

S U M M A R Y

POINT LOBOS RESERVE MASTER PLAN REPORT

Olmsted Brothers

1 9 3 5

Part III Specific Recommendations for Preservation and Utilization

Section A. GENERAL OBJECTIVES

1. Preservation: to protect and perpetuate those physical features and conditions of the Reserve which contribute to its important and peculiar values; and to do this as perfectly and completely as possible consistently with reasonable use of the Reserve by visitors in the manner indicated below.
2. Utilization: Preservation is important only as a means to utilization; but practically, it must be given precedence over it because conditions here are very vulnerable and irreplaceable.

Section B. Preservation:

1. Fire.

(a) Minimizing Sources of Fire.

Fires kindled for use should be absolutely prohibited except in a very few fireplaces, all below the beach bluffs. It is desirable to eliminate all fireplace picnics south of Carmel Cove; very certainly so if "Option 4" is purchased, permitting their removal to that area.

Smoking, the chief source of danger, can be rendered materially less dangerous if it is prohibited by the Warden except when it is clearly safe; and if there is sufficient thorough patrolling throughout the whole Reserve to make it effective.

(b) Minimizing the Presence of Combustible Materials.

No "cleaning-up" of dead wood litter and other inflammable material should be permitted as a fire-protection measure, since danger of damage from this source would be greater than from fire.

(c) Fire-proof zones, created for fire-protection are not recommended, because if made effectively broad and clean they are themselves grossly destructive of Reserve values; and because the economic cost of maintaining them effectively

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would give greater safety if applied to other methods.

(d) Prompt Discovery and Extinguishing of Fires.

This requires adequate watchful patrolling and quick certain extinction upon discovery.

There should be an adequate tank-truck stationed in the Reserve at all times, and the Warden and a deputy should be trained in its use.

Areas away from the roads should be kept accessible to a truck by removing a bush or a limb here and there creating obscure routes which would not be obvious but which should be known to the truck drivers.

Adequate facilities, centrally located, for quickly refilling the truck are necessary.

2. Visitors.

Damage by visitors is inevitable, but must not be allowed to exceed the natural restorative processes; since this would create cumulative depreciation. Moreover, this balance should be maintained at as high a level of natural values as possible.

(a) The general rules should forever prohibit the disturbance of any natural object whatsoever; with two possible exceptions and no others:

1st. In rare cases special permits should be granted for taking specimens for limited scientific purposes associated with the Reserve, permanent records of the results being kept.

2nd. Possibly, revocable permits should be issued for fishing with hook and line, permanent records being kept of each permit and the behavior of the permittee.

Friendly education of visitors is necessary, and watchfulness in securing faithful observance of the rules.

If because of insufficiency of funds for personnel or of incompetency of personnel or otherwise, such wanton damage continues to exceed restorative processes, the Reserve should be closed in whole or in part until these conditions can be remedied.

(b) Damage by Wear and Tear.

(1) By Automobiles.

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Provide well kept roads and parking spaces, and confine cars strictly to these.

Temporary barriers should be used to discourage perpetuation of tracks across meadows, and in a few places permanent ones will be needed.

(2) By Horses.

This is likely to remain small, and requires no special restriction outside of the North Headland Preserve. If it should increase it might become necessary to define carefully planned trails.

(3) By Trampling of People.

In general, indiscriminate rambling is slight and trails would be more objectionably artificial than foot-worn tracks produced here and there. In general, therefor, people should be permitted to roam at will and no trails should be constructed with the exceptions noted below:

Along the Shore Margins.

Because of the vulnerableness of the vegetation and soil here, and because of the concentration of people, damage is considerable. Trails are therefor necessary, sufficient for the movement of the public, and people should be kept to them as closely as possible.

Prohibition of fishing in the North Headland Preserve should be permanently enforced, because of the damage done there by fishermen scrambling up and down the banks.

Paths, sometimes with steps, within the North Headland Preserve and without, should connect the main shore trails with the bare rocks and beaches at carefully selected places.

Access to worn areas between these trails should be stopped until they can heal over and thus command the respect of well disposed people.

In a few cases, arrest gully erosion started by or accelerated by human wear and tear; 1. by diverting water, 2. by culverts or drains, 3. by riffles of stakes and brush, and rarely of stone.

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In the North Headland Preserve, special protection is needed throughout.

(See Plate II for permanent trail system.)

People should be required to keep to the trails, free permits being issued by the Warden for leaving them for specific purposes.

"Exclosures", some temporary and some permanent should be established from which the public is excluded as completely as possible. Experimentation with barriers for this purpose is needed, to find the least conspicuous construction which will be effective. These areas should be posted.

The top and southerly slopes of Whalers Knoll, included in the North Headland (because of the difficulty of marking the boundary between the Knoll and the north shore) are not sufficiently used to need trails, yet the public should not be barred from this interesting area. Here, therefor, an exception should be made to the general rule requiring people to keep on the trails in the North Headland Preserve. Circulation should be made possible without breaking down bushes, by removing those actually obstructive to passage along certain definite routes.

3. Damage by Administrative Employees.

(a) By motor Equipment.

Wheeled vehicles in the employe of the State should be required to avoid leaving the roads even more meticulously than the public; and in cases of clear necessity, only with permission of the Warden; of all which cases a complete record should be kept. These are 1. Fire not accessible from the road, 2. repair or maintainance work making it unavoidable, not merely convenient.

(b) In Other Ways.

"Improvements" are among the greatest dangers to the values of the Reserve and should never be undertaken until subjected to the closest scrutiny from many points of view. The presumption is always that it will prove more inuurious than it seems.

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Section C. UTILIZATION: "Improvements" which are and are not justifiable in order to provide for utilization.

1. Roads, and Parking Spaces.

The Reserve can best be enjoyed on foot, and automobiles impair its highest values, 1. by their presence ~~and~~ in the landscape and 2. by scarring the landscape with roads etc.

Nevertheless, their admission is justified, 1. to enable people to drive within easy walking distance of the significant places, and 2. to give people in cars glimpses of what may be seen by getting out and walking.

(a) Parking Places. (See Plate I).

(b) The Permanent Road System, (See Plate I).

To keep the road margins clean from disturbance by maintenance and by driving off the edges, a prevailing width of 18 feet and a hard bituminous surface is indicated.

2. Trails. (See Plates I and II).

Extensive research has shown that there are few places to which the public ought to be given access which are not already traversed by one or more "volunteer" trails. Therefor trail plan therefor becomes a selection of those which will give access to the ~~most~~ many fine areas that should be accessible, making a few changes in location to make the trails less damaging, adding a few connecting links and obliterating needless trails.

To adapt the selected trails to indefinite use necessitates making them capable of withstanding wear and more inviting to walk on then adjoining ground. There should be added often a light surface of rotten granite, sometimes a little soil to protect roots, rarely a plank bridging, and at steep places, inconspicuous steps of granite.

3. A dependable Water Supply.

For a storage tank or resevoir, Rat Hill is the least objectionable and most effective location.

Permanent pipelines should be laid within permanent road locations wherever practicable to avoid very objectionable scars elsewhere.

4. Sanitary Facilities.

(See Plate I) Add privies at Bluefish Cove parking space and possibly at the Gate Lodge.

It is desirable to change to water closets, but before

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this is done a very careful study should be made in each case of the effect of the effluent on the vegetation.

5. Problems of Picnics, Bathing and Boating and Related Activities.

(a) Picnics.

These may serve merely to satisfy hunger, thus conditioning a person for continued enjoyment of the Reserve, or they may be primarily social or gastronomic functions making use of pleasant surroundings.

Even the large organization picnics serve in some degree the higher purposes of the Reserve, since a few stragglers, induced to come by the function, will appreciate the area; but the cost of inducing these few to come is too great and the large "organization" picnic ought to be definitely ruled out, except possibly in option 4.

Fireplaces, because (1) of the danger of escape of fire, (2) of the temptation to "clean-up" inflammable material, and (3) because they often emphasize the social and gastronomic uses of the Reserve at the expense of more precious values, should be confined to a very few fireplaces as discussed under "Fire" above. Also, because of the accumulated cars that they invite, it is debatable whether they ought not to be discontinued south and west of Carmel Cove.

Option 4. The area north and east of Carmel Cove is detached from the Reserve proper and is much more man-handled.

It is desirable to include Option 4 primarily as a protection against private development on this treeless and dominating site; but would also provide excellent opportunity for picnic and bathing facilities. It also included the probable site of Portola's camp. The area north and east of Carmel Cove, it is recommended, be included in an annex and screened from the Reserve proper by pine woods planted along the high ridge. A parking area should then be established near San Jose Beach with free access from the highway but no connection with the Reserve road system. All picnic use should then be moved to this annex, and parking along the south shore between spaces (1) and (4) should be discontinued. ?

(b) Bathing. by small groups who come dressed for it should be permitted along the south shore.

(c) Boating, because dangerous at this location, and because it would endanger the refuges of Sea Lions

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and the bird refuges is not to be encouraged.

Carmel Cove, one of the few harbors of refuge south of the Golden Gate should be kept as such and not be developed into a "home port" with facilities serving yachts and yachtsmen. Facilities for storage and repair and other harbor-side conveniences should be prohibited, only a simple landing being provided.

6. Other Service Facilities, Including Buildings.

The location of the Gate Lodge and attached service area is the best that could be selected.

Service functions have overflowed the small space allotted, a very dangerous business, breaking down the sharp differentiation between service areas and those on which the values of the Reserve depend.

Service space must be adequate, and its boundaries permanently marked, and any necessary extension made with great deliberation. No "spilling over" should be tolerated.

- (a) The Headquarters Service Group, as now defined, cannot be extended west or southwest, but might be somewhat extended east and southeast, keeping a screen between it and the highway.
- (b) Supplimentary Service Area is needed for functions needing more room but not needed close to headquarters. (Storage of bulky materials)

Rat Hill, the present site for such an area is the least conspicuous site available. A site in Option 4 would be permanently far preferable. (See Plate I.)

- (c) An Experimental Nursery is desirable someday and should go either in option 4, or if that is not available, on the ridge east of the old Village.
- (d) Educational Facilities, which should be limited to reference material and not something substituted for direct observation, if limited in extent might be conveniently housed in association with the Lodge. If expanded to include an attendant, it should be transferred to the Annex. Any such expansible function in the quarry would be dangerous, only a launching and landing place, and a small building for State protective boating equipment should be permitted.

The Whalers Cottage, because a study of its development as a permanent employees dwelling shows it to be a too expansible business, it is recommended to remove this, and to keep all buildings for employees in the Buffer Zone

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within the screened service units. Its historic value is not sufficient to justify retaining it as a monument in this natural Reserve.

7. Certain Manipulations of Vegetation, necessary of permissible as means to proper Utilization of the Reserve; the Dangers thereof; and the Limitations which should control them.

The importance of avoid^{ing} artificial manipulation of the vegetation of the Reserve, by planting, cutting, or "clean-up" is discussed in Part I, Sec. 7, pp 47 through 55.

Exceptions

(a) Removal and Shifting of Vegetation, Dead or Alive.

Trail and road obstructions, living or dead must be removed; and much of the material thus produced can be used to increase the natural obstructions to leaving the trails, although the two should not be done as one operation because of the danger of having the first operation influence the character of the second.

Keeping trails open should in general be done by removing whole shrubs and large limbs to avoid a pruned hedge-like appearance.

Cuttings to open or maintain views are not recommended, or in general for controlling landscape values from any special point of view; hoping that gains will counterbalance losses. If after some years a real progressive loss of values becomes apparent, a careful review of this policy will be required.

(b) Planting and related Positive Control of vegetation for Effect on Landscape.

(1) Protective "Buffer Zones" bordering the Reserve. The impressiveness and value of things seen, whether they be rare museum pieces or a rarely undisturbed landscape, will be reduced by distractions caused by harmonious surroundings. Therefore "Buffer Zones" are introduced to screen out the inharmonious surroundings.

In the case of Point Lobos, the "Buffer Zone" (1) shall present an appearance as closely akin to the Reserve proper as practicable, and (2) shall effectively obscure less harmonious conditions beyond. This will often require "nature faking" in planted materials.

The border between this and the Reserve needs to be definitely marked and the treatment clearly differentiated, although it should be unmarked by any visible barrier.

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Such a Zone should completely enclose the Reserve on the landward boundaries.
(See Plate III)

(2) Within the Reserve Proper.

Facilities which cannot be kept in the Buffer Zone (such as privies and parking spaces) tend to impair the values of the Reserve just in proportion to their visibility; and within the area allotted to each of them, planting or other artificial operations which will render the artifact as little conspicuous as possible, should be permitted. Beyond these limits *manipulation of* plantings in the Reserve would be taboo.

The only possible basis for an exception to this would be that a future comparison with the present study showed serious progressive losses of value that only manipulation of the vegetation would prevent.

POINT LOBOS RESERVE

MASTER PLAN REPORT

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A P P E N D I X

DETAILED DESCRIPTIONS OF OPERATIONS RECOMMENDED IN
PART III.

APPENDIX

BUFFER ZONE

The boundary between the Buffer Zone and the Reserve proper extends from the easternmost indentation of the shore of Carmel Cove just south of the upland promontory at E7880-N9820 to the southeasterly corner of the Reserve, as shown on Plate I, and as described section by section in the following notes. The general significance of the Buffer Zone and of its boundary are set forth in Part III, Section 7 (b) (1) of the Master Plan Report.

Section 1. From Carmel Cove to the old Bassett Street gate on the Highway. The boundary runs from the point of beginning on Carmel Cove at E7880-N9820 to E8100-N9750, thence to E8200-N9650, and thence to a point 100 feet distant from the Highway boundary of the Reserve on co-ordinate line N9100. This includes in the Buffer Zone all of the high promontory east of Carmel Cove, the connecting ridge or plateau east of that promontory, the steep southwesterly declivity of that plateau, and a strip 100 feet wide along the easterly boundary of the Reserve southward from that plateau.

There are, however, the following definite limitations as to planting and other "improvements" within this section of the Buffer Zone: (See Plate I)

(a) The shoreward edge of the promontory toward Carmel Cove, outside of the line "a-a", is not to be planted or otherwise manipulated except for (1) an initial cleanup of rubbish and a few exotic plants which have spilled down into the ravine from the old Village, and (2) fill placed in the excavation for the Coal Bunker.

(b) The point next to the North, notable for its wild-flowers, although it is not practicable to include it within the Reserve proper without an undue complication of boundaries, and although it should be included with the land to the east of it in the proposed "annex, if and when Option 4 is acquired, should also be kept free from planting and other "improvements" (except trails) to the westward of line "b-b".

(c) Within the limits of the line "c-c-c-c" a deep artificial gash for a gravel excavator's road has been cut in the conglomerate bluff of the little cove north of Carmel Cove, facing toward and plainly visible from the North Headland Preserve. The bluff cannot be restored to its natural condition but the artificiality of the gash can and should be obscured by hastening the establishment in it of the kinds of vegetation which normally get foothold in comparable gullies such as *Pinus radiata*, *Rhamnus calif.*, *Eriophyllum staechadifolium*, *Artemisia*, *Eriogonum*, *Diplacus*, *Cotyledon*, *Mesembryanthemum aequilaterale* and *crystalinum*, *Erigeron glaucus* and other

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herbaceous material and grasses. To do this requires breaking up the road surfacing, sloping and benching the sides of the cut in places, adding soil, and planting; leaving a foot trail to the beach and checking erosion. Since the proposed road to the Annex will descend along the southerly side of this cut, in and adjoining the area already gashed, and since it should be deliberately graded on its southerly side, the inside of a sharp curve in cut, for safe vision clearance, it is desirable to grade for the road bed-bed at the same time that the rest of the sides of the old cut are regraded and furnished with soil and planted. This operation will produce a considerable amount of surplus conglomerate gravel usable in the quarry parking space and elsewhere.

(d) The space included between the lines "d-d-d", "a-a", and "d'-d'", should be planted so as to approximate in appearance a naturally regenerated Monterey Pine Woodland, with open spaces within it available, on the promontory for parking and picnics, and on the summit of the plateau, for screened experimental plantings and service yard. (See Part III, Section C, 6, 9th and 10th paragraphs.

To avoid the monotony of a perfectly even aged stand of pines over so considerable an area, seedlings should be introduced in at least three successive plantings, separated by several years, the first lot scattered singly and in groups at considerable distances, more and more sparsely toward the southeast. South of "d'" along the present boundary of the Reserve a straggling extension of the pine planting by individual pines and small groups is desirable, with interruptions permitting permanent glimpses through to the west from the Highway while somewhat obscuring the views of buildings beyond the Highway from within the Reserve.

Section 2. From the old Bassett Street gate to the pine-woods adjoining the Gate Lodge. From section 1 at N9100 the boundary of the Buffer Zone runs parallel to the Highway and 100 feet distant from it to a point on coordinate N9060, thence to traverse station No. 83, and thence 100 feet to a point 100 feet distant from the Highway boundary, and thence parallel to this boundary to a point on co-ordinate N8750, 100 feet from the Highway boundary. This takes in the top of the knoll south of Bassett Street where a larger group of pines should be established.

Section 3. Around the Gate Lodge Service area. From the last point described, the boundary follows co-ordinate N8750 to E7770 and thence runs to point E7350-N8600, thence tangent to an arc 100 feet distant from the center of the gate, thence along this arc to a point 20 feet west from the westerly fence of the Service yard; thence southerly and easterly 20 feet distant from the service

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yard fence and garage to a point in line with the present easterly fence of the service yard, thense southerly in line with the latter to a point 50 feet distant from the Highway right-of-way.

This includes the topographically unified block of woods in which the Gate Lodge stands. Since this is dominated by the service buildings at the gate, it should be maintained on a slightly more sophisticated basis by removing skinny and dead trees and by maintaining glimpses through the woods toward Carmel Cove from the Lodge, from the approach road, and from the Highway just south of the approach road. To obscure excessive visibility of the service structures by sufficiently dense foliage, especially near the eye level, some underplanting of oaks and locally native shrubs, and some thinning of pines where dense enough to develop a "pole-growth" may be necessary.

Section 4. From the Gate Lodge area to the southern edge of the main body of pine woods. The boundary of the Buffer Zone in this section is 50 feet from the Highway right-of-way. Except in the 200 feet stretch at the north end of this section, where there is a charming view into the Reserve from the Highway which should be left unobstructed unless and until developments on the private land to the east of the Highway should become seriously objectionable, as seen from within the Reserve through this gap, the management of the vegetation in this section, so far as any management is needed, should be directed to maintaining fairly dense foliage of a wholly natural appearance, well down toward the ground, near the highway boarder, in order to keep the highway and its traffic as little noticeable as possible from within the woods. The light striking into this edge of the woods from the highway clearing will in time largely bring this about without further artificial control, but there may be need for some underplanting of oaks, ceanothus, etc. and for some thinning of pines next the Highway in order to make the screen fully effective.

Section 5. From the south edge of the main body of pine woods (at Highway monument near E7380-N6280) to a point east of Vierras Knoll (at Highway monument near E7550-N5850). The boundary of the Buffer Zone in this section is 100 feet distant from the Highway right-of-way. ~~In this~~

In this section a narrow extension of the main woodland along the Highway, on land artificially cleared and cultivated not many years ago, is extremely desirable, in order to englose, within the limits of the Reserve, the very interesting topographic unit on the northerly slopes of Vierras Knoll and to afford a screen against the high open land on the apposite side of the Highway, where

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buildings and other artificial developments would insistantly dominate the landscape of the narrow, open, southern end of the Reserve. With the approval of the Landscape Subcommittee young pines have already been set out in this section. Within a few years some additional pine seedlings, and near the Highway oaks might well be planted.

Section 6. From section 5. to the southeast corner of the Reserve. From section 5. the boundary of the Buffer Zone runs about 270 feet southwesterly along a line which passes through traverse station #67 to a point 200 feet northwesterly from that station. The line between section 6 and section 7 runs thense to station #67 and thense to the intersection of the Highway boundary of the Reserve with Gibson Creek.

In this section there should be a pine planting next the Highway and out to a moderately irregular line within the limits of the Buffer Zone, except on the Highway fill slopes in Gibson Creek Canyon.

Section 7. From section 6 along the Gibson Creek boundary of the Reserve to a line about 100 feet back from the edge of the sea-bluff at Gibson Creek Beach. From the point described above in Section 6, the boundary of the Buffer Zone runs southwesterly along a line passing through Traverse station #66 to a point 100 feet north-easterly from that station, and thense turning 60 degrees to the left wuns about 190 feet southeasterly to Gibson Creek.

In this section, no planting is recommended unless and until developments on the opposite side of Gibson Creek make it important to provide a foliage screen within the limits of the State's property.

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BUFFER ZONE UNITS WITHIN THE RESERVE PROPER

These are zones surrounding sanitary buildings and certain parking areas which cannot be properly kept within the marginal Buffer Zone described above; wherein planting and plant manipulation, where necessary to render these artificial constructions less objectionably conspicuous, are authorized.

1. Sanitary Buildings. Around each sanitary building this zone lies within a line 10 feet distant from the building. This gives comfortable room for planting shrubs or trees of the sorts growing naturally in adjacent areas.

At the entrance to the Cypress Point, the present conspicuousness of the sanitary buildings cannot be materially reduced by a change in location, and still retain the necessary proximity of these units to the main path and the parking area. This will probably be so for a long time, unless radical and unforeseen changes occur in the chaparral pattern. Three or four ceanothus should be planted on the south and east side of these units now to complete the present partial screen of shrubs. It would also be worth considering lowering these buildings (1) by reducing the height of the plate above the floor five inches, and the floor and ground on which it stands eight inches, making a total of one foot one inch. The lowered grade can be made to slope toward the east to take care of drainage within the 10 foot zone and without cutting any large shrubs.

The other existing sanitary buildings are at present amply screened and planting would be done only to fill an undesirable gap formed by the loss of an important shrub.

In the case of the proposed sanitary buildings at the China Beach parking area, the buildings will be included within the parking area zone and its planting. (See plan on Plate IV.)

2. Parking Areas Around each parking area this Zone lies within a line 30 feet from the necessarily artificialized construction. Within this Zone, planting should be done where necessary to render the construction and cars as little conspicuous as possible, and should not be done where not necessary. These Zones protect the surround the "E" and "G" parking areas but not the "F" areas, west since these are on the open shore where there should be no planting.

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(Being detailed descriptions of operations recommended in Part III above.)
EROSION CONTROL

I. Roads (For details see Road System, Appendix Page 15.)

A. Proposed Roads

1. In most cases carry the water on the road surface to avoid the necessity for ditches.
2. Discharge into spillways or culverts at intervals sufficiently close to avoid erosion of roadway.
3. Keep culvert intake elevations close to natural ground level.
4. Discharge culverts, where practicable, on sea-washed shore. Elsewhere rip-rap discharge channel as necessary.

B. Abandoned Roads and Wheel Tracks.

1. Prevent water from following such tracks, not only to prevent erosion, but to avoid unnatural moisture patterns.

a. By diversion dykes of soil.

These would be used in locations where erosion is progressing due to a concentration of water in wheel ruts through otherwise undisturbed soil. Here, the use of dykes placed entirely on the soil surface, without ditching or further disturbance, would divert the water from the troubled areas until these could regain their normal plant cover and sufficient of their normal contours to prevent further abnormal erosion. The dykes should then be left to spread and slowly merge with the normal surface rather than cause fresh disturbance by their removal. Locations where such dykes are needed are as follows:

(1) On both roads leading to the head of Bluefish Cove.

(2) The steep tracks down to the head of Point Cove. In this and the following one, the dykes should have wood log cores staked in place to prevent washouts. These should not be of stone, since this would perpetuate these "riffles" unnecessarily.

EROSION CONTROL (cont)

- (3) The similar ruts on the south side of Sea Lion Point. (E4020 by N9000)
- (4) The road through the swale toward the Old Veteran Cypress. (E4180 by N9700)
- (5) The two roads down the hill between the Main road and the Quarry road. (E6900 by N8800)
- (6) The east end of the road across the head of Carmel Cove.
- (7) The ungraded "cut-off" northwest of Vierras Knoll, at the top of the steep grade. (E6700 by N6000)

b. By careful grading without disturbing previously undisturbed soil margins or base.

In cases where road grading operations or traffic has created a water arresting depression with reduced topsoil, with the displaced soil lying on top of the original surface nearby, the area should be regraded to approximate original conditions before the disturbance occurred, with care to avoid loosening previously undisturbed undisturbed soil. The replaced soil should be tamped after raking. With careful juggling of the soil within the disturbed area, the normal surface runoff pattern can be regained without importing soil to replace that which has washed away, an expedient which might introduce alien conditions at the point treated. Where the danger of washing of the newly graded surface warrants it, seeds of one or more of the dominant herbs of the area could be collected and sown, or a temporary crop of winter rye could be established, although the latter might stimulate rodent activity. Appreciable quantities of road metal should be removed before regrading. This procedure is recommended for the obliteration of the following:

- (1) The road west of the Mound Meadow. (E5800 by N 8000)
- (2) Those parts of the loop road to the Cypress Point proposed to be abandoned. (4500 by N9250)
- (3) The road from the State Highway to the Cannery Village. (E8000 by N9300)

(4) The loop road around Vierras Knoll should thus be regraded and in addition dykes should be installed; (a) at the head of the steep grade toward the north (E6680 by N6080); and (b) on the south side of Vierras Knoll, to turn water off into a natural swale and brush filled gully northeast of Gibson Beach, leaving no chance that the water might continue to follow the old road line to the raw gully at the north end of the Beach. (E7250 by N5500)

C. In very exceptional cases, by temporary diversion ditches.

Such a ditch is needed in connection with the old Bassett Street obliteration, through plowed and regraded ground at the head of the steep regraded section south of the Quarry Road. (E6600 by N8900) This should be permitted to disappear naturally.

II Trails.

A. Proposed Trail System (For details see Trail System, Appendix page 23.

1. Grading.
2. Cross Riffles of wood or stone.
3. Dips
4. Combining trail and water channel.

B. Abandoned Trails

1. Prevent the water from following such tracks and permit the return of vegetation. To accomplish this in most cases it will be only necessary to keep people from using the trails, allowing rodents and vegetation to obliterate the depressions.

On the Cypress Headland this problem is more complicated because the extent of the wear has in places spread beyond the limits of an ordinary trail and because in places there has been so much soil loss that vegetation has a slim chance of recovery. In such places it will be necessary to divert heavy runoff and with carefully selected soil refill some of the washed places (a) to prevent the interception of runoff, (b) to make ground cover recovery possible, and (c) to obliterate the signs of travel with their consequent temptation to perpetuate such trails through use. Locations

Sometimes result in

EROSION CONTROL (Cont)

where this should be done are:

- (1) The trail along the edge of the chasm below "5". (See Plate II)
- (2) Judiciously, in area "12". (See Photograph No. 1-23.)
- (3) The trail along the edge of the sea bluff west of traverse station No. 15.
- (4) In area "10", principally the radial trail toward the west troughed out by erosion. (See Photograph No. 1-21.)
- (5) The trail on the bluff edge north of traverse station No. 7.

III Gullies caused by past activities.

Since the cessation of grazing and cultivating these appear to have largely stabilized with the exception of a few on the south shore where water concentrated by the road is discharged over the sea bluffs. The culvert system proposed for the roads will take care of this except in the case of the gully at the north end of *White Sand* Gibson Beach. This last has developed vertical walls in places 20 feet high that will continue to sluff back even though the road water discharge is diverted, making a serious inroad on the narrow flat southwest of Vierras Knoll. To prevent this and to gain more room for the turn at the terminal of the road on this flat, it is proposed to refill the head of this gully with a rock and earth fill. A plan for this will be found on Plate IV.

IV (For wind erosion of Sand Blowout see "Barriers" Page 12 following.)

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BARRIERS

I. Auto Barriers (For details see Roadsystem, Appendix page 20.)

A. Permanent

- 1. Boulders concealed in brush.
- 2. Drainage ditch
- 3. Removable posts
- 4. Curbs, (See details for Parking Areas)

B. Temporary - portable

II. Pedestrian Barriers

A. "Exclosures", Closed Areas.

- 1. Islands (See Part III, page 57, Boating)
Watchful patrolling is the only protection needed for most of these. In the case of the Bird Islands, experience has shown, there should also be signs at the entrance to the trails leading from the parking space to Pelican Point reading something like this:

"T O P E L I C A N P O I N T

VIEWPOINT FOR BIRD ROOKERIES
To avoid disturbing the birds
please keep off the islands"

2. Little Dome

Little Dome has been little frequented in the past, and apparently, mostly by fishermen. Its area is small and its vegetation vulnerable, much of it being in loose soil on very steep topography. To encourage the use of this area by the public would be to destroy it. Because of this and because it contributes very importantly to the quality of views from without, and because it has been very little manhandled in the past, it is recommended to close it permanently to the public and to maintain it as a cypress area in which human interference is kept to an absolute minimum, thus forming a standard of comparison or "control" which will serve to indicate the effects of human activities in other cypress areas. Only those making an authorized study of the Reserve would be admitted.

This would be accomplished by bypassing the area with a good trail, and by running a light wire cable or heavy wire on posts 36 to 42 inches high along the line indicated on Plate I in such

APPENDIX

BARRIERS (Cont.)

a manner as to render it as little conspicuous from the trail as possible, and to hang small signs on it located so that anyone entering could not miss seeing one, but should emphatically not be visible from the trail since this would call attention of the curious to the area. These might read:

" S T O P

CLOSED AREA

Scientific observations are being made here. No one is permitted to enter."

(See Part III, page 24.)

3. Big Dome, (west side)

Since this area is dangerous people should be discouraged from entering it. Besides the general prohibition against leaving the trails, there should be definite natural seeming barriers of down trees and brush at points where people tend to enter, and if this should prove insufficient, small signs prohibiting entrance. This area and the bluff connecting it with Little Dome thus become one "Closed Area" with Little Dome.

4. Cypress Headland Areas. (See Plate II and Comments.)

a. (See Note 11., Page 27.) (Note; To note 11. in Comments on Plate II, add: "This area should be fenced and posted similarly to Little Dome, See BARRIERS, Appendix Page 2.)" To o
Page
27

b. (See Note 12, Page 27.)

c. (See Note No 5., page 26 .) Barriers of logs and brush should be placed as indicated on Plate II, and small signs reading:

"PLEASE KEEP OFF THIS SLOPE" should be placed where people entering will see them but otherwise as little conspicuous as possible. Those below the "platform" described in note 5., referred to above, could be placed close under the parapet so as to be invisible to any one standing a few feet back of the edge.

d. Others. Further study of the Headland will show the need of additional smaller areas to be completely closed to public entrance

APPENDIX

BARRIERS (Cont)

5. Sand Blowout

To arrest the continuing process of wind erosion in this area, and to permit a plant cover to heal it over, it will be necessary to fence out the public as well as establish windbreaks of brush and of plants. The fence would follow the line indicated on Plate VI, "Plan for the Treatment of the Sand Blowout". It will probably be necessary to make it 42 inches high and with three barbed wires; and signs should be hung on it where people tend to enter, reading:

" S T O P

NO ONE PERMITTED TO ENTER

This area is closed to permit recovery of vegetation."

B. "Headland Preserve"

This is an area embracing the cypress and pine-covered headlands between Headland Cove and the Quarry containing the most concentrated, dramatic and inspiring scenery of the Reserve; and which consequently is much more used by walkers than the rest of the Reserve. Because of the steep slopes and loose duff, it is very liable to injury by indiscriminate scrambling and tramping, and is therefor in need of special protection from damage of this sort. (See Part III, Page 23.) *(In boundary, see Plate I)*

To unmistakably demark this area from the rest of the Reserve, it is proposed to erect gateposts of weathered granite rubble at each entrance, except those from the Quarry, and to place a stile between them to prevent the entry of horses and to further impress those who enter with the specialness of the area and its treatment. A sign should be affixed to one of the posts which might read:

"H E A D L A N D P R E S E R V E

NATURAL CYPRESS GROVES

PLEASE STAY ON TRAILS
(Permits to leave trails for special purposes issued by Warden.)

NO FISHING"

The boundary between trails would be marked by a light cable or heavy wire on posts 36 to 40 inches high,

The distance between posts would be 6' except at the Cypress Headland Parking Area which would be 9 feet, and the stile would be removable for the admittance of service trucks. See detail on Page 14.

APPENDIX

BARRIERS (Cont)

mostly concealed in the brush with small signs hanging on it wherever people are likely to enter perhaps reading like the sign above but without the information concerning cypress groves. In the vicinity of Whalers Knoll the line "Permits to leave trails for special purposes issued by Warden" should be replaced with, "Except on the south side and top of Whalers Knoll?". The two entrances out of the quarry need no gate posts but should have signs posted at the foot of the steps. Of course, around the rim of the Quarry, no wire is necessary.

C. Trail Margins

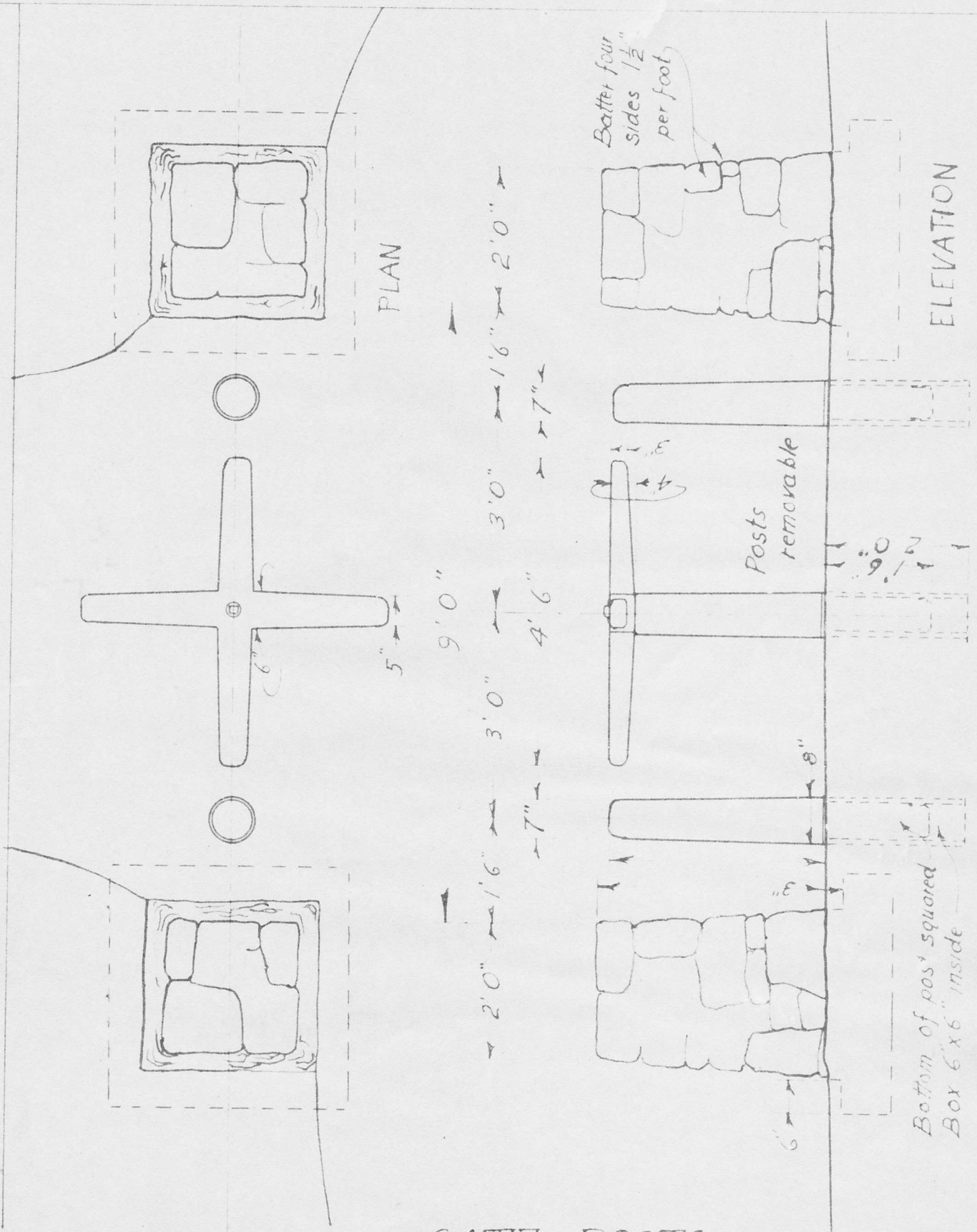
Outside of the Headland Preserve, barriers are needed only to block access to worn tracks down over the sea bluffs which are not to be developed as trails, until they have become healed over with vegetation. (See Part III, Page 18.)

Probably, in most cases, the most inconspicuous but effective device would be a wire between stakes across the trail just over the edge of the bluff where it would not be visible except to one approaching the edge, with a small sign hanging on the wire reading, usually on both sides:

"Please Use Steps to Right" or
 "Please Use Trail To Left" or a similar
 legend appropriate to the location.

In the Headland Preserve, where it is proposed to request people to keep on the trails (See Part III, Page 23), the problem is to effectively reduce the temptation to leave the trails at those points where people do so consistently to the damage of soil and plants; and to do this with the least amount of conspicuously artificial barrier. This will require perennial watchfulness and experimentation on the part of the Warden, shifting a fallen log here, bringing in and placing a large limb or dead tree there, and in places reinforcing such brush and logs with wire and stakes. The proposed trail system is designed to reduce the temptation to leave the trails to a minimum consistent with keeping the areas seen from the trails as free from other trails as possible.

BARRIERS (Cont.)



SCALE

1/2 INCH = 1 FOOT

GATE POSTS

AT CYPRESS HEADLAND

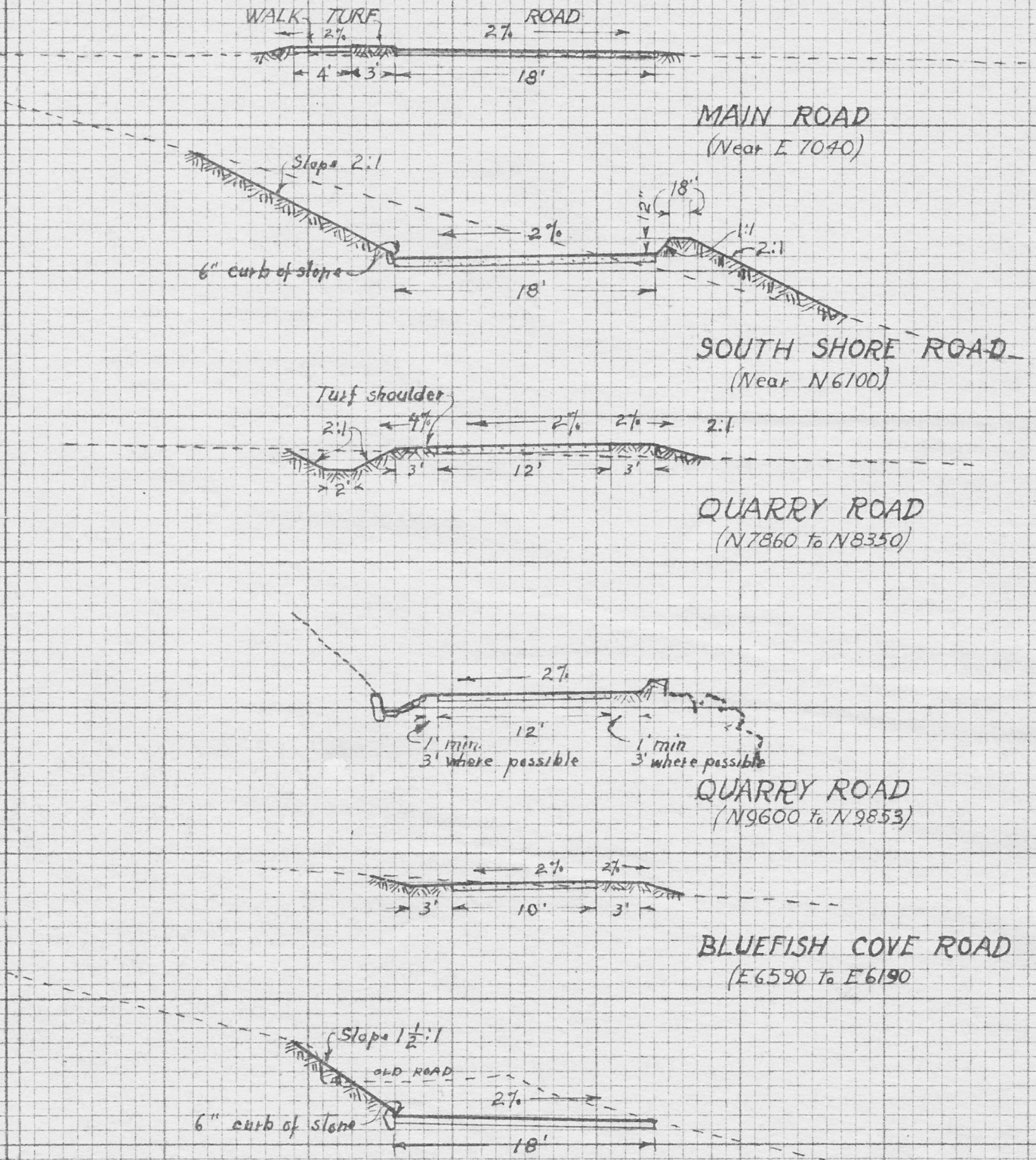
Draft for Appendix

ROAD SYSTEM (See Master Plan, Plate I) and Part III, Page 35.)

	Existing to be obliterated	Existing to be improved	Relocated proposed
Entrance Road (Highway to Gate) 20 feet wide, no shoulders.	ft.	320 ft.	190 ft.
Main Road (Gate to E4440, N8420) 18 feet wide, no shoulders.	1270 ft.	2326	530
Cypress Headland Road (E4690 to N9380) 18 feet wide, no shoulders. Loop turn 16 feet wide.	1970 ft. 1970	500 390	610
South Shore Road (E4140, N9000 to N5550) 18 feet wide, no shoulders. N5550 to turn, 16 feet wide.	2500	4300	600
Quarry Road (Main Road to Quarry) 12 feet wide, 3 foot turf shoulders where possible.	450	1100	550
Bluefish Cove Road (Quarry Road at N9550 to saddle at to saddle at E6100, N9800.) 10 feet wide, 3 foot shoulders.	1800	volunteer	1120
Obliterate Roads Road east of Mound Meadow, convert to trail Road west side of Mound Meadow West cross road (Near sta. 102.) North Meadow	2150 1500 1280 800		
Totals	12450 ft.	8936 ft.	3600 ft.
Total Existing		<u>12450</u> 21386 ft.	
Total Proposed			<u>8936</u> 12536 ft.

As soon as possible all roads should be surfaced with a permanent bituminous surfacing right to the edge of the grass. (See Part III, Page 38.)

ROAD SYSTEM (Cont.)



SCALE - 1 SQUARE = 1 FOOT

(At N 5500) SOUTH SHORE ROAD - TYPICAL ROAD SECTIONS

APPENDIX

ROAD SYSTEM, CULVERT LIST

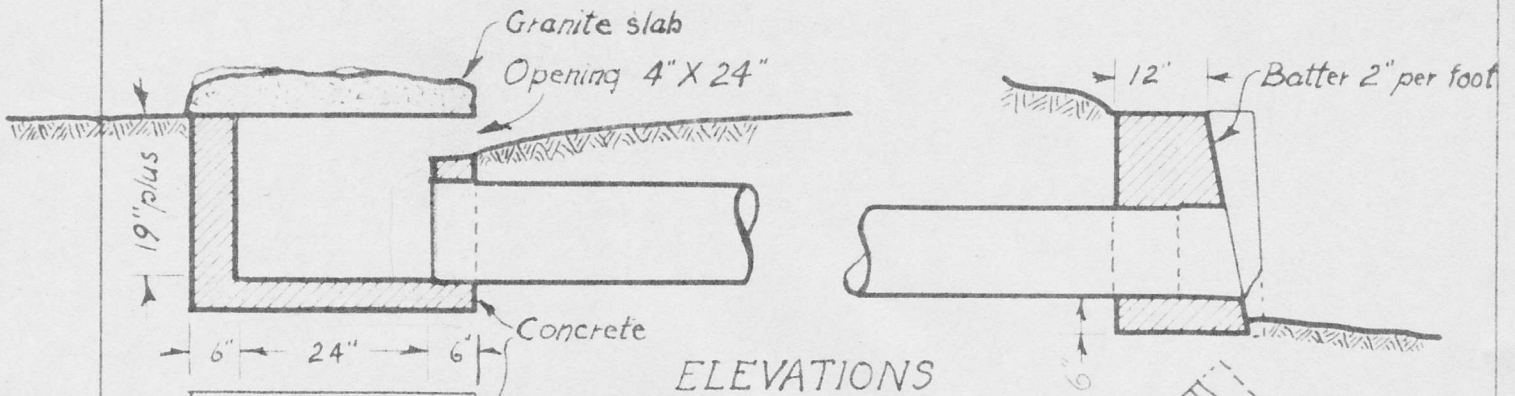
<u>Location</u>	<u>Length</u>	<u>Size</u>	<u>Type</u>
<u>Entrance Road</u>			
Triangle	35 feet	6 inch	tile, 8" flush grill.
Parking Space	75 "	6 "	tile, catch basin.
<u>Main Road</u>			
E7010	40 feet	12 inch	C
E6790			Spillway to north.
E4930	38 "	12 "	B
E4600	54 "	12 "	C
<u>Cypress Headland Road</u>			
N9360	30 Feet	12 inch	B
<u>South Shore Road</u>			
N8950			Spillway to west.
N8362	84 feet	12 inch	A
N8128	48 "	12 "	C, raise as gully fills.
N7743	130 "	12 "	C
N7743			
N7416	64 "	12 "	C
N7298	84 "	12 "	A
N6779	90 "	12 "	A
N6296	158 "	12 "	A
N5988	24 "	12 "	A
N5834	24 "	12 "	B
<u>Quarry Road</u>			
N8806	22 feet	12 inch	C
N9350	126 "	12 "	B
N9572	42 "	12 "	C
N9690	18 "	12 "	B

APPENDIX

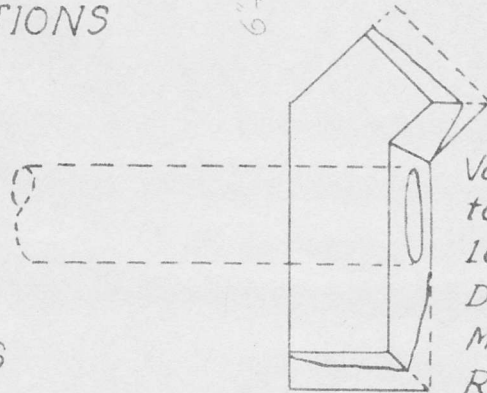
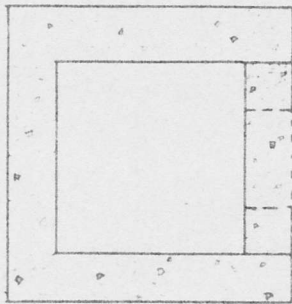
ROAD SYSTEM, CULVERT LIST(Cont)

<u>Location</u>	<u>Length</u>	<u>Size</u>	<u>Type</u>
N9853	18 feet	12 inch	B
<u>Bluefish Cove Road</u>			
E6346	22 feet	12 inch	C

ROAD SYSTEM,
CULVERT LIST (Cont.)



ELEVATIONS



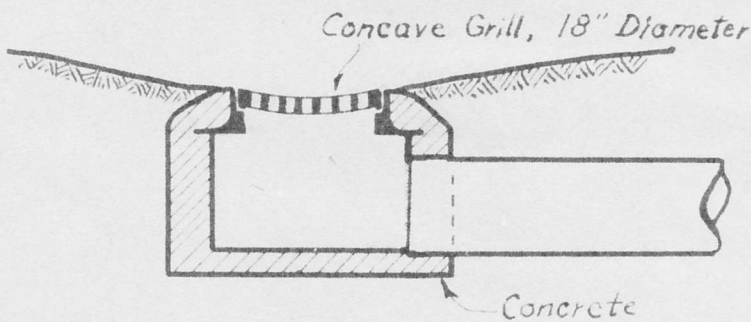
PLANS

Vary form
to fit each
location.
Dry or
Mortared
Rubble.

INLET
Type A.
(Slab removed)

Edge of road

DISCHARGE
Types A, B and C.
INLET
Type B.



ELEVATION - INLET
Type C.

CULVERT DETAILS
SCALE

$\frac{1}{2}$ INCH = 1 FOOT

APPENDIX

ROAD SYSTEM, TRAFFIC BARRIERS

Permanent

Main Road

E6835 to E6930, south side, closing trail and service road with a removable post axle high in the center to admit service trucks.

E5010 to E4960, south side; Place rocks to keep cars out of foot trail.

South Shore Road

N8210 to N8040, east side; Place rocks to keep cars out of trail.

N7010 to N6960, east side; Place rocks to keep cars out of trail and service road, with removable post in center to admit service trucks.

N6890 to N6850, east side; Place rocks to keep cars out of trail.

N6340, Place rocks to keep cars out of trail to toilets.

At terminal loop south of Vierras Knoll, east side, block access to trail along old road but provide removable post to admit service trucks.

Cypress Headland Road

E4110 to about N9090 tying in with the proposed fill slope. Place rocks in brush to keep cars from parking. (See detailed plan, Plate V.)

All "E" parking areas, and when developed all "G" parking areas should be so constructed that cars will not overflow. (See detailed plans.)

Quarry Road, from N7860 to N8350 should be provided with a ditch on the west side to carry the runoff from the Big Meadow above, and while not much needed for a barrier it will serve this purpose.

ROAD SYSTEM, TRAFFIC BARRIERS, (Cont.)

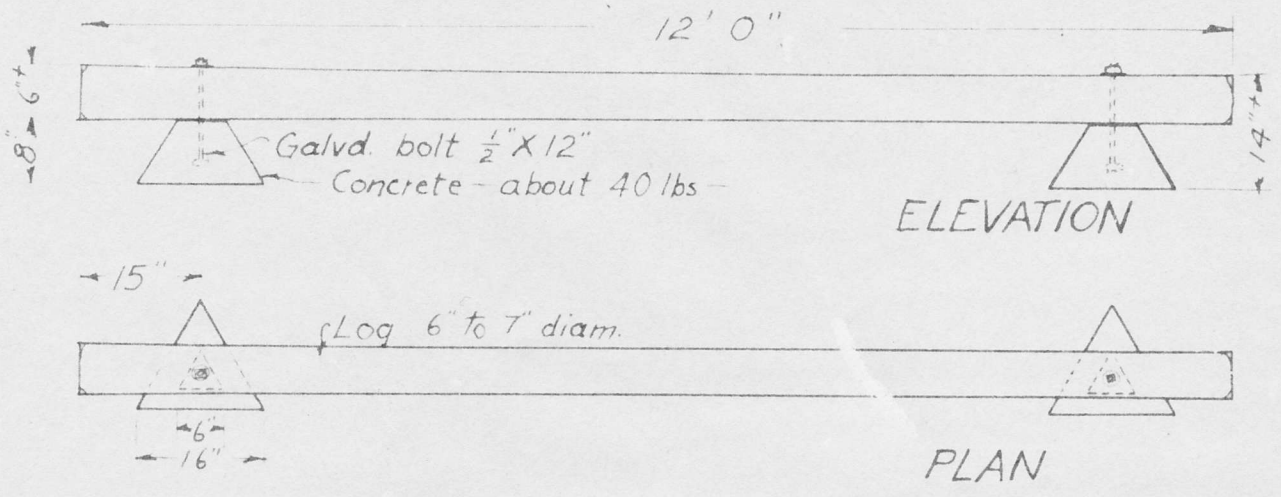
Temporary (See detail on following page.)

These should be used:

- A. Wherever a temptation to leave the road is caused by the presence of an old road or wheel tracks, until these become invisible.
- B. To definitely confine cars to the temporary "F" parking areas.
- C. Possibly other places indicated by experience.

These should be removed as rapidly as the temptation appears to be past.

ROAD SYSTEM, BARRIERS



TEMPORARY BARRIERS

SCALE - $\frac{1}{2}$ INCH = 1 FOOT

Note: Concrete to be toned with lampblack

TRAIL SYSTEM (See Part III, Page 47.)

In general the proposed trail system for the Reserve consists of the following, as shown on Plate I:

- A. A system of smooth comfortable trails for easy rapid walking between different portions of the Reserve.
1. A trail about 4 feet wide from the Gate Lode to the western end of the Reserve, roughly paralleling the road through the pine woods south of it. This is needed to make it possible to enter the Reserve at the Gate on foot to go to the Cypress Headland and Sea Lion Point without walking along the main auto road. This would connect near E5000 with.
 2. Trails going to the Cypress Headland, Sand Hill and the South and North Shores.
 3. A trail following the South Shore, 3 to 4 feet wide and comfortably graded, making it possible to enjoy this walk without using the auto road.
 4. A trail following the old road along the east side of the Mound Meadow, being chiefly a short cut between the Gate and the south end of the Reserve.
 5. A trail from the proposed parking area at Bluefish Cove, along the northern edges of Big Meadow and Headland Meadow to Cypress Headland. This is an important link in several "loop" walks from the parking areas at either end, and gives the best show of the sweeping views across Big Meadow and its fine flower display.
 6. A trail from Bluefish Cove parking area, skirting Bluefish Cove and going through The Pass between Big Dome and Whalers Knoll to North Meadow and Cypress Headland. The first part of this trail is practically new, replacing the connection with the present parking area to be abandoned. The rest follows the present trail except west of Bluefish Cove where there is danger of a slide taking the trail out and through the first cypresses, where it is being crowded out by an advancing cypress margin. In both cases the trail should be moved up hill.
 7. The Cypress Headland system consists of a main loop passable to service trucks, and good easy trails connecting with it through North Meadow and through the southernmost group of cypress and a loop out onto the south outer point. (Out to about E3000.)
 8. At the south end of the Reserve, a trail is

APPENDIX

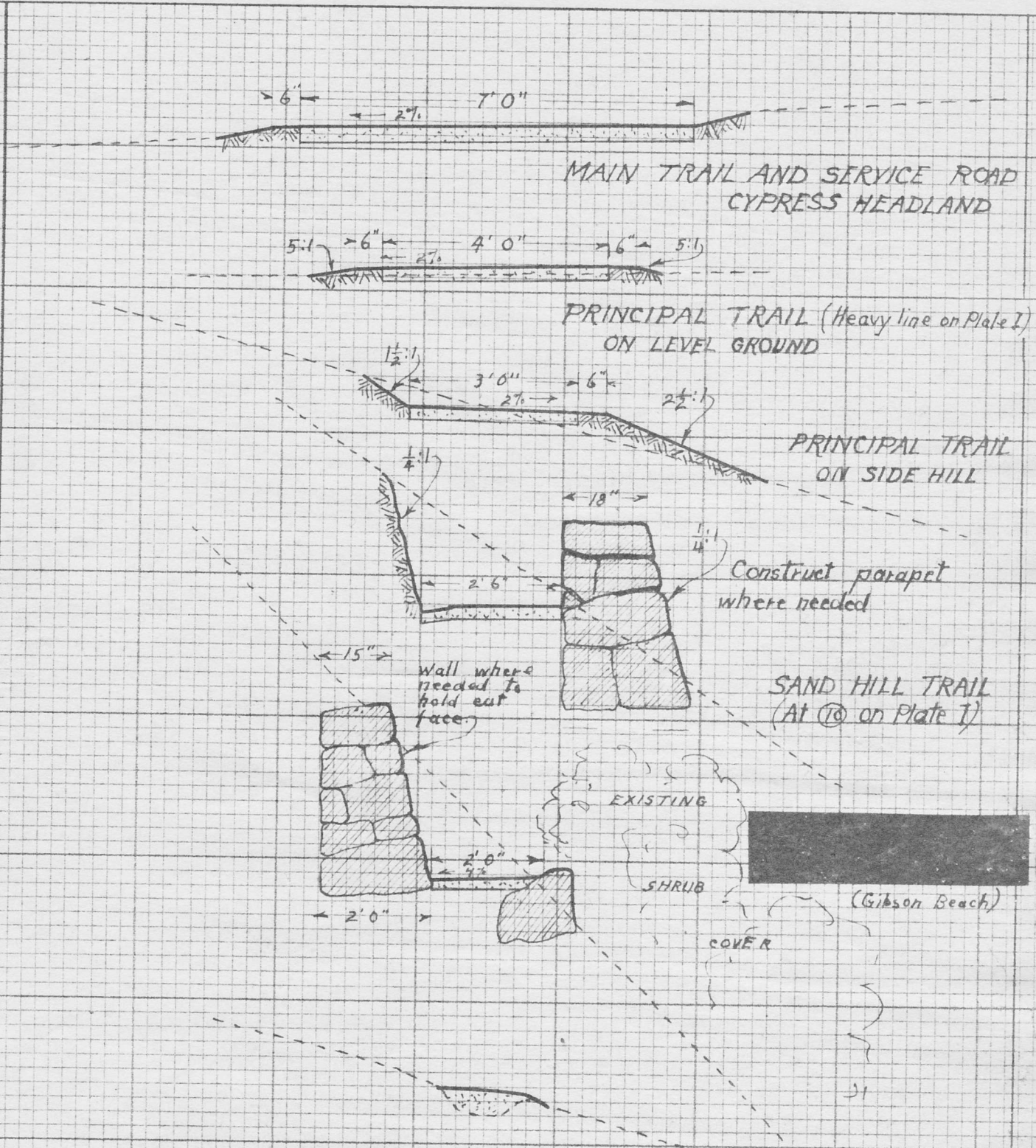
TRAIL SYSTEM (Cont)

proposed connecting the south shore system with the corner of the Carmel Highlands development at the Highway, but left inconspicuous as an entrance from the highway to avoid having cars park at that point. This trail connection is primarily for the Carmel Highlands people who desire to walk into the Reserve without going way north to the Gate or climbing fences.

Exploring
B. Minor Trails. The rest of the trail system consists of connections between this main skeleton and various points of interest. They are smaller trails which should be allowed to retain their casual "foot-created" character as much as possible while maintaining them so that they will be more attractive to walk on than their surroundings and in such condition that they will not cause continuing erosion.

are
Following a few typical sections; and on Pages 26-28 *are* Notes relating to trail changes on Cypress Headland.

TRAIL SYSTEM (Cont)



MINOR, EXPLORING TRAIL
 Fill to avoid intercepting water
 and to make walking attractive.

SCALE 1 square = 3 inches

TYPICAL TRAIL SECTIONS

NOTES TO ACCOMPANY PLATE II, TRAIL PLAN FOR CYPRESS POINT
(Numbers refer to key numbers in circles on plan)

1. Change trail to new location. Present location is too close to growing cypress limb tips, necessitating progressive removal to less and less favorable locations, and traverses an area of good ground cover and of importance to cypress roots. The proposed location, close to the trunks of the trees will (1) damage less ground cover, (2) will remain in one location when surfaced, (3) traverses a less important cypress root area and (4) gives more impressive views. It is more natural to walk on the proposed line except for the presence of a few not very large dead limbs that should be cut.
2. Change the trail from the old constructed line to the shorter volunteer line, even though the latter is less effective esthetically.
3. Fill the downhill side of the main trail, reducing the cross-slope from the present 12 to 18 inches, to 6 inches in order to render the trail less conspicuous from the south.
4. Remove the whale skeleton to the quarry, or eliminate entirely.
5. 18 inches of soil have here worn away to bedrock. Rebuild this to a nearly level platform held at the outer edge by granite blocks; and place enough parapet of granite and cypress logs to discourage people from scrambling on the bank below. The bank below, probably stripped by the last big fire on the Point, and more recently by people scrambling up and down and prying out rocks to roll into the chasm below, should be closed to the public that its recovery may not be further delayed.
6. A fine viewpoint. Since it would be too circuitous to bring the main trail through this point, it is recommended to make a little side trail, as narrow and inconspicuous as possible ~~and still serving~~ the purpose of keeping people on the trails.
7. Cut out the trail down over the 50% slope, since it can be easily closed by a log or brush on the brink, and render shorter and more accessible the switch-back now used by most people ascending.
8. This knoll is covered with a fine group of trees and furnishes an infinite variety of very fine views through and under them. Hence it is covered with a network of tracks and cannot be satisfactorily be made available by one, or even two, through-trails. To minimize the foot-wear, while still leaving the whole area open, it should be blocked to through-travel and bypassed by a good main trail but otherwise left open to exploration. The foot

APPENDIX

wear should be watched, and from time to time shifted by means of brush barriers. Until, however, the wear should increase until it was stripping the soil, it will not be necessary to confine the travel to a definite trail system.

9. At this point people are breaking their way through a solid thicket of cypress, although just why is not understood. Since a trail does not seem to be particularly desirable at this point, either to find the significant things or for easy circulation, and since constructing a trail through this thicket would entail much serious cutting of cypress, it is recommended to block this growing hole with effective wire fencing concealed within the thicket.
10. A lookout point on the knoll; at present functioning as a hub to many little trails radiating out to various less obstructed viewpoints, thereby covering the knoll with a constantly growing network of tracks and worn areas such that plants and soil are being eliminated. It is recommended to block access to the hub and most of the radial trails, but to retain and render more easily accessible a circumferential trail which passes through the various viewpoints now served principally by the radial trails. This should go a long way toward protecting the center of the knoll from further damage without sacrificing much in the way of inspirational value. (See Photographs 102, 1-21 and 1-22.)
11. An "exclosure", temporary, for the purpose of gaining information, by excluding human access, on the part played by the human factor in preventing the recovery of this area by cypress. Within this area is open land with cypress stumps, a close stand of comparatively young trees and a few scattered old ones. It may be withdrawn from use without very serious loss of inspirational value on the Cypress Headland; and if under this protection, cypress should reestablish in the open portion of this area, not only would we be in a better way to make a long term program for the protection of the vegetation of the Headland but the direct benefit to the value of the Headland from new trees here would be considerable. This might take many years to accomplish, and the area should not be reopened to the public without serious deliberation by ecologists and silviculturalists. The area should be fenced with wire concealed with brush, and posted.
(add note from P. 119, 4 a)
12. Here an area of rocks and soil and remnants of herbaceous plants gives evidence of having quite recently presented a fine show of "rock plants", but which is now badly worn, more than one half of the plants and much of the soil having been removed. To conserve the soil and moisture for the nearby cypresses and to enable the herbaceous cover to recover the area with its beauty, it is proposed to fence this area with a low unassertive fence of iron rod posts and a single light wire cable, expecting that this will keep out enough people to permit the recovery of the

APPENDIX

area. Such fencing will show only from close by and will be less objectionable esthetically than is the present worn-out appearance of the soil and plants. It is possible that under such protection one or more of the interesting outpost cypresses might establish here. (See photograph 1-23.)

13. An area similar to the above, but less important esthetically, less closely related to the cypresses, and far more difficult to fence unoffensively. It is proposed to leave this area unfenced, relying on a clear and comfortable trail and on education to protect the remaining soil and vegetation.
14. It is proposed to move the present grass-grown trail up hill, removing it from too close proximity to an advancing cypress margin, and also to remove a deep dip and steep re-ascend that is responsible for inducing people to leave the trail in the vicinity of traverse station #8.
15. Introduce here a piece of board walk in order to avoid the necessity of constructing a heavy retaining wall to make room for a reasonably wide trail. Don't cut the overhead root of the fallen living cypress in order to obtain headroom. Let people duck under it and perhaps a few will see this interesting curiosity.
16. Viewpoint for a curious cave.
17. Keep this trail as inconspicuous as possible consistent with protection of the soil. Don't cut the 30 inch high limb to be stepped over.
18. The trail should here be shifted to avoid cutting living cypress limbs.

All trails through loose duff should be surfaced with pulverized granite or paved with weathered granite according to the gradient and amount of wash. In the steeper portions these will take the form of irregular stone steps or of log retained steps of soil and pulverized granite.

A legend of the symbols used on Plate II will be found on Plate I.