger than the first facility. It consisted of three structures accessed by a new road that branched off of the service road to the tavern. This road, which at some point was paved, included a retaining wall at a low area. Station operations ended soon after the official end of the war in September 1945, and the summit was reopened to the public in October 1945. The radar station complex and its structures, the access road, and a smaller complex without structures at what would become the Blue Hill overlook were identified on the park's "General Development Plans" in the late 1940s as "Military Installations To Be Removed." (Morrison 2003: 4; Morrison 2008: 42)

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

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

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

crossed at the hairpin turn of Cadillac Mountain Road was shifted to the south and east and away from the motor road. (Brown 2006: 225,227)

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

In 1983, the 1932 Ranger Station building/1952 Comfort Station addition was replaced with a new concession/restroom building in the same location and essentially the same footprint. It was similar in design and scale as former structures through the use of white cedar board vertical siding and a hipped roof. The building also included a deck and an accessible ramp. It is now called the Cadillac Summit Center. (Figure 20) Other work at the summit included resurfacing and restriping the parking areas in 1983 and adding fog lines to Cadillac Mountain Road in 1987. In the 1980s, sawn-top granite curbing was introduced in the historic motor road system, and in 1985 this type of curbing was installed in some parts of the terminal loop and summit parking area and at the Blue Hill parking lot. That same year, two sets of gray sawn-top granite steps were installed on the north side of the terminal loop and parking area, which visually stand apart from the other steps on the summit. Similar steps may have been installed at the northwest corner of the Blue Hill parking lot around this time. In 1995, a peat wastewater treatment facility was built north of Cadillac Mountain Road and west of old carriage road, replacing an earlier conventional system. In 1998, an information kiosk was constructed at the head of Cadillac Mountain North Ridge Trail and Cadillac Mountain South Ridge Trail. In keeping with the rustic style, the fiberglass signs were framed within wooden timber structures. (Evans, 1993: 5; Killion/Foulds 2007: 71,188; Brown 2006: 228)

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

In 1998 the summit’s well and water tank were improved, and a new equipment building was

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

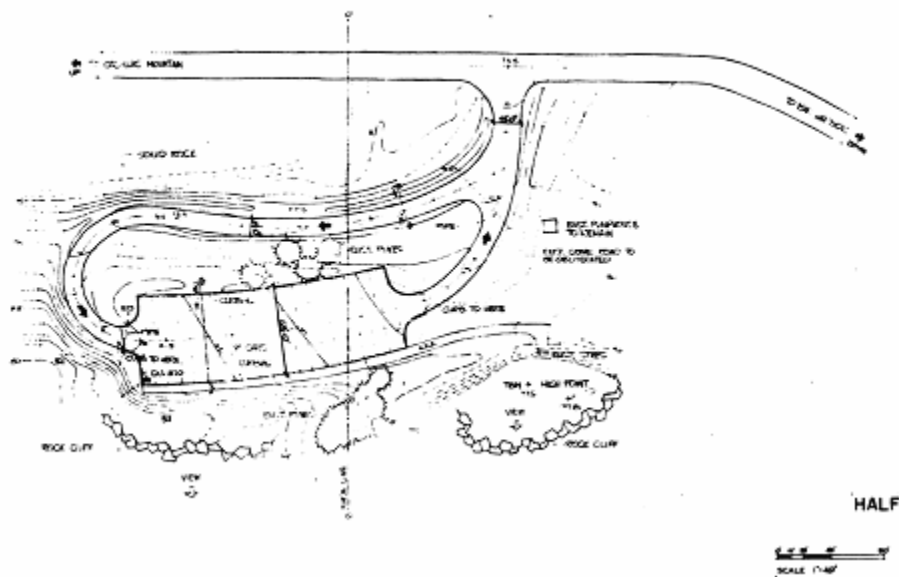
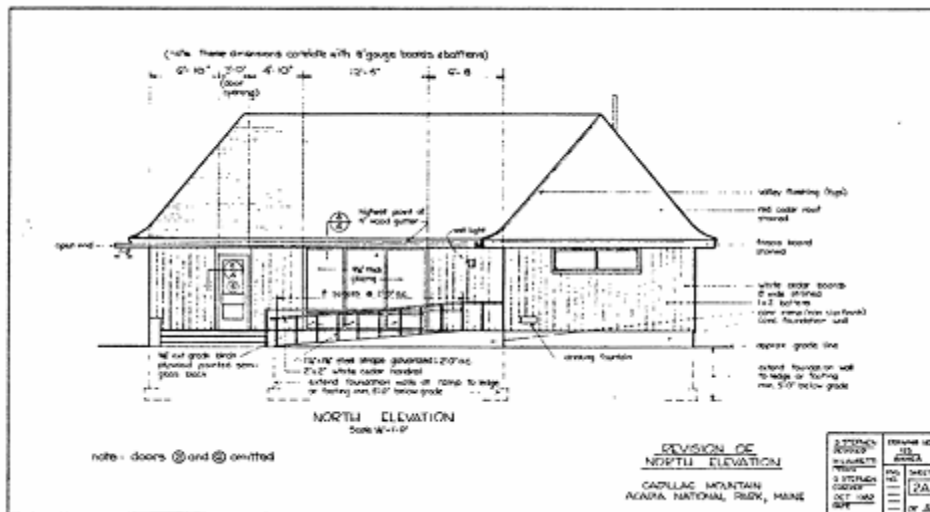


*Figure 19. Plan from 1966 of the parking lot and overlook area at Blue Hill.
(ACAD_123_3148 [id25990])*



Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The Cadillac Mountain summit is identified in the park's Multiple Property Documentation Form (MPDF) as a developed area within the Visitor Facilities and Developed Areas property type. The MPDF outlines registration requirements that developed areas need to have to be eligible for listing in the National Register. Developed areas should retain integrity of setting and design to convey their historic use. They should also retain the following: principal circulation systems, site organization, built features designed and constructed during the height of the New Deal programs; historic buildings in their original locations and identifiable as NPS or CCC rustic structures, small-scale features that communicate the historic design vocabulary, and principal vistas. Developed areas should maintain a continuity of historic use as a recreation area, summit, or scenic destination. The MPDF acknowledges that although some loss of historic features, materials, or spaces can be expected, and there may be new additions, there must be sufficient remaining historic resources present to illustrate the historic design.

Significant landscape characteristics identified for the Cadillac Mountain summit include natural systems and topography, spatial organization, land use, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeology. Many of these characteristics have associated with them features that contribute to the site's overall historic significance and identity as well features that do not. The summit's most important characteristics are natural systems and topography, circulation, and views, which together define the character of the site.

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

Since 1942, slight modifications have been made to the configuration of the summit parking area. Sections of non-compatible curbing, steps, and guardwall have been introduced, and the small historic

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

Methodology:

The developed area at the Cadillac Mountain summit encompasses land above the 1400-foot elevation line. Although Cadillac Mountain Road and three hiking trails terminate within the site's boundary, only portions of these segments are within the boundary. Therefore, characteristic and features associated with Cadillac Mountain Road and the three historic trails are not comprehensively evaluated in this report. Their unique areas and periods of significance will be addressed in separate Cultural Landscape Inventory reports.

ASPECTS OF INTEGRITY

Location:

The site's original location on the summit of Cadillac Mountain is unchanged, preserving the goal of making the park's scenic views accessible to the public. This mountaintop location shaped the physical characteristics of Cadillac Mountain Road and its terminating loop, and the subsequent development of parking areas, walkways and trails, and visitor facilities. Since the historic period, it has also guided the placement of the Blue Hill parking area and the radio transmitter complex.

Design:

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

Setting:

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

Materials:

The historic pink granite that was historically added to the motor road's final wearing course has long since been replaced by periodic applications of plant-mixed, hot-asphalt bituminous concretes. However, such surface materials are also used on the perimeter walkway at the summit parking area and roadways and walkways throughout the park. The use of native granite as boulders along the loop trail and in the curbs, steps, and the guardwall is still evident. These materials were intentionally used so that built features would blend with the surrounding landscape. Some post-historic additions to the site have successfully made use of the native granite, such as in the retaining walls and pavement surfaces of the new accessible ramps on the loop trail and in the bases of the interpretive signs. Like the historic Ranger Station it replaced, the non-historic concession building is clad in vertical board and batten siding and wood shingles to harmonize with the surrounding landscape and other buildings in the park. Historic CCC-period vegetation can also be found in certain locations and has matured to blend in with the surrounding vegetation. Historically, several wood signs were present on the summit, and although none remain today, wood is used in the current log trailhead and informational/directional signs.

Workmanship:

The local granite used in the site's curbs, steps, and the guardwall were rough in texture and without smooth surfaces or straight edges to complement the summit's granitic ledges and outcrops. Such workmanship is still present, and upon closer examination the tool marks are still visible. More refined sawn-top curbs and steps have been added in several locations, but as a whole they do not detract from the historic scene.

Feeling:

The physical features that comprise this site – the motor road, parking areas, walkways, trails, and the concession building – are not uncommon to developed areas in national parks. The design, materials, workmanship, and setting of these features convey a rustic character. The fact that the summit has long served as a scenic recreational destination with unparalleled panoramic viewsheds also contributes to the rustic feeling.

Association:

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

Landscape Characteristic:

Other - Natural Systems and Topography

Historic and Existing Conditions:

The rugged mountain peaks, woodlands, lakes, marshes, and coastlines that describe Acadia National Park and Mount Desert Island owe their present appearance to the last ice age that covered the region with thousands of feet of ice. In its retreat, it left scarred granite mountains interspersed with glacial lakes and U-shaped valleys littered with massive boulders and deposits of till. From the mountaintops to the seashores, diverse communities of plants and animals emerged and thrived.

In 1604, geographer and mapmaker Samuel de Champlain described “Isle des Monts Deserts” as a range of mountains with mostly rocky and treeless summits, and woods of pine, fir, and birch. Up until the mid-nineteenth century, European settlers, much like the Native Americans before them, depended on these natural resources for their livelihood. Consumed with hunting, fishing, farming, and logging, the island’s scenery probably went largely unnoticed to most residents. This changed when Hudson River School artist Thomas Cole arrived in 1844 to paint the island’s scenery. Many other artists, as well as writers, scientists, and the curious traveler descended on the island in the decades that followed. As they explored, one of their favorite destinations was the island’s highest peak, Cadillac Mountain. The mountain’s broad and rocky summit features three rounded peaks about 1,000 feet apart, roughly oriented in an ENE to WSW line. According to United States Geological Survey maps, the peaks are between 1,520 and 1,530 feet above sea level, with the middle peak, or “true peak,” around 1,528 feet and higher than the eastern and western peaks. (Bachelder 2005: 4,9; Morrison 2003: 2)

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

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

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

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

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

Today, the exposed granitic ledges and outcrops continue to dominate the summit landscape, comprising around 25% of the area, primarily in the eastern peak area. Painted with colorful mosses, the rocks cradle enough soil to support a diverse community of trees, shrubs, and grasses in this wind-swept environment. Vegetation is more common around much of the middle peak and most of the western peak. A comparison of today's vegetation with that shown in historic photographs indicates there has been substantial growth over the last 100 years, and indeed, over the last fifty years. Soils at the summit are mapped as the rolling Schoodic Rock outcrop-Naskeag complex, with the thin Schoodic soils (less than 9") on the ridges and the deeper Naskeag soils (up to 60") in the low spots. (Morrison 2008: 7)

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

angustifolia). The density and dispersal of this vegetation type is described as open canopy/discontinuous (25-60%) in a clumped/bunched pattern. A narrow north-south oriented swath of spruce and fir forest generally bisects the study area. It is comprised of red spruce (*Picea rubens*), white spruce (*Picea glauca*), and balsam fir (*Abies balsamea*). Its density is described as a closed canopy/continuous (60-100%) in an evenly dispersed pattern. (Acadia NP GIS: "CadMt1997VegetativeCoverage,")

Landscape Characteristic Graphics:



Figure 21. View of the parking area, walkways, and trails nestled amongst the summit's granite outcrops and indigenous trees, shrubs, and grasses. (OCLP 2007)

Spatial Organization

Historic Conditions:

The development history of the summit indicates that the middle peak was the focal point, serving as the location of a U.S. Coast Survey station, the Green Mountain Hotel, the Summit House, and the termini of both the Green Mountain Railway and the carriage road. The numerous hiking trails that traversed the mountain's slopes presumably connected to these features as well as to the summit's third hotel, the Summit Hotel, on the eastern peak. Except for the hiking trails and the carriage road, all of these features were gone by 1897.

Major construction of Cadillac Mountain Road and other visitor facilities at the summit began in 1928 and shifted the focus of development from a geographic feature to a built feature. The motor road ended as broad loop resembling the shape of a tear drop in a low area north of and

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

Post-historic and Existing Conditions:

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

Land Use

Historic Conditions:

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

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

for measuring relative humidity, temperature, and pressure.

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

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

Post-historic and Existing Conditions:

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

Vegetation

Historic Conditions:

The historic descriptions of indigenous vegetation on Mount Desert Island and the slopes of Cadillac Mountain, discussed previously, constitute the only known record of plantings at the summit in the mid- to late 1800s when the survey station, cog railroad, and three hotels were in operation. However, after the completion of Cadillac Mountain Road, some new plantings were installed as part of site developments around the terminal loop. Much of this work was accomplished by the CCC beginning in 1933 as part of park-wide landscaping, trail construction, and general clean-up projects.

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

Post-historic and Existing Conditions:

As intended, plantings installed by the CCC at the summit and along Cadillac Mountain Road have blended with the indigenous spruce and fir forest, mixed conifer woodland, and dwarf-shrubland communities present today. Turf areas are minimal, generally located around trailheads, in the vicinity of the parking areas and in the two island medians at the summit parking area. A lone spruce tree is growing in the south median island. A 1953 aerial photograph suggests it may have been present at the end of the historic period.

Character-defining Features:

Feature:	CCC plantings
Feature Identification Number:	128987
Type of Feature Contribution:	Contributing
Feature:	Turf areas in parking areas, trailheads
Feature Identification Number:	132054
Type of Feature Contribution:	Contributing
Feature:	Spruce tree in south median island
Feature Identification Number:	132056
Type of Feature Contribution:	Undetermined

Circulation

Historic Conditions:

Prior to the construction of Cadillac Mountain Road in the late 1920s, several roads and trails were built to the summit of Cadillac Mountain. The first road was built in the early 1850s to haul equipment up to the U.S. Coast Survey station. It ascended the mountain’s north slope

from Eagle Lake Road, passed west of Great Pond Hill and east of the White Cap, and then traced the north ridge to its terminus at the middle peak. This road may have followed the route of the Green Mountain Path used by climbers to reach the summit. Another popular means of travel on Mount Desert Island were long and open horse-drawn carriages called “buckboards.” In the 1860s, the Brewer family, owners of Cadillac Mountain, constructed a “buckboard road” alongside the government road to their new hotel on the summit, the Green Mountain House. In the 1870s, two more trails – the Gorge Path from Kebo Brook and Cadillac Mountain South Ridge Trail from Seal Harbor – were developed. By the 1880s, Bar Harbor was thriving as a tourist destination and treks to the summit were extremely very popular, but by this time Brewer’s buckboard road was in poor condition.

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

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

By the early 1920s, there was growing interest in providing automobile access to the summit, which at this time was part of Lafayette National Park. In 1922, a proposal by the park’s superintendent, George B. Dorr, to build what would become Jordan Pond/Eagle Lake Road and Cadillac Mountain Road was approved. Construction of the former began in 1922 and reached the future intersection with Cadillac Mountain Road in the fall of 1923. Project opponents briefly suspended work pending congressional hearings, but construction resumed in the summer of 1924 and the entire motor road was finished in 1927. Progress on Cadillac

Mountain Road was much slower, and in 1928 it was decided that the road should be completed through a partnership between the NPS and the Department of Agriculture's Bureau of Public Roads (BPR). An improved alignment was surveyed by the BPR that same year, some of which followed the alignment of the old carriage road. Clearing work commenced in 1929, grading in 1929 and 1930, and surfacing in 1931. When officially dedicated on July 23, 1932, the Portland Sunday Telegram praised the 3.3-mile-long road and noted that it was now possible to motor to the summit in "high gear" because the former steep grades had been eliminated, and that the pavement was supposedly "non-skid" for drivers exercising normal caution. (Quin 1994: 20, cites Portland Sunday Telegram, 24 July 1932)

When the motor road was opened for traffic in the fall of 1931, it ended at the summit as a loop. The capacity of the small parking area at the beginning of the loop was soon determined inadequate, and beginning in late 1932 a much larger parking area within the loop was constructed. A paved perimeter walkway was built around the loop except along a small section on the east side blocked by ledge. A historic photograph indicates a guardwall comprised of angular ledge stones, the same as those installed along Cadillac Mountain Road, was removed from the south side of the loop for this walkway. Later park drawings suggest another guardwall, likely of the same style, was located on the north side of the loop and may have been retained and shifted outward for the walkway. The perimeter walkway connected to a set of steps and a 4'-wide walkway to the Ranger Station and Comfort Station. Two sets of steps also connected the perimeter walkway to a new and winding asphalt-paved loop trail that lead to overlook areas on the eastern peak and connected to the Gorge Trail and the Cadillac Mountain South Ridge Trail. Site details associated with these circulation features included pink rough-cut granite curbs and steps, and low stone boulders along the edges of the loop trail and overlooks. The final surface of Cadillac Mountain Road also made use of the pink granite, allowing it to blend with the surrounding landscape. It is not clear if the pavement for the parking area and walkways were also pink.

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

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

Post-historic and Existing Conditions:

During the war, a new road was built to access the relocated radar station complex, south of

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

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

In 1966 a new parking lot was constructed at Blue Hill along the trace of an old gravel road that probably accessed the part of the former military complex that was at this location. Originally named Sunset Overlook, the parking area included a wide walkway on the west side of the lot that connected to steps that may have been part of the former station, and two culverts. In 1985, sections of sawn-top gray granite curbing were installed in portions of the summit parking lot and in other areas of the historic motor road system (some of these replaced sections of concrete curb, which were historic despite their inconsistency with the rough-cut granite curbs). Two curving sets of gray sawn-top stone steps were also installed on the slope on the north side of the summit parking area to formalize an existing path to the outcrops below. A smaller set of steps was installed at the northwest corner of the Blue Hill parking area for similar reasons. The color and texture of these curbs and steps do not visually complement the historic rough-cut curbs and steps.

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

Today, Cadillac Mountain Road and its terminal loop and parking area are the most prominent circulation features at the summit. The two-lane motor road spits into essentially a one-way road that terminates as a broad loop, bounded by striped angled and parallel parking spaces and a 4' to 6'-wide raised paved walkway. A raised median separates these parking spaces and the main travel lane from the bulk of the angled parking spaces within the loop. The parking

area is generally in good condition, although it is dotted with a pattern of slight depressions corresponding to parked car wheels, which become more conspicuous when filled with rainwater. The overflow parking area prior to the loop can accommodate up to eleven vehicles. Curbs types include both the original pink-hued rough cut granite curbing and newer gray-hued sawn-top granite curbs. The motor road, walkway, and median (except at the two planted island ends) are paved in asphalt, with moderate degrees of cracking and heaving evident throughout. An informal gravel path is located on the innermost curve of the parking area. Two cast-iron drop-inlets on the north side of the summit parking area drain stormwater. The run of rectangular-shaped guardwall stones on the north side of the parking areas is in good condition and serves as a good place to sit and enjoy the views. (Figures 22-24)

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

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

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

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

and several stone headwalls.

Note: The entirety of the motor road and hiking trails is not comprehensively evaluated or mapped. They are considered separate property types and have their own unique periods of significance that will be discussed in future Cultural Landscape Inventories.

Character-defining Features:

Feature: Cadillac Mountain Summit Road (portion) (MR013)

Feature Identification Number: 132058

Type of Feature Contribution: Contributing

IDLCS Number: 41051

Feature: Summit parking area: paved and landscaped medians, perimeter walkway, rough-cut stone curbs and steps, and culvert

Feature Identification Number: 132060

Type of Feature Contribution: Contributing

IDLCS Number: 41051

Feature: Overflow parking lot

Feature Identification Number: 132062

Type of Feature Contribution: Contributing

IDLCS Number: 41051

Feature: Cadillac Mountain North Ridge Trail (Trail #34) (portion)

Feature Identification Number: 132064

Type of Feature Contribution: Contributing

Feature: Cadillac Mountain South Ridge Trail (Trail #26) (portion)

Feature Identification Number: 132066

Type of Feature Contribution: Contributing

Feature: Gorge Path (Trail #28) (portion)

Feature Identification Number: 132068

Type of Feature Contribution: Contributing

Feature: Cadillac Summit Loop Trail (Trail #33): overlooks, rough-cut stone steps, and stone boulders along some edges

Feature Identification Number: 132070

Type of Feature Contribution: Contributing

Feature: Trails and stone steps around Cadillac Summit Center area

Feature Identification Number: 132072

Type of Feature Contribution: Contributing

Feature: Service roads to radio transmitter complex and septic field/carriage road trace

Feature Identification Number: 132074

Type of Feature Contribution: Contributing

Feature: Fire road to second radar station and retaining wall

Feature Identification Number: 132076

Type of Feature Contribution: Non Contributing

Feature: Blue Hill parking area, walkway, culverts

Feature Identification Number: 132080

Type of Feature Contribution: Non Contributing

Feature: Sawn-top granite curbs and steps

Feature Identification Number: 132082

Type of Feature Contribution: Non Contributing

Feature: Rectilinear quarried guardwall at summit parking lot

Feature Identification Number: 132084

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 22. View of the a guardwall and embankment on Cadillac Mountain Road, heading east to the parking area on the summit. (OCLP 2005, Acad0013_3.272)



Figure 23. Parked vehicle wheels have left depressions in the pavement in some areas of the parking lot. (OCLP 2007)



Figure 24. The character of the gray saw-cut granite curbs contrasts with the pink rough-cut granite curbs. (OCLP 2007)



Figure 25. Accessibility on the Cadillac Summit Loop Trail was improved recently with construction of ramps. (OCLP 2007)



Figure 26. Erosion alongside the Cadillac Summit Loop Trail and development of social paths are major problems at the summit that threaten both visitor safety and sensitive vegetation. (OCLP 2007)

Buildings and Structures

Historic Conditions:

The first structure built atop Cadillac Mountain was a U.S. Coast Survey (later the U.S.

Geological Survey) triangulation station in 1853. The station was situated around the middle peak and was comprised of a tall, skeletal wooden tripod fitted with a tall pole, at the top of which was a revolving “heliotrope.” In 1856, the signal was raised 55 feet to better communicate with other signal stations in the area. The station also included a small structure, approximately 10x12 feet with broad and batten siding and one window, for the surveyor. In 1861, this structure may have been incorporated in the summit’s first hotel, the Green Mountain House, built in the 1860s by the Brewer family, owners of the mountain. The hotel was described by Benjamin DeCosta as “a rough built structure, thrown together on the umbrella principle, with the entire framework showing on the inside, being braced up without by light timbers of spruce planted in the rock to enable it to withstand heavy gales. The little parlor in the center is flanked by the dining room, and a couple of dormitories, while overhead, in the loft, a double tier of berths is arranged, steamboat fashion...” The south-facing building also featured a front porch, and according to a historic photograph there was a shed nearby. (Bachelder 2005: 21-22; Hill 1996: 137; Morrison 2008: 10)

In 1883, the summit’s second hotel, the Summit House, was built adjacent to the Green Mountain House. Part of Frank Clergue’s Green Mountain Railway venture, this Queen Anne-style building featured a hipped roof and was topped with a square cupola, or “observatory,” surrounded by a railed platform. The symmetrical central structure measured 41x50 feet, with two large parlors and a spacious dining room on the first floor, ten sleeping rooms on the second floor, ten on the third, and a 24x30-foot ell attached to the north end with six additional rooms. A porch wrapped around three sides of the building. On the eastern peak, a small observatory structure was built around this time, and in late 1884 it became part of a temporary 35x45-foot hotel structure that was quickly erected after the Summit House and Green Mountain House were destroyed by fire. In 1885, Clergue enlarged the temporary building with a 35x40-foot addition to the north, which became the summit’s third hotel, the Summit Hotel. This building was also designed in the Queen Anne style and featured a hipped roof topped with an octagonal-shaped observatory. A veranda wrapped around the entire first floor, which included a dining room for over 100 people, parlor, office, private dining space, pantry, and a kitchen. The second and third floors each featured ten sleeping rooms and shared baths, and there was a concrete cistern in the basement. Near the hotel, from 1889 to 1891, was a louvered weather station on stilts, operated by the U.S. Signal Service. After the closure of the cog railroad, business declined and the hotel was removed in 1896 or 1897. (Bachelder 2005: 61,63-64, 91-92)

No other buildings or structures were constructed on the summit until thirty-five years later when two small buildings, a 15x26-foot Ranger Station and a 10x16-foot Comfort Station, were built as part of the park’s development of visitor facilities around the terminal loop of Cadillac Mountain Road. Completed in 1932, the two one-story buildings were built near the middle peak on granite foundations and featured vertical board and batten siding and hipped wood-shingled roofs. The Ranger Station also featured a tall stone chimney for a wood stove. The structures were designed by NPS Assistant Landscape Architect Charles E. Peterson in the Rustic Design style that was prevalent at Acadia and other national parks at the time. The

buildings also complemented the style of the ranger station at Thunder Hole and existing structures on John D. Rockefeller, Jr.'s carriage roads. By 1934, a third building, the Cadillac Tavern was built near the middle peak. Sited by Frederick Law Olmsted, Jr. and designed by Grosvenor Atterbury, this facility was the "low, inconspicuous, and well-designed...teahouse" proposed in the park's 1927 master plan. The structure featured a central entrance, a long counter, and a dining room with tables and a fireplace at the north end. The one-story building was constructed on a granite foundation, clad in vertical board and batten siding, and had a hipped roof. It appears to have originally been around 15x40 feet in size but then was enlarged several times. Sometime between 1932 and 1942, the Comfort Station was removed and a new restroom building was built on the slope north of and below the overflow parking area off Cadillac Mountain Road. Park plans indicate there was a dry rubble retaining wall just north of this structure.

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

Post-historic and Existing Conditions:

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

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

The most visible building at the summit today is the 1983 concession facility, called the Cadillac Summit Center, which features a concrete foundation, vertical dark grey board and batten siding, and hipped rooflines. The building is fronted by a wood deck accessed by a set of steps and an accessible ramp. Located to the southwest, and screened from most areas on the summit, is the radio transmitter complex, which includes within a 70x70-foot fenced area several antennae, four small structures/sheds, and a propane tank. To the southeast of this

complex is a green-painted, pill-shaped water tank supported by a cradle and set on a concrete foundation. Other extant structures include a well at the Blue Hill overlook that supplies the radio transmitter complex and a well along the fire road that serves the concession building. There is no longer a pumphouse structure at Blue Hill. (Figures 27-28)

Character-defining Features:

Feature: Cadillac Summit Center

Feature Identification Number: 132086

Type of Feature Contribution: Non Contributing

Feature: Radio transmitter complex and fence

Feature Identification Number: 132088

Type of Feature Contribution: Non Contributing

Feature: Water tank and concrete foundation

Feature Identification Number: 132090

Type of Feature Contribution: Non Contributing

Feature: Well along Fire Road

Feature Identification Number: 132092

Type of Feature Contribution: Non Contributing

Feature: Well at Blue Hill overlook

Feature Identification Number: 132094

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 27. The Cadillac Summit Center, built in 1983, is similar in scale and style as the historic Ranger Station in 1983. View looking south. (OCLP 2007)



Figure 28. View looking southeast at the fenced radio complex, located just off the middle peak. (OCLP 2007)

Views and Vistas

Historic Conditions:

The panoramic views from the summit of Cadillac Mountain historically attracted both government and recreational interests. In the 1850s, the uninterrupted viewsheds were ideal for a survey station, as described by Charles Tracy on August 8, 1855: “The very top of this rock pile is surmounted by the observatory of the coast survey, and a surveyor was there, in his thick box coat, taking directions of endless series of land marks visible from this commanding point.” Another account by Benjamin DeCosta in the late 1860s noted that on the clearest days the peaks of Mt. Katahdin and Mt. Washington were visible. (Brown 2006: 7,23, cites Mazlish 1997: n.p.; Hill 1996: 136)

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

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

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

Post-historic and Existing Conditions:

The panoramic views from the summit have not changed since the historic period. Most

visitors park and head to the overlook areas on the Cadillac Summit Loop Trail, where wayside displays interpret the scenery, or explore other open areas of the summit. This visitor use pattern illustrates the design intent of the site's original pedestrian circulation features, as the views from much of the summit parking area itself are partially obscured. In 1966, a parking area and access road were constructed below the western peak to accommodate the increasing numbers of visitors heading to the summit to view the sunsets. Its name was recently changed from Sunset Hill to Blue Hill in hopes of easing congestion in this area. (Figures 29-30)

Character-defining Features:

Feature: Panoramic views from the summit area

Feature Identification Number: 132096

Type of Feature Contribution: Contributing

Feature: Panoramic views from Blue Hill overlook area

Feature Identification Number: 132098

Type of Feature Contribution: Contributing

Landscape Characteristic Graphics:



Figure 29. Panoramic view from the Cadillac Summit Loop Trail looking south over Mount Desert Island and to Frenchman's Bay. Otter Cove and the motor road causeway are visible at the upper right. (OCLP 2007)



Figure 30. Visitors enjoying the sunset at Blue Hill. View looking northwest. (OCLP 2007)

Small Scale Features

Historic Conditions:

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

Post-historic and Existing Conditions:

Since the historic period, the stone fireplaces have deteriorated and are now apparently hidden

by vegetation. They were not located in the field for this report. The Stephen Tyng Mather Memorial Plaque is still visible on the Cadillac Summit Loop Trail. It is mounted on the vertical face of a large pink granite boulder. Access to the plaque has been recently improved with new pavement.

Variations of the historic hooded and non-hooded-style signage are in use on the summit today and provide directions and general information. The two wooden timber signs were built in the rustic style and installed in the 1990s at the trailheads for the Cadillac Mountain North Ridge Trail and South Ridge Trail. Four interpretive wayside signs are located at the overlooks on the Cadillac Summit Loop Trail and one is at the northwest corner of the Blue Hill parking area. The angled metal-framed sign panels are supported by two metal posts and set within rectangular-shaped mortared stone bases. The sign panel at the northern-most overlook was missing as of October 2007. The date of installation of these signs is not known. Wood log trailhead signs, featuring incised lettering and directional arrows, were developed by the park around 1980 and are used at two locations at the summit. They have been installed throughout the park, mostly in areas where trails intersect the motor roads and carriage roads.

Numerous barricade fences are located around the summit. Longer sections enclose sensitive vegetation areas, while shorter sections are used to block informal paths that have developed off of the loop trail, or to serve as posts for signs related to trail etiquette. (Figure 31) Other fencing includes a run of post and rail fence at the septic field. In addition, two metal pipe gates secure access to the service roads to the radio transmitter complex and to the septic field.

A flagpole is located in front of the Cadillac Summit Center. It appears to be much shorter than the flagpole shown in historic photographs and therefore is probably not historic, although it appears to be in the same general location. A standard wood and metal picnic table is located behind the building and is primarily for staff use. No other picnic facilities are provided at the summit. Other small-scale features include wood and metal trash cans, which are designed to be bear-proof. Three are located at the summit and one is at the Blue Hill overlook.

Character-defining Features:

Feature: Stone fireplaces

Feature Identification Number: 132100

Type of Feature Contribution: Undetermined

Feature: Stephen Tyng Mather Memorial Plaque (MON 27)

Feature Identification Number: 132102

Type of Feature Contribution: Non Contributing

IDLCS Number: 41156

Feature: Signs – informational/directional

Feature Identification Number: 132104

Type of Feature Contribution: Non Contributing

Feature: Signs – interpretive wayside

Feature Identification Number: 132106

Type of Feature Contribution: Non Contributing

Feature: Signs – wood log trailhead

Feature Identification Number: 132108

Type of Feature Contribution: Non Contributing

Feature: Fence – wood barricades

Feature Identification Number: 132110

Type of Feature Contribution: Non Contributing

Feature: Fence – post and rail

Feature Identification Number: 132112

Type of Feature Contribution: Non Contributing

Feature: Gates

Feature Identification Number: 132114

Type of Feature Contribution: Non Contributing

Feature: Flagpole

Feature Identification Number: 132116

Type of Feature Contribution: Non Contributing

Feature: Picnic table

Feature Identification Number: 132118

Type of Feature Contribution: Non Contributing

Feature: Trash cans

Feature Identification Number: 132120

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 31. Wood barricade fencing protects sensitive vegetation, such as this section off of the Cadillac Summit Loop Trail. (OCLP 2007)

Archeological Sites

Historic and Existing Conditions:

Since 2002, archeological survey projects have been undertaken at the summit of Cadillac

Mountain to inform several park projects: accessibility improvements on the Cadillac Summit Loop Trail, replacement of fencing around the radio transmitter complex, and removal of an obsolete surface electrical cable. Historical research and archeological reconnaissance confirmed the accessibility project would impact the site of the summit's third hotel, the Summit Hotel (ME 028-077); the fence replacement project would impact the sites of the first World War II radar station (ME 028-079) and the Cadillac Tavern (ME 028-075); and the removal of the electrical cable would impact the old carriage road (ME 028-087). It was determined that the apparent absence of physical integrity and research potential at the four sites made them ineligible for listing on the National Register of Historic Places. The survey also identified other sites and features, including the summit's first and second hotels, the second military radar station, the terminus of the Green Mountain Railway, numerous historic monuments, and possibly the U.S. Coast Survey station. (Morrison 2008: 59-63)

A comprehensive report, "The Cadillac Mountain Summit, Acadia National Park, Maine: Archeology and Landscape Reconnaissance Report," was completed in 2008 by archeologist Peter Morrison. The report identified numerous roads, structures, and features on Cadillac Mountain, and those within the site's boundaries are noted in the table below. Today, remnants of some of these sites are visible. They include the following: traces of the old carriage road and some of its retaining walls, granite foundation blocks associated with the Green Mountain Hotel and possibly the U.S. Coast Survey station, a conspicuous section of granite foundation blocks from the Summit House, a small retaining wall from the Summit Hotel, granite foundation blocks from the Cadillac Tavern, a cross incised in stone, a Freemason's symbol inscribed in a stone, three bronze survey benchmarks, remnant iron bolts associated with the Green Mountain Railway, and remnant fence post footings from the first and second military radar stations. (Morrison 2008: 35-40,43-44,46-56)

Evaluation of these sites is beyond the scope of this CLI, and therefore they are noted as undetermined as they related to the 1928-1942 period of significance.

Character-defining Features:

Feature:	North Ridge Road (ME 028-082)
Feature Identification Number:	132162
Type of Feature Contribution:	Undetermined
ASMIS ID Number:	ACAD 00174
ASMIS Name:	Cadillac Mountain North Ridge Road
Feature:	United States Coast Survey Station (ME 028-044)
Feature Identification Number:	132164
Type of Feature Contribution:	Undetermined
ASMIS ID Number:	ACAD 00083
ASMIS Name:	United States Coast Survey Station

Feature: Green Mountain House (ME 028-078)
Feature Identification Number: 132166
Type of Feature Contribution: Undetermined
ASMIS ID Number: ACAD 00170
ASMIS Name: Green Mountain House

Feature: Summit House (1883) (ME 028-036)
Feature Identification Number: 132168
Type of Feature Contribution: Undetermined
ASMIS ID Number: ACAD 00043
ASMIS Name: 1883 Summit House

Feature: Summit Hotel (1885) (ME 028-077)
Feature Identification Number: 132170
Type of Feature Contribution: Undetermined
ASMIS ID Number: ACAD 00169
ASMIS Name: 1885 Summit Hotel

Feature: Cadillac Tavern, or Summit Tavern (ME 028-075)
Feature Identification Number: 132172
Type of Feature Contribution: Undetermined
ASMIS ID Number: ACAD 00168
ASMIS Name: Cadillac Tavern

Feature: Cadillac Mountain Cross #1 (ME 028-006)
Feature Identification Number: 132174
Type of Feature Contribution: Undetermined
ASMIS ID Number: ACAD 00026
ASMIS Name: Cadillac Mountain Cross #1

Feature: Freemason's Compass and Square Inscription (ME 028-088)
Feature Identification Number: 132176
Type of Feature Contribution: Undetermined
ASMIS ID Number: ACAD 00176

ASMIS Name: Freemason's Compass and Square Inscription

Feature: United States Coast Survey and U.S. Geological Survey Markers (ME 028-044)

Feature Identification Number: 132178

Type of Feature Contribution: Undetermined

ASMIS ID Number: ACAD 00083

ASMIS Name: United States Coast Survey Station

Feature: Green Mountain Railroad Summit Terminal (ME 028-026)

Feature Identification Number: 132180

Type of Feature Contribution: Undetermined

ASMIS ID Number: ACAD 00120

ASMIS Name: Green Mountain Railroad Summit Terminal

Feature: U.S. Radar Station #1 (ME 028-079)

Feature Identification Number: 132182

Type of Feature Contribution: Undetermined

ASMIS ID Number: ACAD 00171

ASMIS Name: U.S. Radar Station #1

Feature: U.S. Radar Station #2 (ME 028-080)

Feature Identification Number: 132184

Type of Feature Contribution: Undetermined

ASMIS ID Number: ACAD 00172

ASMIS Name: U.S. Radar Station #2

Condition

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 04/11/2008

Condition Assessment Explanatory Narrative:

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

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

Stabilization Measures:

The park should develop project statements in the Project Management Information System (PMIS) to stabilize the eroded areas along the Cadillac Summit Loop Trail, repair sidewalks at the Blue Hill overlook, and prevent soil erosion and loss of plant material on social paths throughout the summit area. On the loop trail and sidewalk, work will likely include addition of earthen fill, gravel, and soil stabilization measures as well as concrete aggregate surface materials. Along the social trails, new soil and plantings, barricades, and signs will likely be needed.

Impacts

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

External or Internal:	Internal
Impact Description:	On a typical summer day, 6 000 visitors will travel to the summit. The heavy visitor at the summit was identified in the park's General Management Plan in 1992. Pedestrian traffic off of the loop trail has resulted in the installation of wood barricades and signs to protect sensitive vegetation and block social trails. Visitor use in other areas, especially around the middle peak, should be monitored. Parking capacities at the three parking areas should also be monitored as the number of cars and buses increases.
Type of Impact:	Exposure To Elements
External or Internal:	Internal
Impact Description:	Due to the summit's harsh environment, the condition of paved surfaces throughout the site should be regularly evaluated so that heaving and cracking to not become a safety issue.
Type of Impact:	Impending Development
External or Internal:	Both Internal and External
Impact Description:	The antennas currently at the summit's radio transmitter complex are generally unnoticed by most visitors. However, taller structures installed in the future at the summit could severely impact the views and vistas and diminish the site's historic character. Such tall structures on adjacent peaks, both within the park and on adjacent lands, could also negatively impact the views and the visitor experience.
Type of Impact:	Adjacent Lands
External or Internal:	External
Impact Description:	Much of the land on Mount Desert Island, surrounding islands, and the mainland are visible to some degree from somewhere on the summit of Cadillac Mountain. Future clearing or development in these areas could potentially impact the scenic views from the summit.

Stabilization Costs

Landscape Stabilization Cost:	35,000.00
Cost Date:	04/12/2008

Level of Estimate: C - Similar Facilities

Cost Estimator: Regional Office

Landscape Stabilization Cost Explanatory Description:

The cost estimate above is for the proposed projects, and is based on similar work at the park.

Treatment

Treatment

Approved Treatment: Rehabilitation

Approved Treatment Document: General Management Plan

Document Date: 10/01/1992

Approved Treatment Document Explanatory Narrative:

Rehabilitation is the recommended treatment approach for the park's motor road system. This approach would also apply at the summit's developed area. Work to improve accessibility along the historic loop trail has been completed through the construction of new ramps and walkways. This work has made use of materials that are compatible with the existing historic materials. All of the circulation features – from the roadways and parking areas to paved walkways and trails – may require rehabilitation work in the future due to the summit's harsh environmental conditions.

Approved Treatment Completed: No

Approved Treatment Costs

Cost Date: 10/01/1992

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