



POINT SUR STATE HISTORIC PARK
Amended Text for the GENERAL PLAN
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Executive Summary

[Page i] The Point Sur State Historic Park (PSHSP) General Plan was adopted by the State Park and Recreation Commission (SPRC) in September 2004. Following that action, the Department of Parks and Recreation (CSP) found that the rehabilitation of the housing on the site was not feasible due to costs associated with extensive mold contamination. In addition, a CEQA lawsuit was filed against CSP, alleging impacts with hydrologic and biologic resource issues, and visual impacts in a critical viewshed. The proposed removal of the housing has resolved the issues associated with the CEQA litigation. This Amendment to the General Plan removes the references to the use of the existing housing units at Pt. Sur SHP.

Point Sur State Historic Park (SHP) is located on the coast of Monterey County, approximately 23 miles south of the City of Monterey. The Park is currently part of the State Park System's Monterey District. Point Sur SHP is comprised of four parcels including the former Naval Facility (NAVFAC), the Light Station complex (which includes two beaches), the Schoolhouse site, and the Spring site. Associated with the Park are two easements: the road between the Schoolhouse site and the Light Station parcels and the road between Highway 1 and the water storage tanks. This Preliminary General Plan/Draft EIR is focused on the former Naval Facility and the Light Station complex.



[Page 1-5] In 2000, the 38.54 acre NAVFAC parcel was acquired. At the time, the identified acquisition purposes were to:

- Provide a safe staging area for the Point Sur Light Station
- Provide employee housing for full-time and seasonal State Park employees and allow removal of current employee housing inappropriately located in critical resource areas within other Big Sur State Parks.
- Improve the critical viewshed by removing unneeded structures from the Highway 1 viewshed.

Since acquisition and incorporation of this parcel into Point Sur SHP, there has been increased awareness of the cultural significance of the site itself.

Spirit of Place

The dramatic sight of the Point Sur Light Station atop the massive rock at the ocean's edge has long been a visual beacon for residents and travelers in Big Sur. Connected to the mainland by a tapering wedge of sand, Moro Rock at Point Sur is a peninsula that can appear as an island to passing ships and motorists. From the rock one has a panoramic view of both the ocean and the coast, where little development is visible other than the NAVFAC.

Point Sur SHP presents a continuum of maritime history. The Light Station was constructed in 1889 in a distinctive architectural style, and it is an important symbol of Monterey County's maritime past. The NAVFAC was one of a number of submarine listening stations that proved vital to national defense for several decades during the Cold War.

The Light Station itself is set on an ecologically and aesthetically significant Moro Rock. Several sensitive plant and animal species occur in the area. Birds nest on the rock and the beach below, and marine life flourishes offshore.

PURPOSE OF GENERAL PLANS

A General Plan is the primary management document for a park unit of the State Park System. The plan provides a purpose, vision, and long-term goals and guidelines. It defines a broad framework for Park development, ongoing management, public use, and future direction. General plans set the direction of park development and management for the future. The plan must be consistent in its vision for the Park Unit and general in its scope. Because the plan will be in place for a long time, it must also be flexible in its proposals for solving future management problems and issues that are certain to arise.

The development of a General Plan for Point Sur SHP became a priority when the California Department of Parks and Recreation (DPR) acquired the decommissioned NAVFAC in 2000. The acquisition raised questions about how to

manage and use the property, existing buildings, and infrastructure. These issues are best addressed through the General Plan process. In addition, the Light Station's preservation goals and objectives had to be reviewed and refined in light of the new acquisition, as part of a program of Park-wide maintenance. Unfortunately, since the adoption of the General Plan in 2004, it was found that the residential structures on the NAVFAC site had deteriorated to a point that the houses and utility infrastructure were no longer useable. The purpose of this amendment is to remove the use of the residential structures as employee housing from the General Plan.

While general plans define an overall framework for a park's future resource stewardship, visitor use and services, and interpretation, more focused planning must follow to address the details that a general plan cannot. Management plans identify more definite objectives and methods.

[Page 2-5] Existing Facilities

Over 6,000 people visit the Park each year. Visitors join a guided tour up the steep road of Moro Rock to the Light Station. From there they are afforded spectacular views along central California's rugged Big Sur coast. The Big Sur area is delineated by the Carmel River in Monterey County to the north and San Carpoforo Creek in San Luis Obispo County to the south. Atop the rock sits the Light Station complex, where the two most prominent buildings, previously used by the head and assistant lighthouse keepers, are vacant. Other buildings at the Light Station are used for storage and limited interpretive displays. The Mess Hall, constructed in the 1940s, currently houses a small museum and gift shop operated by the Central Coast Lighthouse Keepers, the non-profit cooperating association associated with the Park.

A combination of overhead and underground electrical lines are used to provide the site with electricity. The water system at the Light Station has not operated since approximately 1970. Portions of the historic water system are present but currently unused. The existing fire protection and water supply systems are inadequate. Fire protection at the Light Station is limited to pressurized water carts and hoses located outside the buildings. Water is delivered by truck. Portable pump-out toilets are maintained for staff and visitors.

The building inventory at the NAVFAC included~~s~~ 24 employee housing units. Eleven of the employee housing units had~~ve~~ been rehabilitated and were~~are~~ temporarily occupied by State employees. The thirteen remaining employee housing units were not able to be rehabilitated. All residential structures are now slated for removal. The remaining buildings at NAVFAC are unoccupied and lack functional utilities.

To improve the viewshed and reduce hazards, a demolition contract was completed in 2003 at the NAVFAC. Three severely deteriorated metal buildings were removed, and asbestos was removed from five additional buildings.

The NAVFAC utilities included~~d~~ water, septic, electricity, telephone, and roads. Many of these utilities are sub-standard and have deteriorated~~ing past the point of being capable of use~~ rapidly. The maintenance and former employee housing areas had~~ve~~ electrical service. The former employee housing area also had~~s~~ telephone service, a central propane gas system, sewer mains connected to a central septic system, and a water system, which is not functional. The water system consist~~ed~~s of a well and pump near the Big Sur River in Andrew Molera State Park, a supply line from the well to the hillside east of NAVFAC, two redwood storage tanks on the hillside east of NAVFAC, and distribution water lines from the tanks to the former employee housing area. The water system also supplie~~d~~s fire hydrants in the former employee housing area. The water storage tanks for NAVFAC are located on a separate parcel of land on the hillside

east of the highway. Easements owned by the department connect the noncontiguous parcels to the main parcels.

A non-functioning sewage treatment plant is located near the westerly edge of the NAVFAC including an abandoned offshore sewage outfall. Storm water drains and ditches collect water from paved areas throughout NAVFAC and convey water to an outfall near the ocean. NAVFAC has asphalt paved access roads and parking areas. Abandoned underground steam lines connect an old steam plant to other vacant buildings at the site.

Access and Circulation

[Page 3-10] Safe public **ingress**/egress to Point Sur SHP from Highway 1 is of principal concern. This need exists whether visitors arrive by private vehicle, public transportation or shuttle from another location. Currently, public access is by vehicle through a gate at the schoolhouse site. There are no turn, acceleration, or deceleration lanes at this location. This section of highway is relatively open and straight, and motorists are inclined to accelerate and take opportunities to pass other vehicles. This creates potential conflicts for the Park staff and visitors attempting to get to the access gate. Exacerbating the problem is the grade and surface between the highway and gate.

The General Plan team met with Caltrans to review ingress/egress alternatives to the Park. The safest alternative, as identified by Caltrans, was through the existing NAVFAC entrance, which would necessitate:

- Appropriate signage at the main entrance so visitors can identify the main Park entrance leading into the Park;
- Provision of day use parking, visitor serving facilities, and information within the Core Area;
- A safe road from Highway 1 to a parking area;
- A road easement and with access between NAVFAC and Moro Rock;
- Roadways, parking areas, and turnarounds that accommodate vehicles and buses of varying sizes.

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The above actions would have, to varying degrees, resource and aesthetic impacts. They would also enable expanded interpretive opportunities for visitor orientation, tour staging, supervised day use and access to portions of the park Core Area now closed to the public. Supervised guided pedestrian access between NAVFAC and Moro Rock could be considered if suitable easement rights are acquired. Pedestrian access between NAVFAC and Moro Rock could be considered in conjunction with the California Coastal Trail. The alignment for the California Coastal Trail currently runs parallel to Highway 1 on State Highway property.

[Page 4-2] PLAN OVERVIEW

The Plan section establishes the overall long-range purpose and vision for the future of Point Sur State Historic Park and controls in the event of conflict with provisions in any other section of the General Plan/EIR. Specific goals and supporting guidelines further clarify the vision for the future of the Park. The goals and guidelines are designed to rectify the currently identified critical issues described in the last section, while providing a solid foundation for continued resource protection, preservation, and rehabilitation, as well as facility development and resource interpretation at the Park. The goals and guidelines serve as design and implementation guides for subsequent management and development plans within the three planning areas of the Park Unit: Light Station, NAVFAC, and the Beaches.

[Page 4-3] PLAN SUMMARY – The Preferred Alternative

This alternative will preserve and interpret the historic Light Station complex and NAVFAC site and provide public access to both properties. The main visitor access and parking for this Unit will be provided at the NAVFAC site, where some remaining buildings will be adapted for interpretation, staff employee housing and administrative purposes. The Park's sensitive natural resources will be preserved and interpreted along with its significant aesthetic resources.

Objectives:

- Preserve and interpret significant historic, cultural, and natural features;
- Establish a main Park entrance at the NAVFAC to accommodate visitors and enhance interpretive opportunities;
- Enhance the Highway 1 viewshed and open space corridor, while keeping existing landscape screen features of the NAVFAC;
- Provide safe ingress and egress to and from Highway 1 as well as parking and a tour staging area at the NAVFAC to accommodate Light Station tours as well as supervised self-guided tours of the NAVFAC Core Area;
- Provide limited, guided beach access, while preserving and interpreting significant plant and animal life and habitats.
- Rehabilitate, perimeter fence and secure the Core Area to remove hazards, delineate boundaries, and assure public safety by sequestering the public from potentially hazardous areas of the NAVFAC and protecting against interaction between the public and adjoining agricultural uses. Once these objectives are satisfied, provide for supervised, self-guided tours within the Core Area.

[Page 4-19 – 4-22] Interpretation and Education

Interpretation is a powerful stewardship tool. Point Sur State Historic Park holds national and statewide significance for the rich maritime and military history of

both the Light Station and the former Point Sur Naval Facility (NAVFAC). In addition to these cultural resources, the Park also contains diverse natural resources of significance that require care and protection. Interpretation and education provide the cornerstone for continued stewardship of these precious cultural and natural resources. Interpretation heightens and increases public understanding, appreciation, and enjoyment of the Park's natural, cultural, historic and recreational values. People who know something of the Park's natural and cultural history will take a greater interest in its protection and preservation and become better Park supporters and stewards.

The goal of the interpretive program for Point Sur SHP is to communicate the value of all the Park's resources and values. To achieve this goal, the following are the Park's unifying theme, primary, and secondary themes. These themes are explored in greater detail in the Park's Interpretive Prospectus. The themes incorporate the interpretive and educational recommendations made throughout this General Plan.

Unifying Theme:

A dramatic coastal landmark that is home for a diverse number of plants and animals, Point Sur has always drawn people - from the areas earliest inhabitants and early settlers, through the Light Station and NA VFAC personnel and families, to the present visitors to Point Sur State Historic Park.

Primary Themes:

- **Safeguarding California:** The Light Station has safeguarded sailors and provided support facilities for both civilian and military uses while, during the Cold War era, NAVFAC protected America from enemy submarines and provided marine scientific information.
- **Shaping Culture and Politics:** Both sites developed within the cultural context of their time. The gold rush and California's statehood were factors that contributed to more ships plying the West Coast, and more shipwrecks. With increased shipping, a lighthouse was needed at Point Sur. NAVFAC is significant in telling the story of how the Cold War era shaped the culture and politics of the second half of the 20th century.
- **Location is Everything:** The settings for both the Light Station and NAVFAC were determined by the sites' purposes and the unique natural characteristics of Point Sur. The Light Station was designed to be visually noticeable while NAVFAC was designed to be low profile. The settings also contributed to construction and operational challenges.

- Impacts of Technology: Changes in technology linked the Light Station and NAVFAC and influenced the development and resulted in the closure of both sites.
- Life at Point Sur: Both the Light Station and NAVFAC represented isolated outposts that presented special challenges for the people who lived and worked there.
- Protecting the Environment: The natural resources at Point Sur SHP are vulnerable to environmental changes and human actions and require our efforts to protect them.

Secondary Themes:

- The First People: The indigenous people of Point Sur were the land's first stewards, and today their descendants continue this connection.
- Early Times: Point Sur's early history, from the first Spanish explorers to its ranching roots, is a rich story.
- Creation of a State Park: Point Sur State Historic Park reflects Californians' increasing interest in their cultural treasures.
- Preservation for the Future: Preserving our history for future generations is an on-going effort.

In addition to the interpretive themes, the following specific interpretive and educational goals and guidelines are provided.

Goal: Provide a safe tour-staging and visitor drop-off orientation within the Core Area.

Guideline: Select and develop a site within the Park with the appropriate facilities for public use to serve as the Core Area.

- Rehabilitate, perimeter fence and secure the Core Area to remove hazards, delineate its boundaries, and assure public safety by sequestering the public from potentially hazardous areas of the NAVFAC and protecting against interaction between the public and adjoining agricultural uses. Once these objectives are satisfied, provide for supervised, self-guided tours within the Core Area.

Goal: Expand interpretive and educational opportunities for both on- and off-site visitors of all abilities.

Guideline: Identify interpretive opportunities for self-guided tours, lectures, signage, brochures, and other media for [the NAVFAC Core Area](#).

Guideline: Ensure all brochures, printed material, web sites, etc. reflect all of the Park's resources and values.

Guideline: Develop accessible facilities to serve the disabled visitor throughout the Park, including traffic circulation, exhibits, signs and publications, and tour accommodations.

Guideline: Consider innovative technology to reach visitors, especially those off-site.

Guideline: Ensure that programs and publications for school children are congruent with the California State Standards.

Goal: Develop exhibits and displays that inspire the sharing of thoughts, ideas and memories, especially by those who lived and worked at the Light Station and NAVFAC.

Guideline: Include opportunities for visitors to enhance their experience by engaging in conversation about the exhibits, thereby expanding the collective knowledge about the sites and the eras in which they operated.

Guideline: Enhance the visitors' experiences by forging a connection between visitor interest and displayed artifacts.

Goal: Establish appropriate house museum, period displays, and formal exhibits in selected Light Station and NAVFAC buildings.

Guideline: Develop Furnishing Plans for selected buildings that emphasize their specific historic period, while taking into account the larger context of the 100+ year flow of history between the Light Station and NAVFAC.

Goal: Continue to ensure successful interpretive and educational efforts through the active support of volunteers and cooperating associations.

Guideline: Maintain and provide support for the active State Park volunteers at Point Sur SHP. Provide volunteer program management, training, evaluation, and support. Provide meeting space.

Guideline: Expand training for current and future volunteers to include the entire Park Unit, based on the Unit's Interpretive Prospectus.

Guideline: Design volunteer recruitment material that reflects the interpretive vision for the Park as a whole.

Guideline: Maintain a positive and supportive partnership with a cooperating association that supports the Unit's volunteer program and restoration activities.

Goal: Look for opportunities to develop interpretive and educational partnerships with institutions such as the Monterey Bay National Marine Sanctuary (MBNMS), the Naval Post Graduate School (NPGS), and other interested partners.

Guideline: Develop collaborative exhibits and displays with the MBNMS and NPGS.

Guideline: Expand training for staff and volunteers to include information about the MBNMS and NPGS and their programs.

Guideline: Explore other partnership opportunities that present themselves.

[Page 4-4] Former Point Sur Naval Facility (NAVFAC)

The Park's primary visitor entrance from Highway 1 will be the gate into the NAVFAC, where appropriate signage and visitor contact facilities are planned (see Figure 4, Page 2-4). Existing buildings will be rehabilitated for use as a Park office, visitor information, and tour staging area. From this location, visitors can join docent and Park staff led tours (Light Station, beach, NAVFAC), enjoy interior and exterior interpretive and informational exhibits regarding the Park, or take a self-guided walking tour of the NAVFAC. New easements will be sought to connect NAVFAC and Moro Rock.

In 2001, State Parks obtained Coastal Commission authorization for the demolition of several NAVFAC structures at Point Sur State Historic Park. At the same time, development of this General Plan had begun. Monterey District did not want to proceed with any demolition until further research had been completed and considered regarding the buildings' historic significance; they were judged ineligible. The NAVFAC buildings were also rated on their visual impact, particularly from scenic Highway 1. Buildings were ranked from 1 to 4, 1 denoting lowest impact on the viewshed to 4, rated as the highest impact on scenic Highway 1. Recommendations were made by DPR, in recognition of the special scenic qualities of the Big Sur coast, to remove buildings that were most visually intrusive and in the worst condition. These recommendations were very important to this planning effort. Some of the remaining buildings will be part of a program of rehabilitation and re-use, others, as discussed below, may be demolished. Every effort was taken to maintain continuity of historic or past usage with future re-use, as some of the NAVFAC rehabilitated buildings will be part of the interpretive program at the Park. (See Table 4, Page 4-36) After consultation with the State of California's Historic Preservation Office (SHPO) and further evaluation it was concluded that a total of eight structures could be removed. In April, 2003, three buildings (#166 Firehouse, #144 Bowling Alley, and #145 Gym) were completely removed down to the concrete pads. In addition, asbestos-containing materials were removed from 5 additional buildings to facilitate their future demolition.

The following recommendations for the future disposition of the remaining buildings at the NAVFAC are based on current knowledge. This plan's recommendations are not meant to preclude other uses based on future information and/or needs. Partnerships with other agencies and entities may lead to additional uses not yet being considered. It is recommended, however, that to the degree possible, adaptive re-use correspond to the structure's historic function: Administration, Personnel, Public Works, Operations, Utilities.

To aid in the interpretation of the NAVFAC's cultural significance, it is recommended that remaining structures should, to the degree possible, retain the architecture and landscaping features of the NAVFAC era. There may be times when this is not feasible or desirable. For example, it is desirable to remove the high-security chain-link fence surrounding the site with less visually obtrusive fence that would maintain separation between the site and adjacent cattle grazing while allowing greater movement of other wildlife.

~~The 24 existing employee housing units on site will be considered for continued rehabilitation to house State Park and other agency staff until such time that alternative employee housing can be provided off site. At that time, the buildings can be removed and open space values further enhanced. The employee housing area will remain closed to public use.~~ The rows of existing mature cypress and pine trees that provide a vegetative screen of many of the remaining structures from Highway 1 will be maintained through replacement plantings.

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Naval Research Center

The existing Naval Research Center, located in the Terminal Equipment Building at the NAVFAC is owned and operated by the U.S. Navy. The Navy plans to replace this existing structure with a smaller more efficient building. California State Parks will explore the possibility of forming partnerships with the Navy and research agencies to further the goal of public education at Point Sur SHP. The data collection and information gathered from the Research Center could form the basis for cooperative development of interpretive exhibits and other programs. Topics might include current research on the coastal marine habitat, acoustical research, and Cold War era history.

Infrastructure

Water Supply – The Park Unit currently has no permanent source for water. The future of the Park’s health, safety and welfare depends on a reliable source of water (both for fire protection and drinking water). During the General Plan process, many water source concepts were studied to serve future Park needs, such as drilling new wells on and off site, rebuilding the spring inlet supply in the eastern portion of the Park, and a desalinization system for NAVFAC. However, a combination of reasonable alternate approaches may be necessary as additional buildings are rehabilitated and adapted for future uses. Water distribution lines should be replaced with new facilities and individual water shut off provided at each building.

Sanitation – The NAVFAC has a functioning septic system that serves the employee housing area, ~~which will be removed~~. The septic system is in need of maintenance and possible upgrades to provide reliable waste water disposal. Prior to occupying additional buildings at the NAVFAC septic system upgrades and expansion will be needed. The Light Station has pump out toilets to serve visitors and staff.

There is no easily developable area at the Light Station for a septic leach field. The most likely waste water disposal scheme for the Light Station, other than pump out toilets, is to convey waste water from Moro Rock to the NAVFAC via a small diameter force main. The development of a sewage disposal system at the Light Station would require concurrent development of a water supply.

Heat – Per the Historical Structures Report (HSR) for the Head and Assistant Keeper’s Dwellings, permanent heating systems should be installed in both structures. Additional heating system installations may be necessary in other Light Station structures as well, based on future HSR recommendations. The employee housing at the NAVFAC ~~was~~ heated with propane gas. The propane gas ~~was~~ distributed to the residences from a central propane tank. ~~The propane system should be replaced with individual propane tanks suitable~~

~~for residential use so that tenants can be responsible for their propane consumption and the network of propane lines around the residential area can be abandoned.~~

Electrical – The NAVFAC has overhead electric service with pad mounted transformers. The equipment is in poor condition and requires upgrading. The site is subject to pervasive high winds and salt spray. These conditions indicate that if future upgrades to the electrical system are should include replacement of overhead lines with underground facilities. The Light Station is served by an overhead electrical line from Highway 1 to the base of Moro Rock. The electrical line is underground from the base of Moro Rock to the Light Station complex. Future electrical upgrades should include undergrounding the electrical line from Highway 1 to the base of Moro Rock. Undergrounding the electrical lines will increase viewshed quality and prevent exposure of equipment to salt spray and high winds.

[Page 4-18] Aesthetic Resources

Preservation and enhancement of the special aesthetic quality of the Big Sur coastline is important to State Parks. Situated in the Coastal Zone, Point Sur SHP is a dominant feature of that coastline, and actions taken at the Park will influence the overall aesthetic and visual character of the Highway 1 corridor along the Big Sur Coast. The plan for the future of the Point Sur SHP seeks to ensure that there is a balance in efforts to enhance the viewshed, while preserving the Park's distinctive natural and cultural resources. Cultural resources considered significant may include a number of NAVFAC buildings that are proposed for rehabilitation. Consideration of aesthetic values played an important role in the ranking of individual buildings at NAVFAC.

In recognition of the importance of Big Sur's Highway 1 corridor, and particularly the scenic qualities of that corridor, State Parks has been an active participant in the collaborative creation of the Coast Highway Management Plan (CHMP) which will be finalized in 2004. The CHMP characterized the corridor's intrinsic qualities that are important for long-term preservation, summarizes the major issues identified by stakeholders, presents strategies and actions to address the issues, and proposes a structure for implementation. State Parks supports the principles, goals, and objectives outlined in the CHMP. While such support does not suggest unanimous agreement on all specific management strategies and practices, it does indicate a willingness to work toward collaborative solutions.

Goal: Preserve and enhance the unique scenic environment at Point Sur SHP.

Guideline: Assess impacts of future projects on the level of visual intrusion in the immediate area, the overall Park setting, and the viewshed as seen from scenic corridor, Highway 1.

Guideline: DPR's rehabilitation program for selected buildings at the NAVFAC, may require additional vegetative screening to enhance the viewshed as seen from scenic corridor, Highway 1.

Guideline: Evaluate the appropriateness of their continued presence of the existing cypress trees that screen the NAVFAC from public view, should the employee housing units be removed.

~~Maintain the existing cypress trees that screen the employee housing from Highway 1. Establish a maintenance program for the stand's continued health and rejuvenation, if necessary to maintain screen function. Evaluate the appropriateness of their continued presence should the employee housing units be removed.~~

Guideline: Be an active participant in the Coast Highway Management Plan (CHMP) implementation plan.

[Page 4-27], Figure 10, Visitor Parking & Tour Staging Area

Provide for supervised, self-guided interpretation of the NAVFAC within the Core Area.

[Page 4-28]The Beach and Dune Area

The beach and dune area is located at the base of Mora Rock, primarily to the north of the access road. Historically Point Sur's dune complex was larger with actively migrating dunes that swept across the entire landward side of Mora Rock. Today, much of this area is stabilized predominantly by exotic vegetation. Point Sur SHP includes a small parcel of this dune system. Sand dunes compose a fragile environment that is often home to several sensitive species, and this dune area is part of the federally designated critical habitat for the western snowy plover.

Goal: Manage the dunes at Point Sur SHP for the perpetuation and enhancement of their native biota.

Guideline: Dune management will be based on a multidisciplinary evaluation of the geology, hydrology, biology, and morphology of the dunes. Recommended actions may include controlling exotic vegetation, revegetation with native species, limiting recreational access to the dune complex, and/or modifying activities on adjacent State Park land which have an impact on the dunes.

Guideline: Manage visitor access to protect native plant and animal habitat and to prevent or reduce dune erosion. Educational features such as view points or nature trails will be considered. ~~as an alternative to~~ Uncontrolled or unguided use of the dune area shall not be permitted.

Guideline: Consult with the U.S. Fish and Wildlife Service before implementation of management actions that pertain to the dune area, including changes in visitor use.

Guideline: The Western Snowy Plover Systemwide Management Guidelines (published by DPR in March of 2002) should be followed for managing beach use.

Guideline: Determine an appropriate level of guided beach access and use through consultation with the U.S. Fish and Wildlife Service (FWS) ~~and~~

~~adjoining landowners~~ as necessary. If the FWS determines that the proposed use may result in take of the plover, a Habitat Conservation Plan will be required before implementing any proposed actions to open the beach for public use.

Guideline: Consider allowing guided beach access only from October through February to avoid the breeding season. Any amount of beach access will require a long-term, multi-faceted management approach.

Guideline: Consider a study to establish the appropriate level of guided use on and around the beach.

Guideline: Designate the northern beach area as a Natural Preserve for protection of western snowy plover habitat and other significant natural resources.

Goal: Establish special protection and designation for sensitive wildlife habitats and geologic features at the northern beach and dune area at Point Sur SHP with a primary management philosophy to protect, preserve, and interpret significant resources, and promote natural processes.

Guideline: Manage visitor access to protect native plant and animal habitat and to prevent or reduce dune erosion. Educational ~~and interpretational~~ features such as view points or nature trails ~~will~~ shall be considered. ~~as an alternative to u~~ Uncontrolled or unguided use of the ~~proposed natural preservedune area shall not be permitted.~~

Guideline: Trails may be considered in the natural preserve for interpretive opportunities. These limited trails should be designed in areas where they would have the least impact on wildlife habitat and ecological systems, allowing visitors an opportunity to experience the Park, without disturbing critical habitats. Active forms of recreation that may occur off of trails shall be prohibited in the proposed natural preserve.

Guideline:

Various structures associated with the functions of the Light Station were historically located at or near to the base of Moro Rock. Representations of these cultural features shall not be recreated or constructed within the natural preserve.

[Page 4-31] Visitor Use and Development

The provision for additional visitor use and access to the Park's features is a cornerstone of this plan. Such access affects how the visitor enters the Park, staff and vehicle parking, what facilities are used and the connections between

the Park's various parcels. The addition of a 'Main Gate Entrance' at the existing NAVFAC will allow for safe ingress and egress to the Park Unit. Parking will be provided along with administrative and public facilities for visitor orientation, tours, day use and Park staff. Once the Core Area has been rehabilitated, fenced and secured in a manner that assures public safety, tThe main gate could be opened to the public ~~daily from sunrise to sunset~~ to allow for supervised day use of the Core Area visitor facilities. However, the access road to the schoolhouse site, beach, and Light Station would be controlled by Park staff.

[Page 4-32] Main Gate Entrance Development

Goal: Establish a main gate entrance with the appropriate signage at the existing NAVFAC intersection on Highway 1 that will allow safe ingress and egress to the Park.

Guideline: Expand current intersection to provide a safe entrance area and allow for easy exiting on to Highway 1. Provide for bus use both entering and exiting.

Guideline: Provide Point Sur SHP signage at the main gate entrance that is visible from both directions off Highway 1.

~~**Guideline:** Continue to provide school bus access for NAVFAC residents.~~

[Page 4-32] Visitor Parking

Goal: Provide an adequate parking area (30—50 cars) for day use, tour staging, buses and Park staff at NAVFAC.

Guideline: Provide ADA compliant parking facilities and adequate bus parking. Consolidate day use visitor parking to enhance circulation. Provide parking spaces for approximately thirty (30) to fifty (50) cars or two (2) buses.

Guideline: When consolidating parking, implement appropriate mitigating measures to lessen the visual impact of the parking area.

[Page 4-32] Visitor and Staff Facilities at the NAVFAC

Goal: Allow visitors to experience the NAVFAC through discovery and interpretation within the Core Area. Establish supervised day use areas and staff administrative facilities in the Core Area once it has been rehabilitated, fenced and secured in a manner to assure public safety.

Guideline: Provide visitor orientation facilities within the Core Area adjacent to the parking area.

Guideline: Rehabilitate area to insure safe supervised day use by visitors, including walking tours within the Core Area.

[Page 4-32] Moro Rock Staging Area

Goal: Enhance existing vehicle parking and staging area at base of Moro Rock to best serve current and future tour operations.

Guideline: Expand and/or modify existing parking and staging area at the base of Moro Rock to ensure it adequately meets tour operation needs including parking and turn-around for vehicles, busses, and/or shuttles.

Guideline: Allow guided beach access and interpretation along the approved trails to the north and south beaches from Moro Rock Staging area.

[Page 4-35 to 4-39] The NAVFAC

NAVFAC is a 38.54 acre parcel located on the coastal terrace stretching beyond Moro Rock. This area has a long history of human use, including cattle grazing before its development by the Navy. The development by the Navy of the NAVFAC including: building and infrastructure construction as well as landscaping with exotic vegetation.

At the time this General Plan was being written, it was determined that eight (8) buildings were eligible for immediate removal. They were in very poor condition and not considered to be historically significant. Three (3) buildings have been removed and five (5) more will be removed as funding permits. Other buildings will be considered for removal if they are determined not to be needed for Park purposes (see Figure 11, Page 4-38).

Goal: Enhance open space vistas and ensure public safety by removing selected buildings within the Highway 1 viewshed that are not required for State Park purposes.

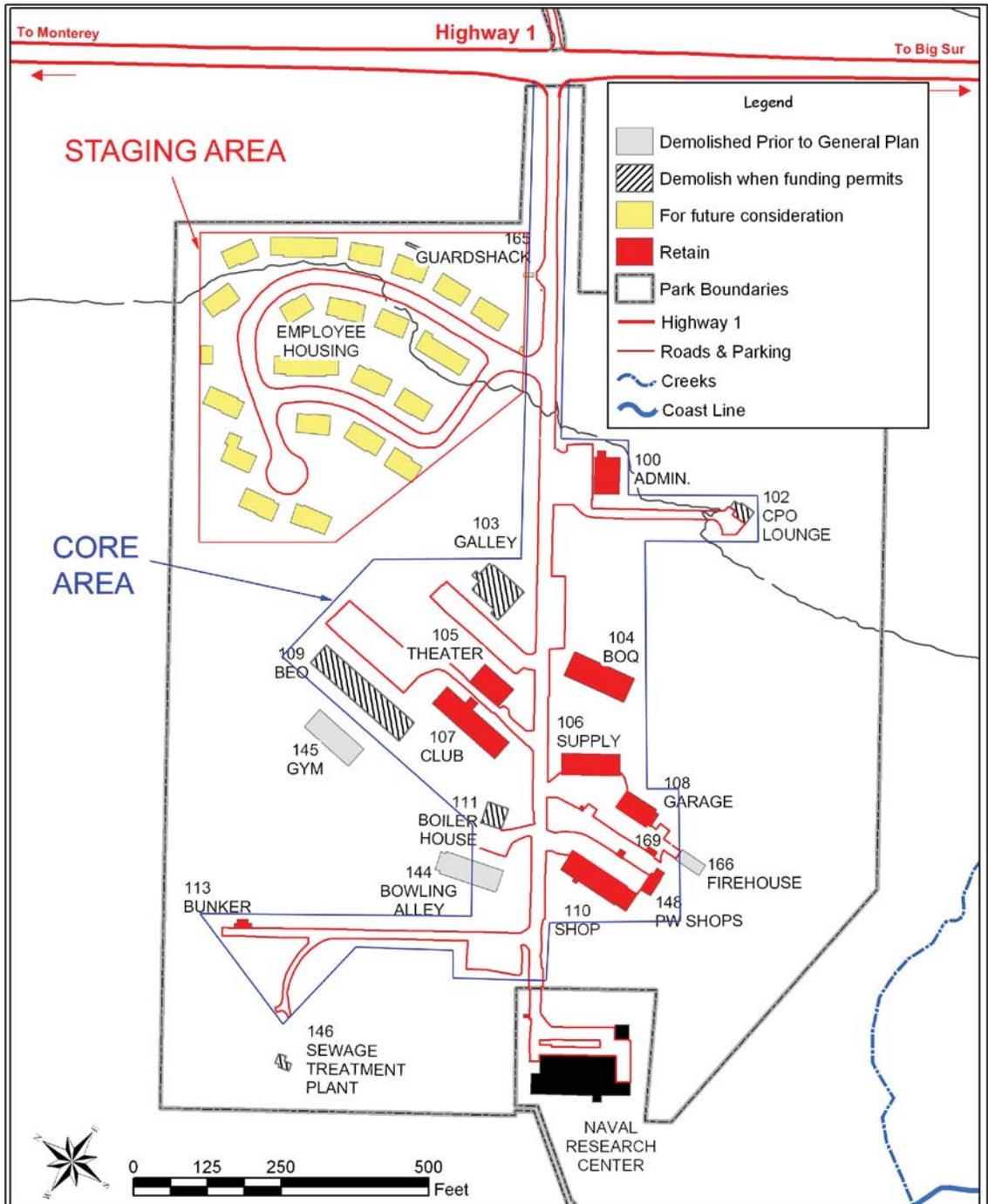
Guideline: Implement the NAVFAC Adaptive Re-use Program (see Table 4, Page 4-36). Those buildings recommended for demolition should be demolished as soon as funding permits. Buildings identified for retention should be retrained until the administrative, interpretive and maintenance requirements for adaptive use are determined. Buildings subsequently determined to be unnecessary for these uses should also be removed when funding permits.

Table 4 - NAVFAC Adaptive Re-use Program

Building # Name	Year Built Prior Use	Recommendation	Interpretive Opportunity
100 Administration	1957 Office	Retain. Potential uses: administration, curatorial	Exemplifies Personnel Area of NAVFAC.
102 Chief Petty Officer's Lounge (CPO)	1957 Officer's lounge, watch post	Demolish.	
103 Galley	1957 Mess hall	Demolish.	
104 Bachelor's Officer Quarters (BOQ)	1957 Housing	Retain. Potential uses: temporary employee housing, administration	Exemplifies Personnel Area of NAVFAC.

105 Theater	1957 Movies, lectures	Retain. Potential uses: visitor serving functions in conjunction with #107	Exemplifies Personnel Area of NAVFAC.
106 Supply	1957 Utility	Retain. Potential uses: maintenance support facility	Exemplifies Public Works Area of NAVFAC.
107 Navy Enlisted Club	1957 PX, medical facility, meeting area	Retain. Potential uses: visitor serving functions; location is particularly desirable for tour staging and interpretive focus.	Exemplifies Personnel Area of NAVFAC.
108 Garage	1957 Utility	Retain. Potential uses: maintenance support facility	Exemplifies Public Works Area of NAVFAC.
109 Bachelor's Enlisted Quarters (BEQ)	1957 Housing	Demolish	
Building # Name	Year Built Prior Use	Recommendation	Interpretive Opportunity
110 Shop	1957 Utility	Retain. Potential uses: maintenance support facility.	Exemplifies Public Works Area of NAVFAC.
111 Boiler House	1957 Utility	Demolish.	
113 Bunker	1957 Housed arms	Retain.	Exemplifies Operations Area of NAVFAC.
138 Filling Station	1957 Security	Retain	Exemplifies Public Works Area of NAVFAC.

146 Waste Treatment Plant	1962 Utility	Demolish.	
148 Shop Storage	1962 Utility	Retain. Potential uses: maintenance support facility.	Exemplifies Public Works Area of NAVFAC.
169 Fuel Storage Shed	1977 Utility	Retain. Potential uses: maintenance support facility.	Exemplifies Public Works Area of NAVFAC.
Paint Storage	n.d. Utility	Retain. Potential uses: maintenance support facility-	Exemplifies Public Works Area of NAVFAC.
Guardshack	c.1970 Security	Retain. Potential uses: bus shelter for school children.	Exemplifies Administration Area of NAVFAC.
<u>Former</u> Employee Housing Units 1-24, Building 168		Retain. Potential uses: employee housing <u>Retain pending historic resource evaluation and feasibility of adaptive reuse.</u>	Exemplifies Personnel Area of NAVFAC.



Date: 02/07/11
 Projection: State Plane, Zone 4, Feet NAD83
 Source: Psomas - July 2001 Aerial & Lidar Basemapping

POINT SUR STATE HISTORIC PARK
 General Plan
BUILDINGS CURRENTLY BEING CONSIDERED FOR REMOVAL

NOTES: Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.
 FIGURE #11

GENERAL PLANNING SECTION
 21 Lower Ragsdale
 Monterey, CA 93940



Goal: Buildings that are determined to be rehabilitated for adaptive re-use, should wherever feasible, maintain the look and feel of the NAVFAC during its period of significance (1957-1977).

Guideline: Follow the Secretary of the Interior's Standards for the Treatment of Historic Properties and the California State Historic Building Code in considering the appropriate treatment on a building-by-building basis.

Guideline: The rehabilitation standard, which may become the dominant treatment for the remaining buildings at NAVFAC, will respect their historic (past) use when feasible. The rehabilitation standard though the most flexible in terms of alteration to a building, "acknowledges the need to alter and add to a historic property to meet continuing or changing uses while retaining the property's historic character."

Guideline: Factor in the historic (previous) use when developing treatments for specific buildings at the NAVFAC.

Goal: Integrate Cold War era history into the overall history at Point Sur SHP at the NAVFAC.

Guideline: Identify supervised interpretive opportunities with the Core Area for tours, lectures, exhibits, signage, and other innovative media as part of the interpretation of the Cold War era.

Goal: Manage the undeveloped portions of NAVFAC parcel, including areas where buildings or other structures have been demolished, towards a natural condition for the perpetuation and enhancement of native biota.

Guideline: Establish a vegetation management program, with emphasis on revegetation and enhancement of native plant communities and species.

Guideline: Identify, prioritize, and implement effective methods of invasive exotic plant control and eradication. Priority should be given to the protection and restoration of the Freshwater Seep and Coastal Terrace Prairie communities and remnant areas of native vegetation.

Guideline: Repair or Replace portions of the existing chain-link perimeter fence with ranch fencing having equivalent security value to the existing fence in good repair to assure public safety, including protection against public and agricultural use interactions.

[Page 4-40]

Existing Employee Housing Units at NAVFAC

There are 24 existing employee housing units at NAVFAC that are currently screened by the existing cypress trees from Highway 1. These employee housing units are available for use by Park and other agency staff. Eleven units are currently in use and the other 13 could be rehabilitated for future use until alternative employee housing can be provided off site. At that time, the buildings can be removed and open space values further enhanced. The employee housing area will remain closed to public use.

Goal: Make available all 24 employee housing units to Park and other agency staff, while investigating off-site alternatives for employee housing.

Guideline: Study the overall condition of the existing employee housing units for residential use and upgrade to current building codes with adequate infrastructure (utilities, water, sewage).

Guideline: Maintain the historic look of the residential area so long as it is in use. Develop guidelines for fencing and other features in the residential area.

Goal: Screen employee housing area from the viewshed corridor of Highway 1.

Guideline: Maintain the existing cypress trees that screen the employee housing from Highway 1. Establish a maintenance program for the stand's continued health and rejuvenation. Evaluate the appropriateness of their continued presence should the employee housing units be removed.

[Page 5-6] The NAVFAC

- Establish the main Park entrance and public access at the existing NAVFAC entrance road.
- Provide day use facilities for visitor orientation and interpretation. Provide adequate visitor and staff parking, including ADA compliant parking.
- ~~Renovate existing residential structures to provide additional employee housing opportunities.~~
- Rehabilitate or restore some existing NAVFAC structures for staff administrative and maintenance use.
- Manage the undeveloped portions of the NAVFAC parcel towards a natural condition for the perpetuation and enhancement of native ecosystems.
- Upgrade existing storm water facilities and comply with current non-point source pollution guidelines.
- Initiate efforts to provide a road easement (through an agreement with adjacent property owners) to connect a visitor parking lot at NAVFAC with the schoolhouse site.
- Enhance the Highway 1 viewshed and ensure public safety through the removal of some existing structures.

[Page 5-8-10]Aesthetic Resources

Threshold

The threshold level for an aesthetic impact consists of a management or development activity that will substantially degrade the existing aesthetic character or quality of a site and/or its surroundings, or is incompatible with the character of the Park. This includes, but is not limited to, activities that are visually offensive to both visitors and Park neighbors.

Impact

Potentially significant, unless mitigated

Discussion

The Big Sur coast is noted for its dramatic scenic vistas and clean ocean air which contribute to the high quality of aesthetic resources in the area. In addition to these spectacular features, Point Sur SHP contains some unique natural and cultural elements. These include Moro Rock, the distinctive low growing vegetation, the small sandy beach and dune complex, as well as the sense of isolation felt while viewing the historic Light Station and associated buildings standing atop Moro Rock and the Cold War era structures of the NAVFAC remaining on the coastal terrace. Views from Highway 1 allow the visitor expansive and spectacular views of the Park features and the scenic coastline.

Any changes that substantially degrade the visual experience for Park visitors and others viewing the Park from adjacent property have the potential to cause significant impacts. The significance of visual impacts is dependent on the expectations and perceptions of the viewers. Visitors expecting a wilderness experience may perceive the presence of facilities or numerous visitors to generally be more offensive than visitors expecting higher levels of service or social interaction.

The following are identified in the plan as facilities that, if developed, could create significant adverse visual impacts within the Park:

Renovation/adaptive reuse of other existing structures for park administrative and visitor serving functions;

- Parking for visitor orientation, Light Station and NAVFAC tours;
- New access road to the Light Station complex and beach area;
- Interpretive exhibits/facilities;
- Trails;
- Informational signage.

The development of new facilities and retention of existing facilities could create adverse visual impacts if proper design for color, scale, location, style, materials, and architectural mass are not carefully considered. In the natural landscape or historic setting, the use of inappropriate colors, design, and materials for new facilities or renovated structures may be visually offensive.

A parking area with reflective parked vehicles and inappropriate lighting could be a very obvious human-made intrusion to a relatively open natural landscape. Development of outdoor interpretive structures could create adverse visual impacts for Park visitors and people viewing the Park from adjacent properties, including the Highway 1 corridor. High-profile directional, informational, and interpretive signs along trails, roads, and highways could also contribute to visual clutter. Inappropriate lighting throughout the Park, including the employee housing area, may create negative visual impacts and obscure the dark night sky in this generally remote location along the Big Sur coast. Obstructing an existing viewshed may be considered an adverse impact.

The impacts to visual resources are considered potential because the actual size, location and design of the facilities or structures has not been determined.

Mitigation

Visual impacts can be avoided or reduced by appropriate site design, and selection of materials. Specific project designs will define aesthetically appropriate design features, identify visual resources, and identify optimum methods for protecting existing resources.

Appropriate native plant species and/or site grading should be used to screen or soften the visual effect of parking areas, appropriate visitor facilities, roads, and trails; buffer any intrusive or distracting views and activities outside Park boundaries; and enhance scenic views. Inappropriate materials and colors for site facilities should be replaced with the appropriate materials and colors to enhance the historic resources and the existing environment. Construction and maintenance activities should be scheduled to decrease the impacts to visitors and adjacent property owners. Roads and trails should be sited to minimize visual impacts. As appropriate, utilities should be placed underground.

The Department of Parks and Recreation has begun the removal of several buildings at NAVFAC, as approved by the Coastal Commission in 2001, in order to enhance the scenic viewshed along the Big Sur Coast. The General Plan proposes to evaluate additional removal of structures as it becomes necessary. Structure removal may open viewsheds and enhance the scenic resources of the area. The reconstruction of any buildings and features would be considered as potential viewshed impacts. The original look of the existing employee housing area would be maintained if adaptive reuse is determined to be feasible.The

~~original look of the existing employee housing area would be maintained.~~ In addition, guidelines for fencing and other features would be developed to maintain appropriate aesthetic standards.

All plans and projects will be in compliance with local, state, and federal permitting and regulatory requirements and subject to subsequent tier CEQA review and project specific mitigation. Mitigation will be implemented in later planning and development stages.

Conclusion: Impacts to aesthetic resources can be reduced to a less than significant level by implementing the General Plan guidelines and project specific mitigation measures.

Responsibility: Department of Parks and Recreation Staff/Landscape Architect, and other mandated contracting authorities

Monitoring/Reporting: Completion of required resource evaluations and development plans prior to implementation of specific projects, as part of the subsequent tier CEQA review