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CULTURAL LANDSCAPE REPORT FOR MORRO BAY STATE PARK CAMPGROUND

STATE OF CALIFORNIA, DEPARTMENT OF PARKS AND RECREATION

Cultural Landscape Report for Morro Bay State Park Campground

State of California, Department of Parks and Recreation

Site History

Existing Conditions

Analysis and Evaluation

Treatment

By John W. Hammond
Historical Landscape Architect

Olmsted Center for Landscape Preservation
National Park Service, Boston, Massachusetts, 2010

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INTRODUCTION

Morro Bay State Park is located on the shore of Morro Bay, an estuary on the California Coast between Los Angeles and San Francisco (Figure 1). The bay, four miles long and nearly two miles wide at its widest point, collects water from a number of creeks, including Los Osos and Chorro Creeks. Extensive tidelands and salt marsh encircle the bay and brackish and freshwater wetlands cover the broad Chorro Creek delta. Morro Bay is separated from the Pacific Ocean by a four-mile-long sand spit extending from the southern end of the bay nearly to its northern end, where it terminates to form the bay's mouth.

The bay's most prominent feature is Morro Rock, a 576-foot-high volcanic plug located in the mouth of the bay. Historically, Morro Rock was an island at high tide, but the construction of breakwaters, channelization of the mouth of the bay, and extensive fill largely completed in the 1930s connected it permanently to the mainland. Morro Rock is the westernmost formation in a chain of nine small volcanic peaks that extend from Morro Bay to San Luis Obispo.[1] The chain, known as the Nine Sisters, also includes Black Hill and Cerro Cabrillo, both within the current park boundaries.

Today, Morro Bay State Park comprises more than 2,700 acres, which in addition to the original park area, includes the Morro Rock Ecological Reserve, the Heron Rookery Natural Preserve, and the 950-acre Cerro Cabrillo area. The original 840-acre core of the park includes an 18-hole golf course and clubhouse, a campground accommodating trailers and tents, picnic areas, a boat marina, and hiking trails. The terrain of the park varies from the 650-foot Black Hill to sloping chaparral and tideland estuaries. The core of the park is located on a peninsula formed by the bay on the west and the delta and wetlands of Chorro Creek on the east.

The park was created in 1934 as one of the first California State Park units and was developed primarily through efforts of the CCC between 1934 and 1939. This development included the construction of roads, buildings, picnic areas, campgrounds, water and drainage systems, and a variety of other projects within the park. Today, their efforts are evident in the layout of the park and in the constructed features, including stone walls, curbing, gutters, forty-seven stone picnic tables, and the campground combination building.

The roughly thirty-acre campground, located in the southern portion of the park on the shore of Morro Bay, originally consisted of twenty trailer camp sites and twenty-eight tent sites. Since the CCC left in 1939, the campground has been expanded and updated and today represents a mixture of 1930s CCC, post-war, and recent development. The campground has expanded to include 140 camp sites, five combination buildings, a trailer sanitation station, and other services,

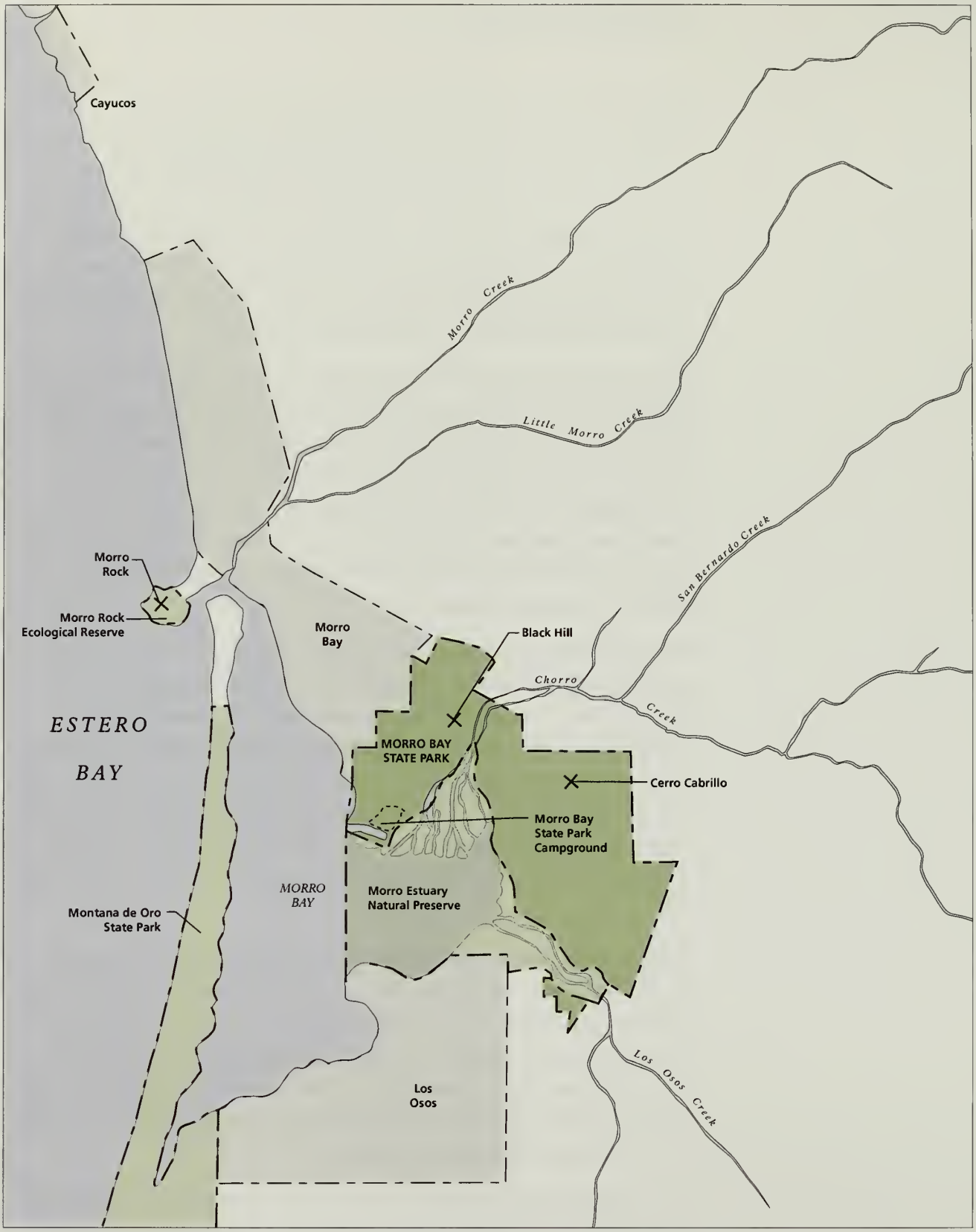

Figure 1. Drawing showing the location of Morro Bay State Park and the towns of Morro Bay, Los Osos, and Cayucos. (OCLP 2010.)

organized around a series of circulation loops with either pull-through trailer parking or parking spurs. The campground is nestled within long eucalyptus windrows across the main park road from the boat marina.

The original campground represents a typical example of Park Rustic design as it was practiced within the National Park Service in the 1920s and 1930s, and of CCC workmanship that characterized that era of national and state park development. The layout of the campground follows the models set out in the National Park Service design manual, *Park and Recreation Structures: Overnight and Organized Camp Facilities.*[2] In addition, the stone features found in the campground, including stone picnic tables, curbing, gutter, and the 1937 combination building illustrate the design and workmanship of the CCC in the 1930s.

PURPOSE AND METHODOLOGY

The Cultural Landscape Report (CLR) serves as the primary treatment document for cultural landscapes and as the primary tool for managing those landscapes. It provides treatment guidance within the context of the site's history and significance, extant features and historic character, and current planning objectives and management goals. Treatment guidelines and recommendations developed in the CLR are grounded in research, inventory, documentation, and analysis and evaluation of the landscape characteristics and features that contribute to the site's historic character.

The methodology used in this report follows *A Guide to Cultural Landscape Reports.* Methodology includes primary and secondary historical research to develop a narrative site history; surveys of existing documentation, including historic photos, plan drawings, and narrative descriptions, to determine historic site conditions; and documentation of existing conditions through direct site observations, photography, and surveys of current and recent site plans and aerial photos. Treatment recommendations were developed in consultation with park staff and were based on the findings of the site history, existing conditions, and analysis and evaluation.

PROJECT SCOPE AND STUDY AREA

This CLR is focused on the public campground area of Morro Bay State Park that was initially developed in the late 1930s by the Civilian Conservation Corps (CCC). This area includes the entire current campground from State Park Road on the south to the northern campground loop, including all buildings, roads, and features directly associated with the campground.

In order to provide a complete context for the development of the campground, the narrative site history covers a broader area and includes the development of the whole park as well as the town of Morro Bay and the California State Park system. This report is not intended to give a complete history of this larger context, but rather to cover the patterns and events that have direct relevance to the development of the campground. The existing conditions, analysis and evaluation, and treatment sections are focused on the campground area.

SUMMARY OF FINDINGS

This CLR includes a site history, documentation of existing conditions, an analysis and evaluation of landscape features and characteristics, and an assessment of historical significance and integrity of the landscape. It also includes a prescribed treatment plan, providing direction for the future preservation, restoration, and maintenance of significant landscape features according to the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Treatment of Cultural Landscapes.*

HISTORICAL OVERVIEW

The early development of the Morro Bay area was driven in part by recreational pursuits, as residents and workers in California's Central Valley sought respite from the brutally hot summers. Camping, boating, and beach activities, as well as the impressive natural scenery brought vacationers to Morro Bay beginning in the late nineteenth century. By the early twentieth century, Morro Bay had become a destination for visitors from Los Angeles, San Francisco, and the Central Valley.

In the 1920s, hoping to take advantage of Morro Bay's scenery, the popularity of the area for recreation, and the booming economy, real estate speculators initiated a number of residential developments in and around the burgeoning town of Morro Bay. Investors in Morro Bay included the Los Angeles firm of Miller and Murphy, who purchased 1,600 acres of land to the south of the town of Morro Bay in 1925. Miller and Murphy laid out three tracts of residential housing in a development they called Morro Bay Vista. To help entice buyers, the developers planned to develop an extensive country club, called the Cabrillo Country Club, in conjunction with the residential tracts. Early plans for the Cabrillo Country Club included a golf course and clubhouse, a bowling green, tennis courts, croquet lawn, playground, stables, hotel, and yacht club.

The house lots did not sell as quickly as anticipated, and with the onset of the Great Depression in 1929 the financial strength of the endeavor deteriorated rapidly. The ambitious plans for the country club were scaled back sharply, and the final development comprised little more than a nine-hole golf course, a clubhouse,

and public camping in a collection of make-shift cabins. Even with the more modest development of the country club, however, the owners were not able to sustain it operation, and in the early 1930s, they began looking for a buyer.

In 1934, the Cabrillo Country Club was purchased by the state of California for its newly formed state park system and became Morro Bay State Park. That same year, the first CCC company established a camp on the peninsula within the shelter of three eucalyptus hedgerows. During the first summer enrollees performed a variety of jobs that focused on converting the neglected country club into a state park. Much of the work involved cleaning up and correcting situations that had arisen from deferred maintenance over the preceding five years.

Over the next two years, the CCC crews performed a number of tasks in the park, including general cleanup and fire prevention, erosion and flood control, improvements to the utility and circulation systems, the construction of a day-use picnic area on shore of Morro Bay, and the construction of a tent campground along the banks of Chorro Creek called Chorro Willows. This work involved a significant amount of stone work, including the construction of stone retaining walls and curbing, miles of gutters, and sign pillars for the entrance to the park, as well as rustic campground and picnic furnishings. Along the beach picnic area and in the Chorro Willows campground, the CCC crews built dozens of stone picnic tables and stone cook stoves for the use of visitors.

In 1937, the CCC began construction of a new trailer and tent campground. The campground, which consisted of twenty pull-though trailer sites and another twenty-eight tent campsites, was notable for its modern conveniences, including sanitary facilities, fresh water, ample parking area, and stone tables and cook stoves and wooden food lockers. Construction included a rustic stone combination building. The CCC also planted a number of trees and possibly shrubs within the campground to provide screening and an overhead canopy. The campground was completed by 1939 when the last CCC company left the park.

Following World War II, the campground was expanded substantially, with new circulation loops and fifty-three new tent campsites created north of the original campground. New structures included a new combination building and new contact station, as well as a new maintenance and residential area just west of the campground. After 1954, changes to the campground slowed. A third combination building was built in one of the northern loops of the campground in 1957, but aside from that and a gradual increase in the number of camp sites (to a total of 138 in 2000), there were no significant alterations for almost half a century.

In 2003, the campground underwent a major rehabilitation project that changed the circulation and overall layout of the campground, added three new combination buildings and addressed a number of accessibility and safety issues. The project involved the demolition of two structures: the entrance contact station

built in 1947, and Combination Building #3 built in 1957. Existing stone camp furnishings were salvaged and reinstalled after the project. The twenty trailer sites that were part of the original CCC campground in 1937 were not altered as part of the rehabilitation project. Ten of the original tent sites, however, were converted to trailer sites with pull-through parking, and the remaining eighteen original tent sites were augmented with paved parking spurs. The entrance on the east side was closed and the contact station removed, and a new entrance and contact station was built on the west side of the campground.

Today, the campground is composed of 30 pull-through trailer sites, 105 sites with parking spurs, and five walk-in sites. The campground also features five combination buildings that provide restrooms and showers, a trailer sanitation station, and an entrance kiosk. The roughly thirty-acre campground is located in the southern portion of Morro Bay State Park on the shore of Morro Bay nestled within long eucalyptus windrows.

SUMMARY OF ANALYSIS AND EVALUATION

Morro Bay State Park Campground is significant for its association with the Civilian Conservation Corps (CCC) program (National Register Criterion A). CCC crews worked at Morro Bay from May 1934 through June 1939, helping to turn the Cabrillo Country Club into one of California's earliest state parks. Many of the features constructed by the CCC can still be found in the campground and throughout the park. Extant features in the campground include forty-three mortared stone picnic tables, cook stoves, drinking fountains, stone curbing, and stone culvert headwalls. The most prominent CCC-built feature in the campground is the stone combination building built in the Park Rustic style of architecture. All of these features reveal the rustic design, local materials, and fine workmanship characteristic of CCC-era construction, and they are a testament of the skill and labor of the CCC craftsmen.

The Morro Bay State Park Campground is also significant as an example of rustic campground design as it was developed in the national parks and forests in the 1920s and 1930s (National Register Criterion C). During the 1920s and 1930s, a new model for campground design was being developed by the National Forest Service and National Park Service to help mitigate the impacts to park resources caused by a sharp increase in the number of campers. Characteristics of this model included a clearly designated and densely and efficiently laid out campground, separation of vehicular circulation from the camping area, the provision of fixed, immovable campsite furnishings, and the use of vegetation to enclose and screen the campsites. These characteristics accommodated large numbers of campers in a relatively small area, protecting the natural resources while providing comfort and convenience, a sense of privacy, and a naturalistic camping experience. Morro Bay State Park Campground's design characteristics demonstrate

these principles of campground construction. The characteristics still evident in the campground design include a dense layout of circulation loops and small, close campsites; one-way circulation and a clear separation of vehicular circulation and camping spaces, compact campsites with fixed furnishings, and the use of trees and shrubs to screen campsites and create an overhead canopy.

Although Morro Bay State Park Campground has expanded and changed since the historic period, portions of the campground retain much of its historic layout, composition, and character. Particularly, the original twenty trailer sites have changed little since they were built by the CCC. The width and alignment of the roads, the arrangement of the campsites, the stone furnishings present in nearly every site, and the screening vegetation all contribute to a sense of place and time that characterized the 1939 campground. And while the circulation changes in the area of the original tent sites has had a moderate impact on the design and feeling of the sites, much of the historic character has been retained through the small scale and compact arrangement of the sites, the retention of the stone tables built by the CCC, and the historic vegetation that encloses and screens the campsites. Overall, the historic core of what was the 1939 campground continues to convey the rustic design, meticulous workmanship, and use of native materials that characterized CCC work, as well as the principles of campground design that were so significant at the time of the campground's construction.

The campground's historic character is reflected in its landscape characteristics and features including its spatial organization, circulation, vegetation, buildings and structures, and small-scale features. Contributing characteristics include the spatial organization and circulation patterns of the southern portion of the campground, particularly of the first twenty pull-through trailer campsites. Contributing features include the stone picnic tables, stone combination building, stone curbing and gutter, and the mature canopy trees and shrubs. Many of the non-contributing features in the campground are compatible and do not detract from the historic character, including the concrete and wooden picnic tables, the stone cook stoves, and non-historic vegetation.

SUMMARY OF TREATMENT

A number of treatment issues were identified through the development of the Cultural Landscape Report and discussions with park staff. These issues include deferred maintenance, aging mature trees, impacts from large vehicles, loss of screening vegetation, and non-historic, non-compatible elements.

Based on a review of the significance of the property and its integrity and physical condition, the recommended treatment approach is rehabilitation. Rehabilitation will allow the park to manage its historic resources and preserve the historic character of the campground while accommodating contemporary needs. The

recommended date to which the character of the campground should be managed is 1939, the year the original campground was finished and the CCC left the park. Because the campground consists of a historic core that closely resembles its condition in 1939 plus an area of expansion and new development, the campground was divided into two treatment areas. The first comprises the area of the original campground, including the thirty trailer sites and the first two rows of spur sites. In this area, the campground should be managed to its 1939 character, with emphasis on retaining the current spatial organization and circulation and preserving the extant vegetation and historic features. The second area includes the rest of the campground, which comprises the area of expansion in the 1950s and of most of the changes during the 2003 rehabilitation. The emphasis in the second area should be on creating a compatible character by preserving the compatible features, such as the stone cook stoves and concrete picnic tables, and employing the principles of rustic campground design.

Treatment recommendations for the campground consist of general guidelines that are intended to provide the park tools to make management decisions, as well as the application of these guidelines in a number of specific treatment tasks. Treatment recommendations address the identified issues through the preservation of historic and compatible features, preservation and rejuvenation of existing vegetation, addition of new vegetation, the use of natural objects for circulation barriers, and the limiting, screening, or de-emphasis of non-compatible features. These treatment recommendations are presented in narrative guidelines and tasks, images, and drawings.

ENDNOTES

1 The nine volcanic peaks, known a s the Nine Sisters, are the nine visible peaks in a chain of ten peaks that include one underwater peak northwest of Morro Rock.

2 Albert H. Good, *Park and Recreation Structures: Overnight and Organized Camp Facilities* (Washington: U.S. Government Printing Office), 1938.

CHAPTER ONE: SITE HISTORY

MORRO BAY SETTLEMENT AND DEVELOPMENT: PREHISTORY–1928

INDIGENOUS PEOPLE AND SPANISH EXPLORERS

For many millennia before European incursion, ancestors of the people who today call themselves Chumash or Salinan lived on the central coast of what is now California, traveling seasonally between coastal and inland areas to avail themselves of the diverse marine and terrestrial resources that provided them subsistence. Middens scattered across the landscape attest to this early presence. Radiocarbon dates provide evidence of continuous human presence in what is now Morro Bay State Park for over 7500 years.

The earliest European contact with the Alta California coast was by sea. The first European overland expedition into the Morro Bay area, a party of sixty-four men and their horses and mules, was led by Don Gaspar de Portolá in 1769. The party was traveling from San Diego toward Monterey Bay with the intent of establishing a stronger Spanish presence in Alta California. On September 8, 1769, they camped near the mouth of Chorro Creek, and encountered "...a small and miserable Indian village with hardly sixty souls. They lived in the open without house or hearth. They came to visit us, and offered a kind of *pinole* made of roasted seeds, which tasted good to all of us and had the flavor of almonds."[1] Father Crespi, the diarist for the expedition, noted the surroundings: "To the south an estuary of immense size enters this valley, so large that it looked like a harbor to us; its mouth opens to the southwest and we noticed that it is covered with reefs which cause a furious surf. At a short distance from it, to the north, we saw a great rock in the form of a *morro,* which at high tide is isolated and separated from the coast by little less than a gunshot." [2]

Following the Portola expedition the establishment of the first missions in central California occurred with remarkable haste. Mission San Antonio de Padua was founded in 1771, Mission San Luis Obispo de Tolosa in 1772 and Mission San Miguel Archangel in 1797. The specific relationship between the Morro Bay area and the missions is unclear, however the mission system, heavily reliant on Native American labor, brought about sudden and drastic change to the way of life of the indigenous people. Most were taken into the mission system, leaving behind their settlements and adopting new subsistence patterns in the agricultural practices of the missions. Over the next fifty years, the number of indigenous people dwindled drastically in the face of European diseases, the dismantling of their social and economic structures, and the suppression of their culture.

Figure 2. Detail of USGS map showing Morro Bay and the surrounding ranchos, 1895. The town of Morro established in a pocket of unclaimed land between Rancho San Bernardo, Rancho Canada de los Osos, and the bay. (http://morro-bay.com/photos-maps/.)

MEXICAN LAND GRANTS

During the Spanish mission period, land in California was considered to belong to the Indians. With the secularization of the missions in 1833, however, Mexico, by then independent of Spain, began to offer land to Mexican citizens. Under the Mexican system for land distribution, any Californian could be granted a portion of land by applying to the Governor, who could, at his discretion, formally issue the land grant. The size and layout of the land was determined by the applicant and described in the application. The system resulted in large grants of thousands, and sometimes tens of thousands, of acres often with irregular boundaries.

Land grants in the vicinity of Morro Bay included Rancho Canada de Los Osos to the southeast of the bay, Rancho San Luisito on San Luisito Creek to the east, and Ranchos San Bernardo and Morro y Cayucos to the north (Figure 2).

Rancho San Bernardo comprised a 4,000-acre area just north of Morro Bay and included the drainages for Little Morro Creek, San Bernardo Creek, and Chorro Creek. The grantee was Vincente Canet, who had arrived in Monterrey Harbor as a sailor with the Spanish Royal Navy in 1825. After marrying and living on a rancho near Salinas for fifteen years, Canet traveled to San Luis Obispo and began ranching the San Bernardo land. After being granted the land in 1840, he worked the ranch with local labor for more than thirty years before selling it in 1874.[3]

The vast 8,100-acre Rancho Morro y Cayucos, just north of San Bernardo, was granted to James McKinley by the Mexican government in 1842. By 1876, the land had been acquired from McKinley's heirs by Don Domingo Pujol, probably as a settlement of debt. Pujol proceeded to subdivide the rancho, parts of which would later become the towns of Cayucos and Morro Bay.[4]

AMERICAN SETTLEMENT

California became part of the United States at the conclusion of the Mexican American War in 1848. The first American settler to homestead in Morro Bay was Franklin Riley in 1864. Traveling down from Cambria, Riley noted the compelling scenery and the deep harbor and decided that Morro Bay would be an ideal location for a new town. He was familiar with the Mexican land grant system and knew that the irregular grant boundaries often resulted in pockets of land not covered by grants. These pockets were public land open for settlement. The grants of San Bernardo, San Luisito, and Canada de los Osos created one such pocket that included the bay and a substantial portion of land on the northeast shore and on the south shore. Riley established his homestead in the northwest corner of this land on the shore and near the border of Rancho San Bernardo. He built a house, barn, and sheds, the first known structures in what became the town of Morro Bay.

Shortly after establishing his homestead, Riley began planning a town. With the help of his friend and surveyor Carolan Mathers, Riley surveyed his property and made a map of the streets and town lots for the town he called Morro.[5] Because there were no railroads to the area yet and roads were unreliable at best, transportation and commerce in and out of Morro relied on coastal steamers. Riley had planned the town at a deep part of the bay where ships could come very close to land at high tide. He built an embarcadero where goods could be offloaded and stored, which soon became the center of Morro's business enterprise and the catalyst for the town's growth.

In the town's early years, blowing sand was a problem, covering roads, damaging crops and buildings, and making life intolerable in general. To combat the sand, Riley introduced cedar and eucalyptus trees to the area. He built a nursery behind his house and brought in eucalyptus seeds from San Francisco. At that time, eucalyptus was still a relatively new tree to California. Although parts of the state featured forests of giant redwood trees, much of the California landscape was scrubby hills with sparse and twisted oaks and pines. The few native trees were insufficient to provide the building materials and fuel demanded by the exploding population in the Gold Rush years.

The solution to many of these problems seemed to be the eucalyptus tree, a native of Australia. The Gold Rush brought hordes of men to California, not only from across the country, but from around the world. In 1849, over 2,600 Australians left Sydney for San Francisco, determined to make their fortunes in the gold fields.[6] It was likely one of these ships, or perhaps an American who had been to Australia and become familiar with the eucalyptus, that first brought the seeds to California. The tree was ideally suited to the California climate and grew very well there. The wood was used as timber for construction, ship building, and for the long sluices needed in mining operations. It was also burned as firewood for heat and to power steam engines, and miners used oil from the gum of the tree in the flotation process for the recovery of gold particles. Settlers from the forested east coast planted the trees around their houses and farms for beauty, shade, wind protection, and firewood.[7]

San Francisco nurseryman W. C. Walker, owner of the Golden Gate Nursery, was one of the first, if not the first, people to offer eucalyptus commercially in California. It is believed that he planted seeds from fourteen different varieties of eucalyptus at his nursery in 1853. By 1857, he was running advertisements for eucalyptus trees for sale. Over the next few decades, the popularity of eucalyptus around the state exploded as miners, ranchers, farmers, and residents planted the trees en mass and speculative farmers and businessmen established vast plantations of the tree.[8]

It was in this context that Franklin Riley started his small nursery behind his house to grow eucalyptus trees for the new town of Morro. When the trees were

big enough, he planted them along the streets to control the blowing sand, provide shade, and add beauty to the new town. Riley also sold them to residents and farmers in the area, who planted them on their properties. Soon the eucalyptus trees were a prominent feature of the landscape, redefining the character of the area as well as the residents' relationship to the land (Figure 3).

One of the residents that contributed to the planting of the eucalyptus trees in Morro Bay was John Schneider, a bachelor farmer and eldest son of German immigrant Mathias Schneider. In the 1880s, Schneider was farming hay on the small peninsula south of town, which he was leasing from R. E. Jack, one of the prominent ranchers of San Luis Obispo County (Figure 4). One of the agreements of the lease of the property was that Schneider plant and maintain large numbers of eucalyptus tree seedlings. Mr. Jack provided the trees, and Schneider planted them along the shore of the bay and in long hedgerows that established some protection from the wind (Figure 5).[9]

RECREATION

While the interior valleys of California offered nearly ideal climate conditions for growing a variety of crops, the heat during the summer months could be

Figure 3. Fifth Street in Morro Bay looking toward the bay, 1915. The eucalyptus trees planted in the town's early years transformed the character of its streets. (Gates and Bailey, *Morro Bay's Yesterdays*, 1982.)

Figure 4. John Schneider's ranch on what is today Morro Bay State Park, 1880s. (Gates and Bailey, *Morro Bay's Yesterdays*, 1982.)

Figure 5. View from Black Hill looking south toward the bay with the eucalyptus windrows planted by John Schneider in the 1880s, c. 1925. (Castle and Ream, *Images of America: Morro Bay*, 2006.)

Figure 6. Bathers on the beach in front of Morro Rock, 1895. (Gates and Bailey, *Morro Bay's Yesterdays*, 1982.)

unbearable for people. Temperatures frequently topped 100 degrees Fahrenheit for extended periods, testing the fortitude of residents and workers. The coast, in contrast, enjoyed mild weather nearly year around. Ocean breezes cooled the summer days and the shore provided opportunities for swimming and boating. People with the means to travel from the interior valleys to the coast did so in large numbers, taking advantage of the climate and recreational opportunities during summer (Figure 6).

Morro Bay, with its beaches, ocean breezes, and shade provided by the eucalyptus, was a popular destination for summer tourists beginning in the 1890s and continuing into the twentieth century. Camps were established along the beaches and in town, featuring small cabins and tents. One coast resident, Henry Hartwell Rhodes, was working in the hot grain fields east of the Salinas River in the summer of 1895 when he recorded in his diary:

Figure 7. Camping in Mathias Schneider's eucalyptus grove in the town of Morro, c. 1890s. (Gates and Bailey, *Morro Bay's Yesterdays*, 1982.)

> The coast lay about 25 miles due west of us and during the summer, people who lived on these plains, when the harvest was over and before, traveled to the summer camps on the beach. Those camps were scenes of many joyous weeks of camp life, boating, swimming, bathing, and clam digging. At night a great bonfire was built from the beach drift and sagewood which was plentiful.
>
> Around this the older people sat and ran over again the many instances of farm life on the hot sandy plains or reminisced of younger days, while the younger folks danced – and such dances we had – all out under the stars, the surf at our back and a large hole dug in the middle of the campground in which roasted clams enough for all. It was usually 12 o'clock before our night finally broke up.[10]

Camping and other recreational activity would continue to be an important aspect of life on the Central California coast. The virtues of its climate combined with the scenery and natural features made it a popular destination throughout the early years of the twentieth century. In addition to the beaches, popular camping sites included a eucalyptus grove in town, which was the site of a campground run for many years by Mathias Schneider and his family, as well as campsites on the peninsula south of town, the future site of Morro Bay State Park (Figure 7).

CABRILLO COUNTRY CLUB: 1928–1934

PLANNING THE CLUB

During the 1920s, as the economy boomed and the population became more mobile with the proliferation of roads and automobiles, businessmen looked to take advantage of Morro Bay's attributes with the sale of real estate and the development of more formal recreational facilities. The 1920s were a time of speculation, with housing developments being carved out of the ranches and farms, relying on a seemingly unstoppable economy. Many developers became over-extended, and when the economy crashed at the end of 1929, construction halted, buyers disappeared, and investors went bankrupt. Large subdivisions languished with streets and row upon row of empty lots. Eventually homes began to be constructed in these subdivisions, but not in time to save the finances of the original investors.

In Morro Bay, new subdivisions that were initiated in the early 1920s included Atascadero Beach along the northern strand of the bay and Morro Heights just to the west of what was then the town. These developments started out with promise, with sales driven by flashy advertising brochures featuring Morro Bay's spectacular scenery. The developments were not completed by the end of the decade, however, and like many such projects, they failed with the onset of the Great Depression.

Investors in Morro Bay included the Los Angeles firm of Miller and Murphy, who purchased 1600 acres of land to the south of the town of Morro Bay adjoining the Morro Heights development in 1925. Clinton E. Miller was a director of the Seaboard National Bank of Los Angeles and the president of the Los Angeles Realty Board. Edward W. Murphy was an officer of Johnson, Carvell and Murphy, a merchandise brokerage firm and was also a director of the Seaboard National Bank. Miller had been introduced to the scenic virtues and recreational opportunities of Morro Bay during duck hunting trips to the area. Together, Miller and Murphy were eager to invest in the real estate potential of Morro Bay.

A large part of the land that Miller and Murphy purchased was situated on a peninsula that extended south from the town of Morro Bay, with the bay on the west and Chorro Creek and its wetlands and tidelands on the east. The land featured broad sloping scrubland and long eucalyptus windrows planted by John Schneider in the 1880s. In the northern corner of the property rose the 650-foot-high Black Hill. The land offered a variety of terrain and natural features, from high slopes with some of the best views in town to creeks, wetlands, and beaches. The balance of the land owned by Miller and Murphy was on the narrow sand spit on the west side of the bay, which extended northward from the mainland nearly to Morro Rock.

Miller and Murphy's vision for the land included residential tracts that were integrated with a sprawling country club, complete with a golf course and other recreational amenities. To develop the land, the partners employed the development company of T. J. Lawrence. Lawrence laid out three residential tracts, called Morro Bay Vista, which occupied high ground on the north side of the peninsula (Drawing 1). Lawrence's plans included the development of a golf course and clubhouse on the adjoining land to the south and east.

By 1925, two of the three tracts, Tracts 1 and 3, had been developed, laid out by the Seaboard Engineering Company. Tract 1 was to the north of the Morro Heights development and consisted of fifty-by-one-hundred-foot lots laid out on streets that conformed to the gently sloping land. Tract 3 was to the south of Morro Heights and did not adjoin Tract 1. According to Hammond Sadler, an assistant with the Olmsted Brothers firm who would later work on the project, Tract 3 was laid out in a manner that did not fit the land well or maximize the views and other attributes of the location.[11]

A plan drawn up for the country club by engineer V.A. Gabell in 1926 for the T. J. Lawrence Company indicates a proposed golf course on the southeast portion of the peninsula within and around the existing eucalyptus hedgerows. The clubhouse, indicated on the drawing as a curved building, straddled the northernmost hedgerow, at its northern end. Despite these plans, Lawrence never developed the golf course (Figure 8).

Figure 8. Plan drawn up by V. L. Gabell in 1926 for the golf course at Morro Bay Vista. The plan, drawn up when the project was still under the direction of T.J. Lawrence, was never constructed. The nine-hole course occupies the southeast portion of the site, with the clubhouse located within the northernmost eucalyptus hedgerow, a configuration that was carried through several successive designs for the property, including the Olmsted plan in 1928. (Olmsted NHS, 8216-5.)

The T. J. Lawrence Company was advertising heavily with the help of his sales team Robert Baker and William Roy. In addition to playing a significant role in the marketing and sales of the Morro Bay Vista developments, Roy was active in the development of the town itself, helping to promote the development of a harbor at Morro Bay through work in the Chamber of Commerce.

Between 1925 and 1928, Lawrence heavily promoted the Morro Bay Vista development, managing to sell nearly all of the lots in Tract 1 and some of the lots in Tract 3. Lawrence, however, apparently cut corners in the design and construction of the tracts and was plagued by infrastructure failures, including persistent problems with the water system. Many of the houses erected on the lots were of poor quality following no set design standard.[12] Lawrence departed suddenly for Europe and left the management of the development in the hands of his son, under whose management the project degraded further. As a result of these problems, and with the company in precarious financial condition, Miller and Murphy terminated their agreement with Lawrence and assumed direct management of the Morro Bay Vista development in 1928.[13]

Upon assuming control of the development, Miller and Murphy sought the help of the Olmsted Brothers landscape architectural firm to complete the layout of what they hoped would be an extensive resort. The Olmsted Brothers was the successor firm of Frederick Law Olmsted, Sr. led by his sons Frederick Law Olmsted, Jr. and John Charles Olmsted. Following John's death in 1920, James Frederick Dawson became full partner with F. L. Olmsted, Jr. The firm was influential and nationally known, having designed high profile projects including city park systems, universities, exposition grounds, libraries, hospitals, residential neighborhoods, and state capitols.

Miller contacted the California office of the Olmsted Brothers in May of 1928 and spoke to Hammond Sadler, an associate in the firm. Miller sought assistance in refining the 1926 plans that had been prepared by V. L. Gabell as well as advice about solving some of the lingering issues such as the water system. Miller also wanted advice on the overall siting and layout of the elements of the resort, including roads, views, the golf course, clubhouse, housing lots, hotel, playground, and other recreational facilities.

Sadler paid a visit to Morro Bay to meet with Miller and Murphy in June of 1928 and conducted an initial assessment of the existing development and offered his thoughts on development of the rest of the property. Sadler was impressed with the natural attributes of the property, from its varied terrain, arresting views, and agreeable climate. Yet, he was equally dismayed at the failure of the development to date to take advantage of these attributes. Sadler noted that while Tract 1 at least fit the land, Tract 2 was ill-fitted to the contours and did not capitalize on the views afforded it by its location. He also noted the fact that the two tracts were separated

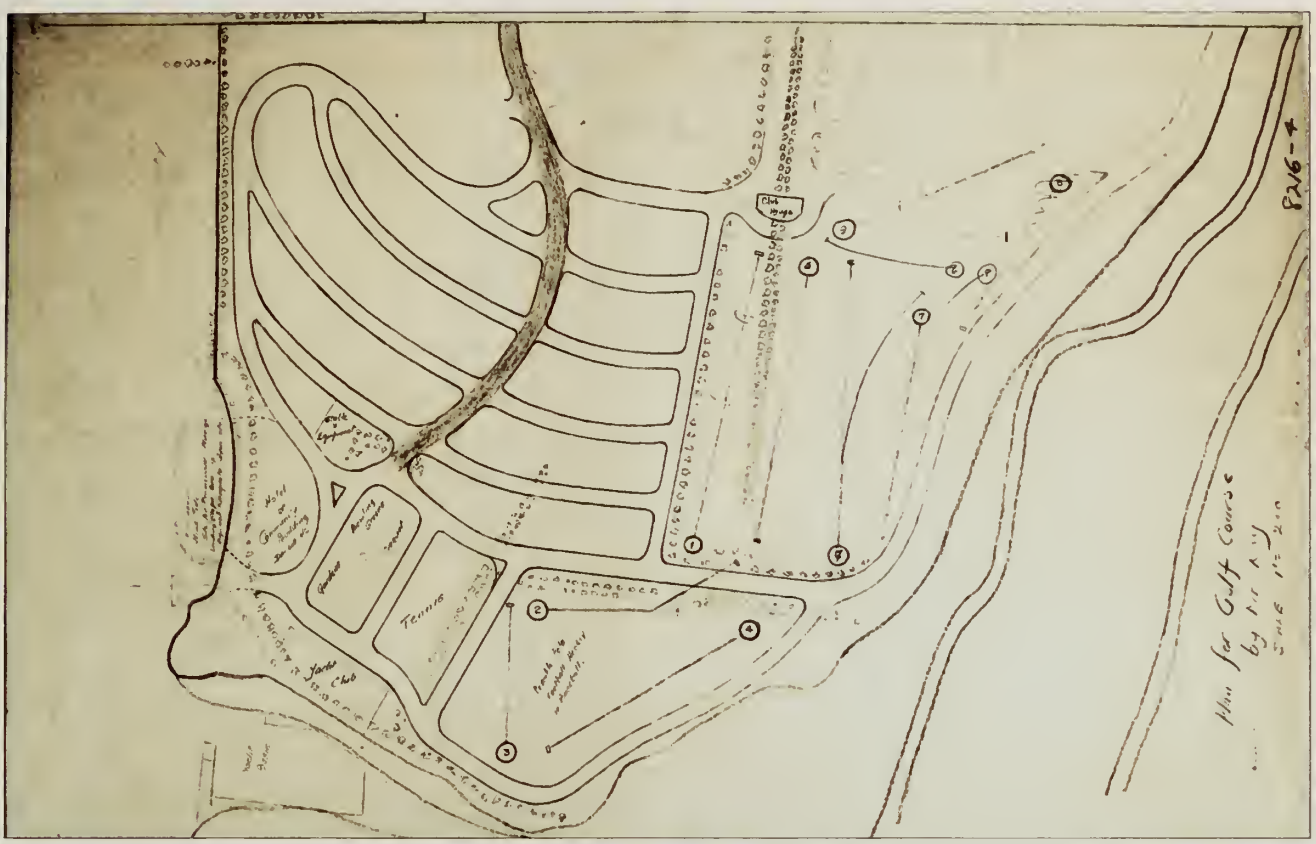

Figure 9. The plan drawn by Hammond Sadler of the Olmsted Brothers firm recorded the ideas of Robert Baker and William Roy for the country club layout. The plan included a nine-hole golf course, clubhouse, yacht basin and yacht club, tennis courts, bowling green and croquet green, formal gardens, and a hotel or community center, in addition to a residential subdivision. (Olmsted NHS, 8216-4.)

by the Morro Heights development, preventing a unified design and blocking entry into the resort property through the residential tracts.[14]

While he was at Morro Bay, Sadler spoke with Robert Baker and William Roy regarding their ideas for the property. When Miller and Murphy assumed control of the development of the project from the T. J. Lawrence Company, they retained Baker as combination sales manager and engineer and Roy as his assistant. Baker and Roy had both been with the development for several years by this time and had apparently been formulating their thoughts for some time. Their ideas, which Sadler recorded in a plan drawing of the property, were well developed and extensive and included the layout of a golf course and clubhouse, yacht basin and yacht club, residential lots, and a variety of recreational facilities, as well as a new residential subdivision (Figure 9). As Gabell had suggested in his plan in 1926, Baker and Roy also recommended that the golf course be constructed in the southeast and eastern portion of the peninsula, with the clubhouse in line with the northernmost eucalyptus hedgerow. Several of the golf holes were indicated within the eucalyptus hedgerows in the southeast corner of the property, the area that is today the campground. In the plan, the main entrance road entered the property from the north and led into the subdivision in the southwest portion of the property. South of the subdivision, just north of the rocky point of land at the southwest tip of the peninsula, called White Point, the plan included a plaza area featuring recreational facilities, including a bowling green, tennis courts, croquet

lawn, playground, stables, hotel, and yacht club. The area within the hedgerows, between the golf fairways, was identified for polo, football, hockey, or baseball.

Sadler delivered his information to the firm, which produced a general development plan for the property in the short span of one week (Appendix A). The Olmsted plan appears to be based in part on the previous plans developed by Gabell and responding to ideas from Baker and Roy. Elements of Gabell's plan incorporated into the Olmsted plan included the location of the clubhouse near the northern end of the eucalyptus windrow and the general location, though not the layout, of the golf course. Many of the suggestions of Baker and Roy were incorporated into the Olmsted plan, including the overall organization of the site, the golf course, clubhouse, and the plaza area. The Olmsted report indicated the need for residential lots and their general location, but these were not articulated on the drawn plan.

The Olmsted plan featured a main entrance road entering the property from the north just east of Morro Bay Vista Tract 1 (Figure 10). In the plan, the road followed the contours around Black Hill toward the southwest portion of the site where a plaza was proposed. The report that accompanied the Olmsted plan gave a general description of the plaza as "park-like, with trees, shrubs, flowers, and lawn," containing many of the recreational activities suggested by Baker and Roy. Other facilities proposed in the plan included a pool and bathhouse on the beach area just north of White Point. [15]

From the plaza, circulation proposed by the Olmsted plan included a road along the shore and tidelands toward the northeast, running through the golf course and connecting to what was then Osos Road (today South Bay Boulevard). The plan also indicated a road that exited the property along its western border. The latter choice was, at that time, hindered by a parcel of land to the west of Miller and Murphy's property that was owned by a man named Stocking, who apparently did not want to sell or allow a road to be built. The Olmsted firm felt that this was a difficult problem, since this exit would be an important connection to the town of Morro Bay, but hoped that Stocking could be persuaded to cooperate.

Other elements of the Olmsted plan included a clubhouse in the same location as had been suggested in earlier plans as well as a hotel on the slopes of Black Hill to provide superior views of the bay and the golf course. Many building sites for homes were indicated in the intensely developed plans, yet no structures or development were suggested for White Point.

The Olmsted report and plan were delivered to Miller and Murphy in June of 1928. By the fall of that year construction was underway on the country club, but development was greatly scaled back from their original aspirations. After a disagreement with the Olmsted firm over the fees charged for the plan and report, Miller terminated the relationship, writing to the firm in February, 1929, "our

Figure 10. The Morro Bay Vista plan drawn by the Olmsted Brothers in 1928 featuring an eighteen-hole golf course in the southeast portion of the site, a clubhouse and hotel, a plaza area with recreational facilities, and indications for housing lots. (Olmsted NHS, 8216-6.)

Morro property of 1600 acres seems to be worthy of a larger development than we at first contemplated. We are now working on a plan of refinance to relieve us of the necessity of rushing sales. If and when the plan in consummated doubtless we shall want your services."[16] Refinancing and expanding the scope of the project never happened. The club, called the Cabrillo Country Club, opened in 1929 with a nine-hole golf course, a Spanish-style club house, stables and bridle trails, and an informal campground.

CABRILLO COUNTRY CLUB

Not only was the Cabrillo Country Club as it was constructed by Miller and Murphy in 1928 scaled back from the Olmsted plan, it differed from all of the

Figure 11. Golfers putt on the ninth hole of the golf course at the Cabrillo Country Club with the clubhouse and rubble stone retaining wall in the background, c. 1930. (Gates and Bailey, *Morro Bay's Yesterdays*, 198.)

Figure 12. View of the great hall of the Cabrillo Clubhouse, c. 1930s. (National Archives and Records Administration (NARA) Photographic Collections, RG79.)

earlier plans in a number of ways. The nine hole golf course was laid out on the western edge of the property, instead of occupying the southeast portion of the land as was indicated by the Olmsted plan. The clubhouse was constructed on the north side of the rocky outcrop that comprised White Point, again in contrast to previous plans that located the clubhouse in the eucalyptus hedgerow to the north. Stables were placed in a eucalyptus grove just north of the clubhouse, and bridle trails wound through the hedgerows. The envisioned hotel, pool, tennis courts, and other recreational facilities were not constructed (Figures 11 and 12).

The main circulation routes into and within the property appear to have been carried over from what was in place before development of the country club (Figure 13). The main entrance to the property, and the main connection to the town of Morro Bay, was from the north through Morro Bay Vista Tract #1. This entrance road was a continuation of Kings Avenue, which passed through the Morro Bay Vista tract and the Morro Heights development before entering the property. To the west of Black Hill, the road forked leading to the eucalyptus grove that served as the public campground and to White Point and the clubhouse. A second entrance road also came from the north through Morro Bay Vista Tract #3, an extension of Kern Avenue. On the east side of the property, a road followed the edge of the wetland area around the peninsula to exit at Osos Road (today South Bay Boulevard). Other circulation routes within the property were informal truck or bridle trails.

Figure 13. Aerial view of the Cabrillo Country Club, c. 1933. The clubhouse and golf course are visible on the left side of the photo. Also prominent are the eucalyptus windrows and the roads coming into the property form the housing developments to the north. Black Hill is visible on the right side of the photo. (Castle and Ream, *Images of America: Morro Bay*, 2006.)

In October, 1928, the Bakersfield *Californian* printed an article describing the club, which was then under development:

> ...the splendid Murphy and Miller development project at Morro Bay, Known as Cabrillo Country Club and Cabrillo Country Club Estates, is now so far advanced as to insure its completion in the very near future.
>
> Under the personal supervision of Clinton E. Miller, prominent Los Angeles capitalist and developer, approximately $100,000 worth of improvements to the property have been completed or set in motion within the last month, including a picturesque Spanish-type administration building; modern clubhouse for golf enthusiasts and other sportsmen; installation of a complete water supply plant with a 30,000 gallon reservoir; deep wells from which an abundance of pure water is obtained through an electrically-equipped powerhouse; rock-crushing plant capable of handling 180 tons of rock daily; electric lighting system that illuminates every part of the estates; a nine-hole golf course said by experts to be one of the finest in California, with a secondary course outlined for future needs; modern cottages for transient guests, and commodious stables for riding horses.

The article also described the clubhouse in detail:

> Amid a grove of towering eucalyptus trees an expensive concrete foundation for the new $10,000 clubhouse has been finished and the superstructure is underway, with plans calling for its completion and opening by January 1, 1929. This building will be equipped with dining room, reception room, lockers and showers for men and women, and every modern facility for the comfort and convenience of guests. It faces directly upon the splendid golf course, whose greens and fairways will be in plain view from the broad veranda and glass-enclosed rest rooms.[17]

It is unknown who was responsible for the design of the property as it was ultimately laid out, but Robert Baker and William Roy, with their backgrounds in engineering, vested interest, and years of association with the property, likely contributed to it. Probably due largely to economics, the development featured only a fraction of the housing and public facilities that were originally planned. The result, intended or not, was a country club of a much more rural character, featuring broad open spaces, grand avenues of eucalyptus, expansive views, and few buildings.

While the resort appears to have been a critical success and an asset to the growing community of Morro Bay, it fell victim to timing and perhaps to poor management. Cabrillo Country Club opened in 1929, just months before the stock market crash in October triggered the economic slide into the Great Depression. Sales of the residential lots fell sharply after 1929, and Miller and Murphy were never able to obtain the financing required to expand the project in a way that would make it profitable. In effect, they had created the amenities, but were never able to generate the sales to pay for them. As the Depression took hold, Miller and Murphy's project folded, and buyers were sought to relieve them. Several interests in the region saw an opportunity and pushed for the state of California to acquire the land for a state park.[18]

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1929 Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1933 Aerial View of the Cabrillo Country Club
4. 1937 Aerial Photo

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Trees
- Golf Course
- Buildings
- Road
- Contour Lines (40-ft interval)
- Wetlands
- Water

NOTES

1. All features shown in approximate scale and location.
2. Boundary line shows approximate boundary of the Morro Vista project area excluding residential tracts.

NORTH

0 800 1600 FEET

Drawing 1

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NORTH

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Drawing 1

STATE PARK AND THE CCC: 1934–1941

CREATING THE PARK

During the period that Miller and Murphy were developing their country club, California voters approved a six-million-dollar bond issue in 1928 to purchase land for a state park system. Bond funds were to be combined with matching donations of money or land from private individuals or local governments. The park lands were to be managed by the newly created California State Park Commission. The following year, a study published by the commission and conducted by the Olmsted Brothers examined potential sites for their merits as state parks. From their work with Miller and Murphy the year before, the Olmsted Brothers were familiar with Morro Bay and included it in the study, favorably describing the bay, beaches, dunes, and the picturesque Morro Rock. The study also recognized its ideal situation nearly half way between Los Angeles and San Francisco and its proximity to San Luis Obispo, Bakersfield, and Fresno.[19]

The recommendation for a state park at Morro Bay was picked up by W. L. Pollard, chairman of the Planning Commission of the city of Los Angeles and legal counsel for the California State Real Estate Board. Pollard began lobbying for a state park at Morro Bay in meetings with local business interests in 1929. Two such meetings in the spring of 1929 were attended by the Kings County Chamber of Commerce, the Hanford Board of Trade, and other agencies. The attendees of these meetings unanimously passed a set of resolutions stating:

> Whereas, vast numbers of residents of the San Joaquin Valley go to the ocean during the hot months in order to enjoy a vacation, and
>
> Whereas several roads lead from various sections of the valley to the ocean in the vicinity of San Luis Obispo, and
>
> Whereas, there is no publicly owned beach at or near the terminus of these roads, now therefore be it
>
> Resolved, that the citizens of Kings county at a meeting held in Hanford, April 16, go on record as requesting the State Park Commission to purchase a beach area for a state park at or near the terminus of the roads, preferably the white sand peninsula at Morro Bay or in the immediate vicinity.[20]

Other meetings were held, and similar resolutions were passed advocating that the Commission consider a state park at Morro Bay. Efforts included the creation of the Morro Bay State Park Committee composed of representatives from various towns and cities of San Joaquin Valley. Early efforts were focused on beach-front property, particularly the spit of sand that separated the bay from the ocean just south of Morro Rock. As time went on, and as it became clear that the Cabrillo Country Club was not going to survive under its current management, the country club and all of its amenities became a very attractive possibility. This option was further promoted by Pollard himself, who had come to represent Miller and Murphy in their efforts to sell the property. Letters that Pollard wrote to the State

Park Commission in 1932 and 1933 contained long descriptions extolling the virtues and amenities of the property.[21]

Eventually the Commission agreed to acquire the Miller and Murphy property, including almost 900 acres on the bay side and an additional 625 acres on the sand spit. For this land the state paid Miller and Murphy's creditors $250,000, a price below market value that was considered a partial gift to the state.[22] The purchase included, by Pollard's count, $75,000 in improvements, including a rock quarry, camp, pumping plant, reservoir, 40,000 feet of water pipe, the $10,000 clubhouse, tool sheds, bungalow and men's house, golf course, plumbing shop, and roads. The state took possession of the park in January of 1934.

THE CIVILIAN CONSERVATION CORPS

While the state park system was conceived in the booming 1920s, it was implemented in the early years of the Great Depression. Owing to the state park bond issue of 1928, the system rapidly grew, and by 1934 the newly created Division of Beaches and Parks contained forty-nine units from Del Norte County in the north to the Mexican border. Resources, however, did not keep pace with the creation of new parks, and the state quickly found itself land-rich, but money- and staff-poor. The new lands did not feature the amenities and facilities needed to open them to the public, and the state did not have the resources to provide them. The solution came from the federal government in the form of the social and economic aid programs of President Roosevelt's New Deal. The Emergency Conservation Work Act, passed by Congress in March 1933, created the Civilian Conservation Corp (CCC), a program based on a military model that gave unemployed young men work. Although the scope of their work as initially conceived involved basic projects like fire prevention and suppression, trail construction, and erosion prevention, it quickly grew to include projects as diverse as master planning, road building, landscaping, and the construction of bridges, buildings, and other major structures.

In the spring of 1933, the CCC went to work in the national forests and national parks across the country. The California State Park Commission took advantage of the program and partnered with the National Park Service, who administered the projects, and the U.S. Army, who operated the camps, to establish CCC camps in state parks throughout the system. CCC Camp SP-17 was opened at Morro Bay State Park shortly after its creation in 1934, and the park's transformation from a struggling country club to an admirable state park began.

The following descriptions of the CCC projects from 1934 and 1935 were based primarily on superintendent reports from the camp (Appendix B), on file at the National Archives and Records Administration (NARA) in College Park, MD.

Summer 1934

The CCC program at Morro Bay State Park began when Company 1916-V, a company of veterans, arrived on May 11, 1934. The first effort was the construction of their camp, which was built on the lower portion of the peninsula within the two lower hedgerows, where the public campground would later be located (Drawing 2). During the first summer enrollees performed a variety of jobs that focused on converting the neglected country club into a state park. Much of the work involved cleaning up and correcting situations that had arisen from deferred maintenance over the preceding five years.

General clean-up and fire management

One of the first tasks for the CCC crew was the general clean-up of debris, limbs, leaves, and trash. For a number of years the club had been operating on limited resources, with only one or two people tasked with maintaining the entire grounds, including the golf course, camp grounds, club house, and water system. The men of the CCC company worked to remove dead limbs, leaves, and exfoliating bark from the eucalyptus hedgerows and under the eucalyptus grove (Figure 14). Dead limbs needed to be cut from the eucalyptus and Monterey cypress trees. From the public campground in the eucalyptus grove, the men removed more than 50 trees and 150 stumps, and in the area known as the Willows or Chorro Willows around Chorro Creek they cleared dense thickets and solid masses of trees, vines, and debris. The job involved more labor than had been anticipated, and reports consistently indicated that more time was needed to complete the work. Work continued throughout the summer of 1934, with improvement becoming evident by November, when visitors began commenting enthusiastically about the condition of the park and the possibility of developing a campground at Chorro Willows.

Figure 14. View of CCC crews cleaning up accumulated leaves, branches, bark, and other debris within the campground in the eucalyptus grove, 1934. (NARA, RG79.)

CCC crews also spent time fighting fires, creating fire breaks, and reducing the fire hazard by removing fuels. The crews removed and burned about 500 acres of dead brush during their first summer and constructed four miles of fire breaks.

Erosion and flood control

In 1934, Chorro Willows was a boggy flood plain choked with vines and willow thickets and prone to flooding. While it was recognized as a potentially charming location for a campground, flood and erosion control would be needed to take advantage of the site. Reclamation of the area for use as a campground involved the construction of check dams in the creek and on side gullies to slow the flow of water and reduce debris and sedimentation. CCC crews constructed dams in the west channel of Chorro Creek to direct all of the flow of the creek to the east channel. Some of the dams and spillways were built of stone and concrete, with hard channel walls and bed. Dams in the small canyons and side hills were less formal, consisting of wattles of woven willow branches anchored by timber posts placed at regular intervals in the narrow drainages (Figures 15 and 16).

In December and January of 1934/1935, heavy rains tested the effectiveness of the erosion and flood control work. The erosion check dams prevented damage from the fast moving water, and the wattle dams slowed the water entering the main channel and held back debris. Although not all of the flood water was confined to the main channel, flooding and overall damage was minimized.

Figure 15. View of stone-lined spillway in Chorro Creek, 1934. Flood and erosion control also included the construction of stone and earth dams and the channelization of Chorro Creek. (NARA, RG79.)

Circulation System

Over the course of the first year that the CCC worked in the park, they constructed a number of new roads, altering the overall circulation patterns. A new main entrance road was built that entered the park on the west side. This was

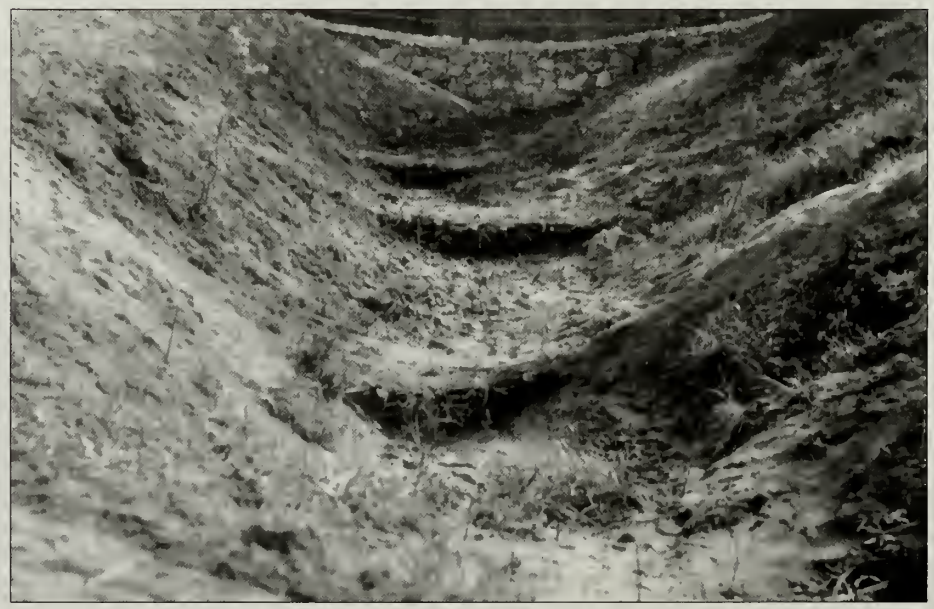


Figure 16. View of one of the narrow drainages along the sides of Chorro Creek, 1934. The CCC used wattle dams made of woven willow branches to catch debris and slow water. (NARA, RG79.)

the location that the Olmsted Brothers had suggested as a supplemental exit if an agreement could be made with the adjacent landowner. Apparently any issue with access to this location was resolved by 1934. This new entrance location made a stronger connection between the club and the town of Morro Bay, since the entrance road connected directly to Main Street. From this entrance, the road traveled through the park along the shoreline of the peninsula, first south toward White Point and then around the east side before exiting onto Osos Road.

Splitting from the new entrance road shortly after it entered the property, a new secondary road led directly east across the upper portion of the peninsula, providing views of the bay as it crossed the lower slopes of Black Hill. Another spur climbed Black Hill to an overlook on its southwest slope. The original entrances from the north were discontinued, and were removed with the golf course rehabilitation that would occur between 1935 and 1936.

The eucalyptus grove that had been serving as a public campground featured a number of makeshift cabins for visitor use. The CCC moved five of these cabins from the campground and remodeled them to create a cottage for the park warden. Regrading around the new Warden's Cottage required the construction of a retaining wall. The wall was built of stone with stone steps and extended around three sides of the cottage (Figure 17).

Other work performed by the CCC crews include construction of fences, eradication of poisonous plants (primarily poison oak), rodent control (gophers and rats), and general ground maintenance.

Figure 17. View of the stone retaining walls and steps around the Warden's Cottage, 1935. (NARA, RG79.)

Winter 1935

As the summer of 1934 came to a close, the crews moved on to construction projects that were intended to improve park facilities. From October 1934 to March 1935, in addition to ongoing projects of clean up and fire prevention, the CCC crews constructed a beach-front picnic area, a new road and parking area on the south side of the clubhouse, a new road and further development at Chorro Willows, and improvements to the water system.

Beach picnic area

The first major visitor amenity the CCC constructed in Morro Bay State Park was the picnic area on the waterfront east of White Point (Figure 18). The project included several sections of stone retaining wall, steps, cook stoves, and picnic tables. Stone used in the construction, a roughly stratified sandstone of cream and rust coloring, was quarried from a rock outcrop on the eastern slope of Black

Figure 18. View of construction of the retaining walls at the beach-front picnic area, 1935. (NARA, RG79.)

Figure 19. View of one of the picnic table designs constructed at the beach-front picnic area, 1935. The table featured a stone base with a rectangular concrete top and wooden seats. (NARA, RG79.)

Figure 20. View of the beach-front picnic area showing one of the picnic table designs, which featured an octagonal concrete top with eight individual stool-style seats around it, 1935. One of the stone cook stoves is in the left of the photo. (NARA, RG79.)

Hill within the park (see Drawing 2). A total of five picnic units were constructed, each with a cook stove and one or two stone picnic tables, a retaining wall beneath the road bank, a sea wall, and steps up to the road. Tables were of two designs, a traditional rectangular table with two benches, and an octagonal table with eight pedestal seats around it (Figures 19 and 20). Both types featured a concrete table top and bench seats with stone bases. The workmanship of the picnic features was complimented repeatedly in project inspection and progress reports. The picnic area soon became a popular place for visitors to enjoy the park, views, and the proximity to the bird sanctuary in the adjacent tide lands.

Clubhouse road and parking

Work at the clubhouse area at White Point included improvements to the approach drive and new parking areas along the south side of the building (Figure 21). A considerable amount of stonework was completed in support of this project, including retaining walls, guard walls, curbing, and new stairs and walls on the north side of the building. The grade of the drive was lowered to improve the approach, and three parking areas were constructed to accommodate a total of twenty cars. Low masonry walls bordered the road and retained parking areas, and a guard wall was constructed above the steep slope down to the beach on the southeast side. As part of this project, a short flight of steps was created on the bluff behind the clubhouse, providing pedestrian access to the top of the hill on the point. Hewn directly into the native rock, the steps, described upon their completion as "a very unusual and beautiful feature," were likely a bit of novelty showcasing the stonecraft of the workers (Figure 22).

On the north side of the clubhouse, the façade overlooking the golf course, the CCC built new steps and a terrace, integrating the work with the existing stonework. Originally, the clubhouse featured a long, high rubble stone wall that extended roughly two-thirds the length of the building. The wall formed the

Figure 21. View of construction of the drive and parking lot on the south side of the clubhouse, 1935. (NARA, RG79.)

Figure 22. View of the stone retaining walls (seen in the left foreground) and steps carved out of a cleft in the rock in the clubhouse parking area, south of the clubhouse, 1935. (NARA, RG79.)

clubhouse terrace, and stairs descended at the southeast end, providing convenient access to the first tee. Over the winter of 1935, the CCC built new walls that created a lower terrace at the southeast end of the original wall. The original steps, instead of leading down to the ground level, led onto this lower terrace. A new flight of steps descended from this lower terrace to a walkway below the wall (Figure 23 and Drawing 3).

Chorro Willows Campground

The CCC continued to work over the winter to create a public campground in the willow flats around Chorro Creek. Efforts to control flood waters and erosion and the clearing of the dense brush created level, dry land for campsites. The area was further enhanced by work on the creek and pool banks and the construction of trails and bridges. Camp furniture similar to what was created at the beach picnic

Figure 23. View of the north side of the clubhouses showing new terrace and stairway built by the CCC, 1935. The new features are in the foreground and the original wall and steps constructed in 1928 are of the darker stone behind the new steps. (NARA, RG79.)

Figure 24. View of the camp furnishings constructed at Chorro Willows, 1935. The furnishings at Chorro Willows were similar to those built at the beach-front picnic area, but had a more rustic character. The tables, shown here along with a cook stove, featured split log tabletops and benches. (NARA, RG79.)

area was also constructed at Chorro Willows, including stone and log picnic tables and stone cook stoves (Figure 24). Compared to the site furnishings found at the beach, however, the Chorro Willow tables and cook stoves were more rustic in character. The tables featured half-round logs for tops and benches and the cook stoves were smaller and less formal. Inspection and progress reports from the period comment repeatedly on the charm of the Chorro Willows area as the campground developed.

Ongoing efforts to improve the water system in the park included the construction of a water tank, one pump house, two pumps, and a half mile of four- and six-inch pipes supplying water to the beach picnic area and the Chorro Willows campground.

CCC Company 1916-V left Morro Bay in April 1935, having completed an impressive amount of work turning the well-worn resort into a state park. After a brief

stay by CCC Company 3344 for six weeks over the summer of 1935, there would be no CCC presence in the park for two years, until Company 1952 arrived in October 1937.

Trailer and Tent Campground

During the two years the CCC was absent from Morro Bay, a number of projects were carried out by the Works Progress Administration (WPA). The WPA was another New Deal program designed to provide work for the nation's unemployed. Unlike the CCC, which moved young men around the country in companies and housed them in camps near the work sites, the WPA funded projects that were bid to contractors who employed local men. Within Morro Bay State Park, WPA projects included the rehabilitation of the golf course and the construction of a small campground of about 12 sites (Figure 25). It is unclear whether these sites were later developed as the current campground or if they were located elsewhere in the park. The rehabilitation of the golf course was a substantial project involving repairs to the clubhouse, removing telephone poles and placing power lines underground, and converting the facility to an all-grass course. The course reopened to the public in November, 1937 under the management of the Cabrillo Golf Club, a non-profit corporation.

In the fall of 1937, CCC work in the park resumed when Company 1952 arrived from Yosemite National Park. The primary project for that winter was the

Figure 25. Aerial photo showing the CCC camp enclosed in the hedgerows in the bottom center, as well as the golf course under rehabilitation, 1937. The golf course rehabilitation was started by the WPA in 1935 and 1936 and completed by the CCC. (University of California Santa Barbara (UCSB) Map and Imagery Laboratory, AXH-1937.)

construction of a new trailer and tent campground. The campground, which consisted of twenty pull-though trailer sites and another twenty-eight tent campsites, was notable for its modern conveniences, including sanitary facilities, fresh water, ample parking area, and stone tables and cook stoves and wooden food lockers. The *Morro Bay Sun* described the new campground in the spring of 1938:

> Perhaps the largest and most elaborate trailer compound in this county, will soon be ready to receive patrons at Morro State Park. Work on the compound is progressing rapidly. Most of the rock work has already been completed and the project will be in the "finishing touches" stage in another week or two.
>
> The compound will accommodate twenty trailer-campers. Also, there will be eighteen units for campers without trailers. Each unit will provide adequate parking space, a place for pitching a tent, rustic rock table and fireplace.
>
> Two large septic tanks are being installed to take care of all waste water and refuse. Fresh water spigots will be installed at convenient places throughout the camping area.
>
> Roadways within the compound have been worked out to provide systematic egress and ingress. These will be one-way routes only.
>
> The building planned as a combination rest room, general utility and washroom, probably will not be erected for some time as the local CCC detachment is to be transferred to Yosemite... However, it is understood that the camp will be reopened in the fall and the work will be continued at that time. In the meantime the barracks rest rooms will serve the compound. [23]

The campground was built at the southern end of the park peninsula, within the two eucalyptus hedgerows and just south of the CCC camp compound (Drawing 4). The layout of the campground followed a model that was beginning to be implemented in national forests and national parks across the country. This model, developed by forest pathologist E. P. Meinecke, was designed to provide adequate amenities for visitors while minimizing impacts to the site. Principles of the model included narrow, one-way drives; well-defined parking areas; permanent, immovable camp furnishings including at least a table and a cook stove for each campsite; and adequate screening vegetation.[24]

Meinecke's model was a response to the dramatic increase in the popularity of camping in national forests and national parks in the early twentieth century and to the increase in the number of these campers arriving by automobile. Informal or ill-defined camping areas allowed campers to choose their own campsites, which were scattered throughout the forests and parks. As their numbers increased, so too did the damage to the landscape and the risk of wildfires spreading from inadequately tended campfires. To minimize these effects, campsites were concentrated in designated areas, confining large numbers of people into a relatively small area. While preserving more of the outlying landscape, this practice introduced its own impacts to the campground itself, including the concentration of garbage and ashes, soil compaction, and damage to vegetation.

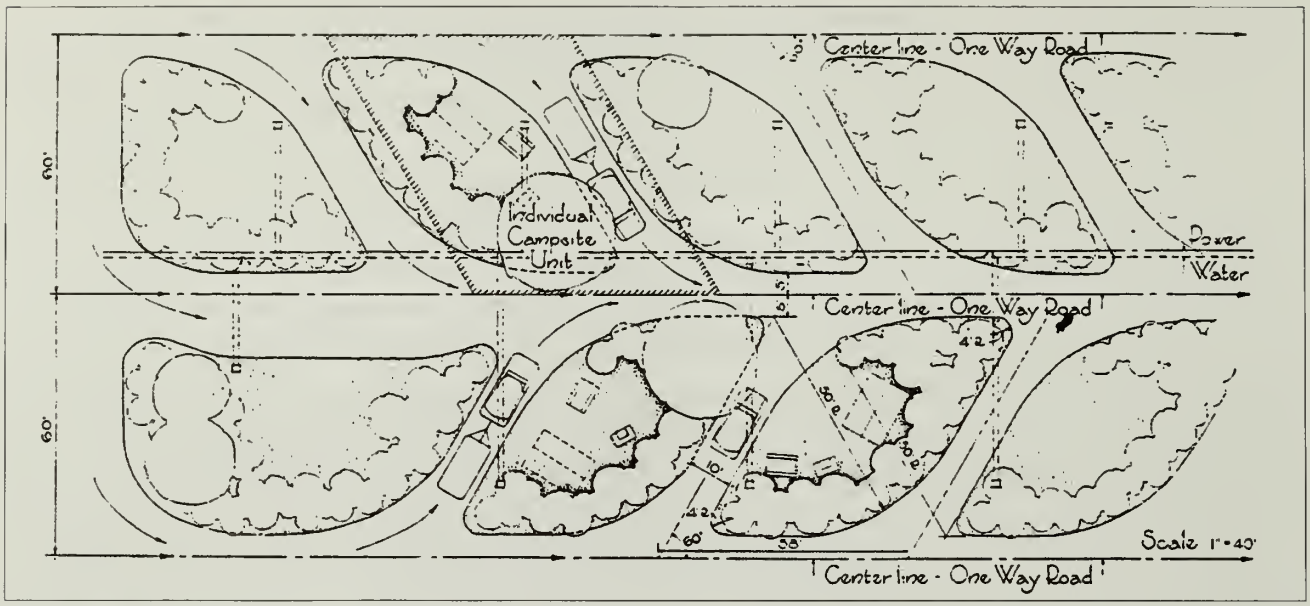


Figure 26. Diagram from Albert H. Good's Park and Recreation Structures, 1938, showing a typical model for pull-through trailer campsites. (Albert H. Good, Park and Recreation Structures, 1938.)

The solution was to provide well-defined campsites, circulation, and camp amenities to direct the movement of people and minimize the damage to the resources (Figure 26). The greatest sources of the impacts were identified as the automobiles and the campfires. Impacts to the soil from the automobiles were reduced by confining them to a more formal circulation system. Campground layout was designed to reduce the damage from vehicular movement with circulation loops, one-way roads, angled parking spurs, and pull-through parking spaces that eliminated the need for turning cars around. Meinecke described the parking spurs as a kind of "open-air garage" leading off the road and extending a short way into the campsite. Next to this parking area was placed a fixed cook stove or fire pit and table, often made of stone, brick, or concrete. Log and stone barriers along the roadway and parking spurs helped contain the cars within the circulation system.

The success of this model, first presented in 1932, was so great that within a few years it was being implemented in national forests and national parks across the country. Thanks to the close collaboration between the newly created California State Parks and the federal counterparts, the model was implemented in state parks beginning in the late 1930s. Morro Bay State Park was one of the first state parks in California to implement the principles espoused by Meinecke at a significant scale.

The campground consisted of one loop of twenty trailer campsites and a double loop of twenty eight tent sites (Drawing 5). The tent sites deviated from the Meinecke model only in that they lacked dedicated parking spurs. Parking for these sites was provided along the main road near the beach picnic areas. The trailer sites, however, closely followed the Meinecke model, with angled pull-through parking from the outer loop to a central lane within the loop. This allowed cars with camper trailers to pull through without backing up. Each of the sites, trailer and tent, featured its own stone table, cook stove, and wooden food

Figure 27. Aerial photo from 1948 showing the Monterey pines, Monterey cypresses, and shrubs that were planted by the CCC in the campground in 1938. (Image on file at Morro Bay State Park Archives.)

locker. Vegetation planted within the campsites consisted primarily of pine and cypress seedlings (*Pinus radiata* and *Cupressus macrocarpa*, respectively) and shrubs such as Catalina cherry (*Prunus lyonii*) (Figure 27).

Construction of the campground included roads, stone camp furnishings, stone curbing and gutters, and sanitation facilities. As the *Morro Bay Sun* article indicates, the planned combination building was not constructed that first season, but was deferred until the following fall. In addition to the campground construction, all ongoing projects started either by the CCC in 1934 and 1935 or by the WPA in the interim were resumed. The CCC crews worked on the campground from the fall of 1937 to the summer of 1938 before heading back to Yosemite National Park.

The fourth CCC company to work in Morro Bay State Park, Company 5447, arrived in October 1938 to implement the remainder of the plans for Morro Bay State Park. The primary job for that season was the combination building for the campground (Combination Building #1). The building was designed by landscape engineer Daniel Hull in the rustic style that had characterized National Park Service structures for more than a decade. Constructed of battered rough-hewn

stone with large, exposed timber rafters, wood shingle roof, and rustic doors, the 630-square-foot tee-shaped building accommodated men's and women's restrooms, showers, wash stations, and storage (Figure 28). The locally quarried stone matched the stone used for numerous other features in the park, including walls, curbing, gutters, the entrance pillars, and the campground furnishings, creating a unified aesthetic that blended with the landscape of native vegetation and views of the surrounding area.

In 1939 the park held an open house to celebrate the sixth anniversary of the CCC and to recognize the work the crews had completed in the park. In March, the National Park Service issued a press statement announcing the open house and describing the collective work the CCC crews had accomplished.

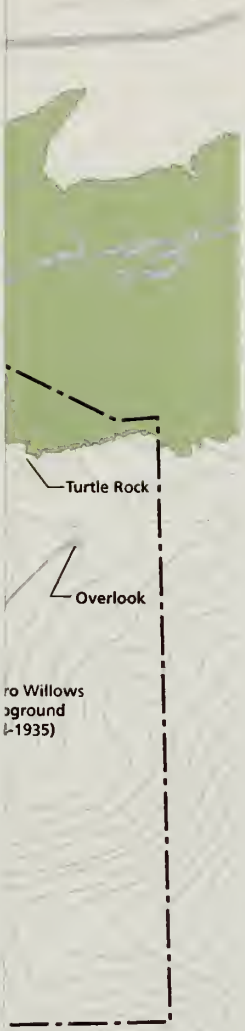
> Of major importance is the construction of a bayshore tent and trailer camp equipped with 38 camping units complete with stoves, table-bench combinations, water lines, fountains, and comfort stations. Additional improvements now planned are expected to provide adequate camping facilities for sometime to come. CCC activities have made possible such recreations as golfing, swimming, hiking, and other outdoor pastimes.
>
> A brief review of CCC projects reveal that enrollees have covered a wide range of work including construction of additions to a dwelling and a clubhouse, an automobile bridge, incinerators, two miles of telephone lines, 7,488 feet of pipe line, one 50,000 gallon redwood tank, a pumphouse, 38 campstoves, 46 table and bench combinations, 90 rods of guard rails, four miles of fence, 17.5 miles of minor roads and truck trails, 1.6 miles foot trails, 3000 square yards road bank sloping, eight check dams, 800 square yards flood control and 800 cubic yards flood control.
>
> Completed projects also include 10 acres of landscaping, planting and moving 1500 trees, 1870 square yards of parking areas, 50 acres campground development, five acres beach improvements, three miles of fire breaks, 550 acres of fire hazard reduction, 622 square yards of stream and lake bank protection, 20 rods of stone walls and one masonry ford at Chorro Creek crossing.
>
> In addition the Morro Bay CCC camp has carried on scores of smaller jobs, which have become an established routine of camp life. Officials say that as a re-

Figure 28. View of the completed combination building on the south side of the campground, 1938. (NARA, RG79.)

> sult of Civilian Conservation Corps activities, the park has become well known to the general public for the widespread recreational opportunities that it offers.

By any measure, the work accomplished by the CCC during four seasons at Morro Bay is impressive, and the project as a whole was considered a great success. They had turned a failing and somewhat dilapidated country club into a state park that offered an abundance of recreational activities, featured modern conveniences, and showcased some of the finest workmanship of the time. The efforts of the CCC created a park that was a source of pride for the region and for the agency's management.

The last CCC company left Morro Bay in June of 1939. At the same time, CCC work across the country was declining, with much of the work shifting out of the parks and into civil defense. The attack of Pearl Harbor and the United States entrance into World War II two and a half years later sharply reduced CCC activity overall, and in 1942, Congress voted to cease funding the program altogether. During the war, Morro Bay State Park served military functions, accommodating the Coast Guard, Army, and Navy at various times. Beyond the end of the war and into the 1950s and 1960s, the trailer and tent campground continued to expand to accommodate the growing numbers of people seeking outdoor recreation.



Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

1935 Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1933 Aerial View of the Cabrillo Country Club
4. 1937 Aerial Photo

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Trees
- Golf Course
- Buildings
- Road
- Contour Lines (40-ft interval)
- Wetlands
- Water

NOTES

1. All features shown in approximate scale and location.
2. Dates in parentheses indicate date of initial consrcution.
3. State Park Road and Park View Road are the current names for the roads in the park.

NORTH

0 800 1600 FEET

Drawing 2

MORRO BAY VISTA TRACT 1

MORRO HEIGHTS

MORRO BAY VISTA TRACT 3

Black Hill

Quarry

Water Tank (1935)

Creek

Turtle Rock

Chorro

Overlook

Chorro Willows Campground (1934-1935)

Avenue

Kings

To Morro Bay

Park Entrance

Nine-hole Golf Course

Park View Road

Warden's Cottage (1935)

MORRO BAY

Eucalyptus Hedgerows

Cabrillo Clubhouse (1928)

CCC Camp (1934)

State Park Road

White Point

Waterfront Picnic Area (1935)

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

1935 Period Plan

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NOTES

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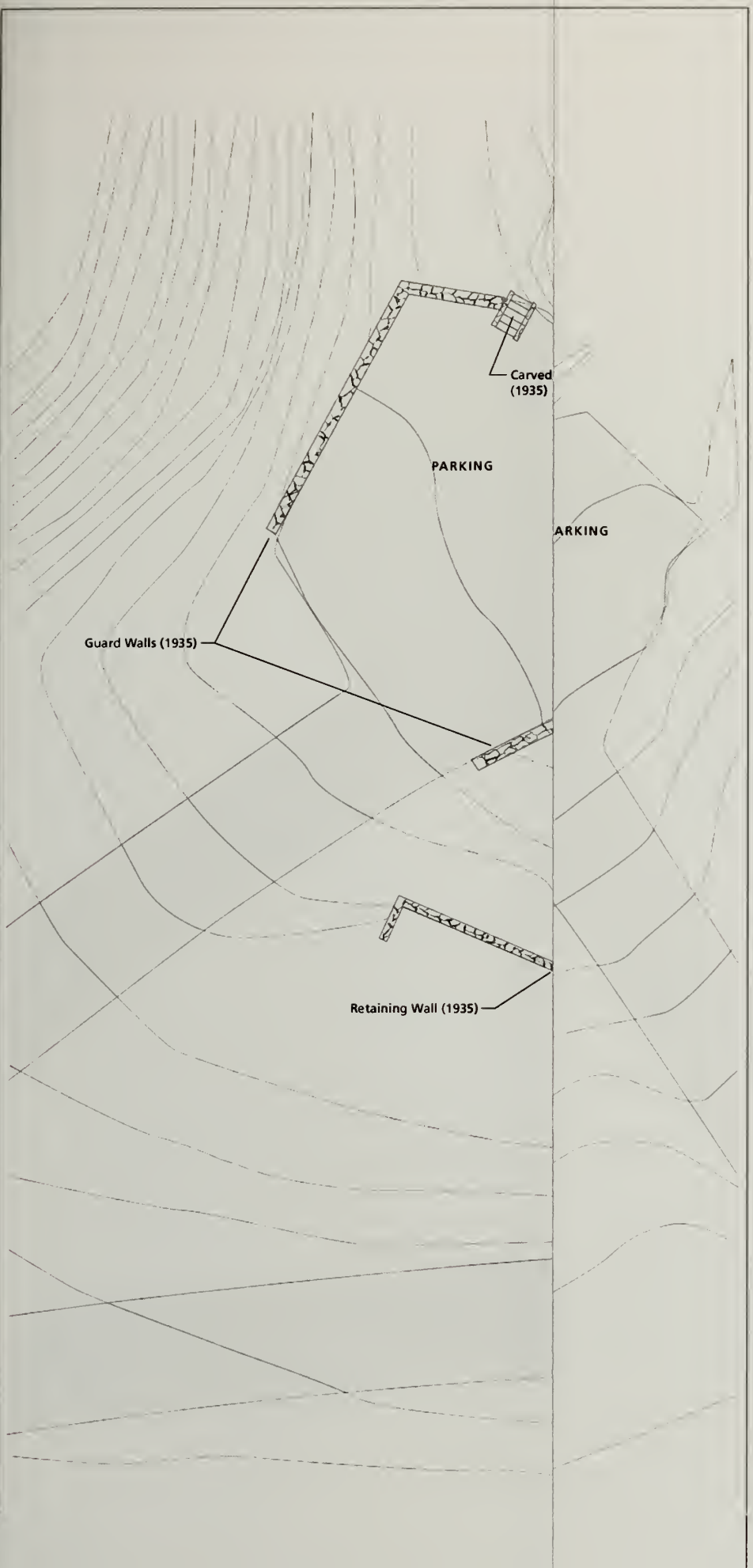
NORTH

0 800 1600 FEET

Drawing 2



Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1935 Period Plan
Cabrillo Clubhouse

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. Museum Area,1959 (Drawing No. 4374)
2. General Topography, 1955 (Drawing No. 3481)
3. Topography (Harbor Area), 1963 (Drawing No. 11744)

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

NOTES

1. All features shown in approximate scale and location.
2. Dates in parentheses indicate date of initial construction of individual wall and step components.
3. Contour interval is 2 feet.

NORTH

0 40 80 FEET

Drawing 3

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1935 Period Plan
Cabrillo Clubhouse

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
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2. General Topography, 1955 (Drawing No. 3481)
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NOTES

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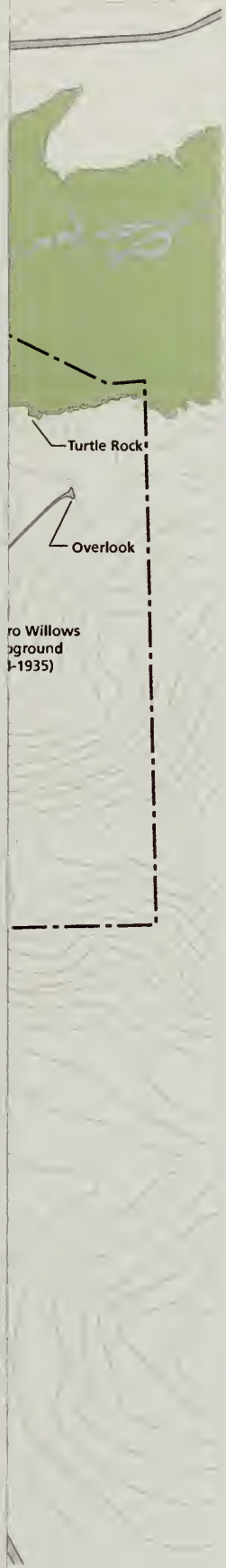
2. Dates in parentheses indicate date of initial construction of individual wall and step components.
3. Contour interval is 2 feet.

NORTH

0 40 80 FEET

Drawing 3



Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

1939 Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1933 Aerial View of the Cabrillo Country Club
4. 1937 Aerial Photo
5. 1949 and 1953 Campground Planting Plans

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Trees
- Golf Course
- Buildings
- Road
- Contour Lines (40-ft interval)
- Wetlands
- Water

NOTES

1. All features shown in approximate scale and location.
2. Dates in parentheses indicate date of initial construction.
3. State Park Road and Park View Road are the current names for the roads in the park.

NORTH

0 800 1600 FEET

Drawing 4

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1939 Period Plan

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1933 Aerial View of the Cabrillo Country Club
4. 1937 Aerial Photo
5. 1949 and 1953 Campground Planting Plans

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Trees
- Golf Course
- Buildings
- Road
- Contour Lines (40-ft interval)
- Wetlands
- Water

NOTES

1. All features shown in approximate scale and location.
2. Dates in parentheses indicate date of initial construction.
3. State Park Road and Park View Road are the current names for the roads in the park.

NORTH

0 800 1600 FEET

Drawing 4

imate scale and location.
date of initial

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1939 Period Plan Campground

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1937 Aerial Photo
4. 1949 Campground Planting Plan (Drawing No. S11-101-S)
5. 1948 Aerial Views of Campground

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

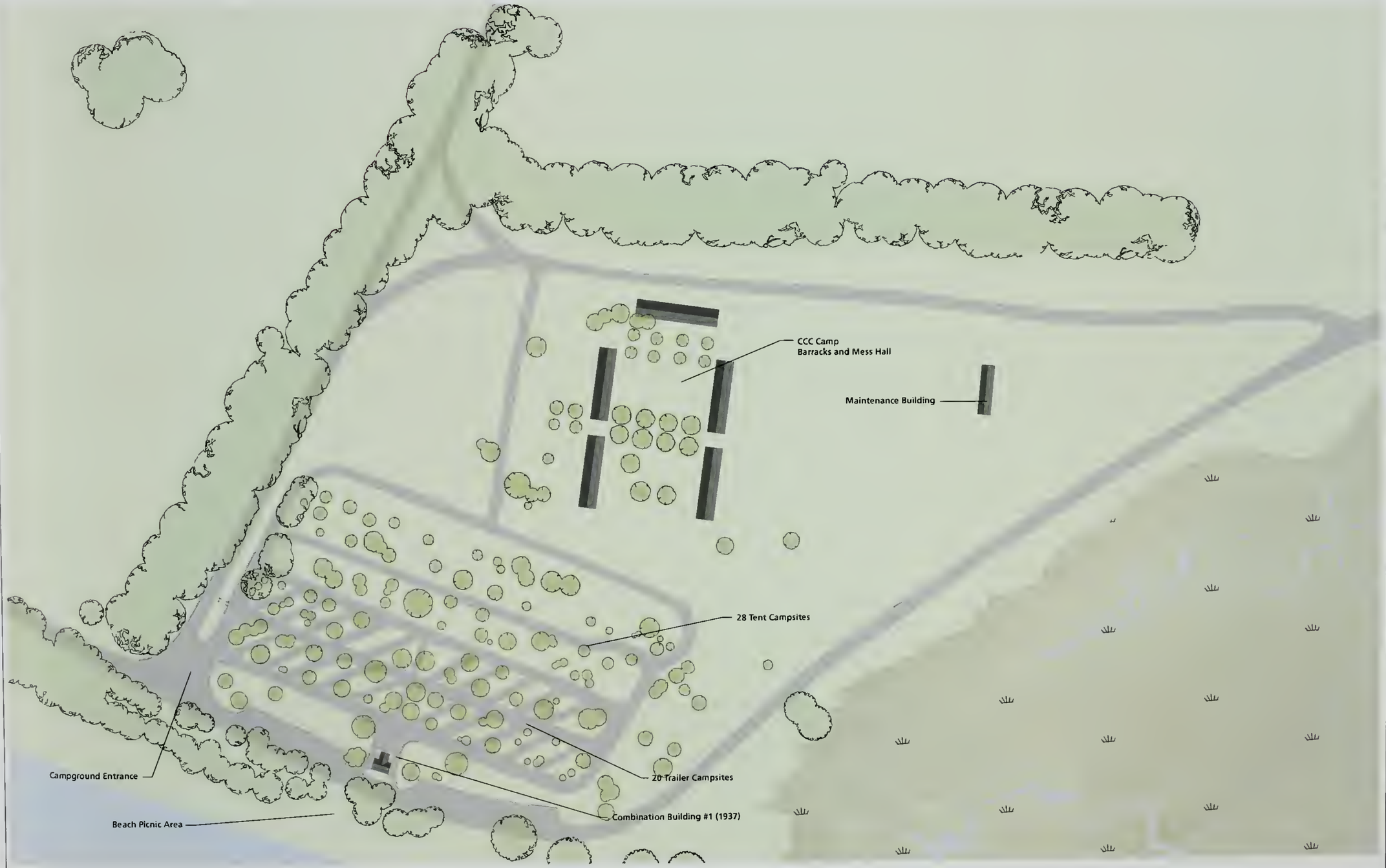
LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 5



Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1939 Period Plan Campground

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1937 Aerial Photo
4. 1949 Campground Planting Plan (Drawing No. 511-101-5)
5. 1943 Aerial Views of Campground

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

NOTES
1. All features shown in approximate scale and location.
2. Dates in parentheses indicate date of initial construction.

Drawing 5

EXPANSION AND MODERNIZATION: 1941–PRESENT

WORLD WAR II

With the threat to the West Coast posed by the Japanese Navy, the U.S. military needed sites for coastal defenses, bases, and training. Morro Bay's position along the coast and its geography made it a strategic location for a military presence. The facilities at the park, including the clubhouse and CCC camp, combined with its proximity to the bay, made Morro Bay State Park ideal for a variety of military uses. In 1945, the *Morro Bay Sun* summarized the park's role in the war effort and coastal defense:

> Since the outbreak of war, several different branches of our armed forces have occupied parts of the park. The Coast Guard used the clubhouse and built another building close by for their beach patrol units and kennels for their dogs. At the same time a Coast Artillery battalion occupied the CCC camp and were here for a year. Both of the above are now gone and the Navy has taken over. They have had as high as 700 men quartered at the CCC camp and are using the old Coast Guard building as an officer's club. Several Army Infantry divisions held training classes for Rangers on the bay shore.[25]

William Roy, the former engineer and sales assistant at Cabrillo Country Club, continued to be involved in both the park and in the town and was instrumental in bringing the Navy to Morro Bay. Since his days promoting the country club, Roy had lobbied for an improved harbor at Morro Bay, and for a small boat basin in the park. His efforts were unsuccessful, mainly due to the prohibitive cost of improving the bay to accommodate ships and boats. The bay was difficult to navigate due to shifting sandbars, channels that changed from year to year as well as with the tides, and relentless surf from the Pacific Ocean. The WPA had improved the opening to the bay between 1933 and 1935 with two breakwaters and a causeway from the mainland to Morro Rock. Nevertheless, the bay required extensive dredging to make it suitable for larger vessels.[26]

When President Roosevelt announced in 1941 that no harbor projects would be approved that didn't contribute to defense, Roy shifted his tactics. With the approval of the chamber of commerce, he prepared a report to the Navy advocating a Navy section base at Morro Bay. Ever the salesman, Roy was able to convince the Navy of Morro Bay's suitability for a base and that it was worth the investment to improve the bay. The improvements made by the Navy in preparation for the base, including dredging and enlarging and improving the breakwaters, had the associated benefit of creating a modern harbor. [27]

The Navy base, located north of town, was only in operation between 1941 and 1943, but the improvements to the bay also accommodated Naval amphibious training in 1945, with men quartered at the old CCC camp. With the close of the war the military vacated the park, which was turned back over to the administration of the State Park Commission.

CAMPGROUND EXPANSION

Following the war, the park endeavored to expand the campground and bring it up to date, reversing some of the impacts of the military use of the site. Between 1945 and 1950, most of the buildings associated with the CCC camp and additional structures constructed by the military were removed. By 1954, only one of the CCC barracks buildings remained, which was being utilized as a group camp site. In 1947, two new residences for park employees were built just west of the former CCC camp near the maintenance area. The modest stucco bungalows each featured a double garage. The maintenance area was expanded to include a six-bay garage opposite the workshop, a gas pump, lumber shed, and pipe rack, all enclosed with a board fence and surfaced with plant mix bituminous paving (Figure 29).[28]

The first improvements to the campground began toward the end of the 1940s. A new entrance was constructed on the east side of the campground from the main park road. The original entrance on the southwest corner of the campground was retained as an exit. A small contact station that doubled as a park office was built in the median of the new entrance, providing a place to collect fees and provide information. A second combination building, Combination Building #2, equipped with restroom, shower, and cleaning facilities was built on the north side of the campground opposite the original combination building.

Figure 29. Aerial photo showing the layout of the campground and former CCC camp, 1948. The photo shows the changes made in the late 1940s, including the new combination building, new entrance and contact station on the west (left), and stucco residences. All but two of the CCC buildings have been removed, and the maintenance area has been fenced and surfaced. (Image on file at Morro Bay State Park Archives. Annotations by OCLP, 2010.)

Over the ten year period following the end of World War II, visitation in the park increased substantially. More cars, better roads, and a growing middle class with increased leisure time resulted in more people taking vacations on the road. Just as the town boosters of the 1920s had once predicted, Morro Bay's location half way between Los Angeles and San Francisco and its proximity to the larger Interior Valley cities of Fresno and Bakersfield made it a popular destination. During the summer, the campground regularly filled to capacity and many hopeful campers were turned away. The campground appears to have been gradually expanded during this period, although the exact sequence and timing of the expansion is difficult to track due to discrepancies in the number of campsites given in descriptions during the period. Aerial photographs from 1948 show only the original twenty trailer sites and twenty-eight tent sites, plus a couple of group camping or picnic sites near the former CCC camp. A description in a 1950 information handout for the park written by Rangers Fred Canham and Charles Doll states:

> There are 20 trailer spaces with trees and shrubs to separate each unit. Each has water, electricity, a trailer drain, a table and camp stove. The trailer areas are black-topped and allow about 75 feet for trailer and car. A combination building made of stone adds to the attraction of the area. The campground has 61 camp sites, each with a table, cupboard, camp stove, and marker. There are 15 picnic units with table and camp stove, and also four group barbecue areas with a barbecue pit, campstove, and three tables each, and will take care of from twenty to twenty-five people. Water, comfort station, drinking fountain and slop sinks are nearby.[29]

The sixty-one tent camp sites include thirty-three new sites that had been established during the prior two years. By 1954 an additional twenty sites had been established bringing the total to 101, including the twenty trailer sites (Drawing 6). The campground was mapped in detail in 1954, showing individual sites and the locations of the camp furnishings as well as the trees and utilities. By that time, two new circulation loops had been constructed to the north of the original campground. The original entrance at the southwest corner of the campground was closed at this time, making the entrance on the east the primary way in and out. The stone curb along the parking areas on the south side of the campground was extended across the former entrance to provide additional parking.

A new comfort station, comfort station #1, was built in the early 1950s for the group picnic area on the north side of the campground. This comfort station featured a more modern architectural style, with Roman brick veneer and a low-pitched roof. Only two of the CCC buildings survived at this point: a long barracks building, labeled as frame and tar paper on the map, and the maintenance workshop. An additional stucco dwelling with a red tile roof northwest of the maintenance area was also in place by 1953, making a total of three residences around the campground.

The majority of the vegetation in the campground was Monterey pine, Monterey cypress, and Catalina cherry planted informally throughout the campground, in addition to the eucalyptus windrows.

After 1954, changes to the campground slowed. A new combination building, Combination Building #3, was built in one of the northern loops of the campground in 1957, but aside from that and a gradual increase in the number of camp sites (to a total of 140 in 2000), there were no significant alterations for almost half a century.

IMPROVEMENTS TO PARK FACILITIES

Beyond the campground, work continued in the park to add features and improve the facilities. Two projects that were completed during the late 1940s and 1950s were the construction of the boat basin and the expansion of the golf course from nine holes to eighteen. Both projects had been part of the long-term vision for the park since its earliest conception as the Cabrillo Country Cub. Both projects came about through the continued efforts of William Roy.

It had always been the ultimate goal of Cabrillo Country Club developers Miller and Murphy and the State Park to create an eighteen-hole golf course when finances could accommodate it. The nine-hole course had originally been laid out by Miller and Murphy in 1928 and rehabilitated by the WPA in 1936 to match the financial realities of the time. Following the war, visitor demands on the recreational facilities of the park increased sharply, and the expansion of the golf course moved forward. The first plan for the course expansion was submitted by William Roy in 1946, and by 1951, golfers were playing a full eighteen holes at Morro Bay.[30]

When Roy submitted his plans for the golf course, he also submitted plans for a boat basin and marina. Like the golf course, initial plans for the marina date to 1928. Roy's layout of the Cabrillo Country Club as recorded by the Olmsted Brothers' Hammond Sadler during his 1928 visit included a yacht basin and yacht club at the southern end of the peninsula within a small natural inlet. The improvements to the bay and to the entrance channels made by the U.S. Navy during the war also improved the bay for pleasure boating. These improvements and the overall increase in visitors to the park following the war made the marina more feasible. In 1949, the inlet was dredged to a depth of eight feet, 1,450 feet long and 230 feet wide. By 1950 the marina was in operation under the management of concessionaire company Minnix.

With the expansion of the golf course in 1950, a new clubhouse was built on the upper park road, a more central location with respect to the reconfigured course. The original Cabrillo Clubhouse on the north side of White Point was first

converted to a residence for park employees, then moved in the 1950s to another location near the northeast corner of the park. When the building was moved, the building site, with its stone walls, terraces, and steps, was left largely intact.

During the 1950s, a local movement grew to create a museum of Morro Bay's natural history, and White Point was the favored location. The new museum, a modern design with a flat roof and long, horizontal lines, was built in 1961 on the south side of White Point, perched on the rock bluff over the water. The former location of the clubhouse was converted to parking, a project that altered the stonework features that had adorned the front of the clubhouse. The steps built by the CCC were removed and the terrace was closed off. The stone wall was altered to better accommodate the parking area. Other stonework, including curbing and retaining walls, was changed or added to support the new circulation.

CAMPGROUND REHABILITATION

In 2003, the campground underwent a major rehabilitation project that changed the circulation and overall layout of the campground, added three new combination buildings, (Combination Buildings #4, #5, and #6) and addressed a number of accessibility and safety issues. The project involved the demolition of two structures: the entrance contact station built in 1947, and Combination Building #3 built in 1957. Existing stone camp furnishings were salvaged and reinstalled after the project.

The twenty trailer sites that were part of the original CCC campground in 1937 were not altered as part of the rehabilitation project. Ten of the original tent sites, however, were converted to trailer sites with pull-through parking, and the remaining eighteen original tent sites were augmented with paved parking spurs.

The entrance on the east side was closed and the contact station removed. A new entrance and contact station with short-term parking was built on the west side. Circulation loops in the northern half of the campground were realigned into three distinct loops, each with only one point of egress. The total number of camp sites remained at 140, with 30 trailer sites, 105 tent sites with parking spurs, and 5 walk-in tent sites.

The redevelopment also included improvements to the trailer sanitation loop and a separate group camping site to the north of the campground and improvements to the group camping area north of the campground to make it ADA compliant.

The changes in 2003 were an effort to update the campground to meet contemporary needs. These needs included better accommodation of large trailers and recreational vehicles, increased accessibility and ADA-compliant campsites and restrooms, and an overall update of the aging campground.

ENDNOTES

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2 Crespi's diary, trans. By Prof Herbert Bolton and ed. By Paul Squibb, 1968, pp. 12, 24. Quoted in Gates and Bailey, *Morro Bay's Yesterdays*, p. 1. The term *morro* is a Spanish term that refers to a rounded hill.

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4 Ibid., 13.

5 The town was originally named Morro, but during the 1920s, so much mail addressed to "Morro, California" was being miss-delivered to Mono, California that the Post Office Department requested that the name Morro be changed to Morro Bay.

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7 Robert L. Santos, *The Eucalyptus of California*, (Denair, CA: Alley-Cass Publications, 1997).

8 Ibid.

9 Gates and Bailey, *Morro Bay's Yesterdays.*

10 Henry Hartwell Rhodes's Diary, quoted in ibid., 33.

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12 Olmsted Brothers, "Report on Preliminary Plan for Morro Bay Vista," June 19, 1928, located in the Olmsted NHS Archives, Boston, MA.

13 Hammond Sadler letter to Olmsted Brothers, May 10, 1928, located at the Olmsted NHS Archives, Boston, MA.

14 Ibid.

15 Olmsted Brothers, "Report on Preliminary Plan for Morro Bay Vista."

16 Clinton E. Miller to the Olmsted Brothers, February 14th, 1929, located at the Olmsted NHS Archives, Boston, MA..

17 *Californian*, October 24, 1928, quoted in Gates and Bailey, "Morro Bay's Yesterdays," 56.

18 Gates and Bailey, "Morro Bay's Yesterdays," 59.

19 Olmsted Brothers report to California State Parks, 1929.

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21 William L. Pollard to William E. Colby, November 19, 1932 and January 21, 1933, and Pollard to Newton B. Drury, November 28, 1928.

22 Gates and Bailey, "Morro Bay's Yesterdays," 59.

23 *Morro Bay Sun*, July 15, 1938:1.

24 E. P. Meinecke, *Camp Planning and Camp Reconstruction*, report for the Division of Forest Pathology, Bureau of Plant industry, U.S. Department of Agriculture, 1932.

25 Russell Noyes, "1945 Morro Bay State Park," *News and Views*, April 1945, 6-7.

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27 Ibid.

28 The chronology for the development of the park and campground in the 1940s and 1950s was largely developed from maps and plans drawn between 1949 and 1963. These include "Main Recreation Area Landscaping" (Drawing 511-101-2, 1949); "Proposed Planting Plan" (no drawing number, 1953); "Site Plan, Gas System" (Drawing W.O. 380-23, 1954); "General Topography" (Drawing 348,1 sheets 1-8 of 8, 1954); "Chorro Willows Area General Topography" (Drawing 3482, sheets 1-2 of 2, 1954), "Morro Bay State Park" (Drawing 4374, sheets 1-4 of 4, 1959); "Morro Bay State Park Master Plan, Existing Development" (Drawing G-5-109, 1961); "Morro bay State Park Topography (Harbor Area)" (Drawing 11744, sheet 6 of 17, 1963); and "Tree Maintenance Location Plan" (Drawing D5-2066, 1963). All maps on file at Morro Bay State Park.

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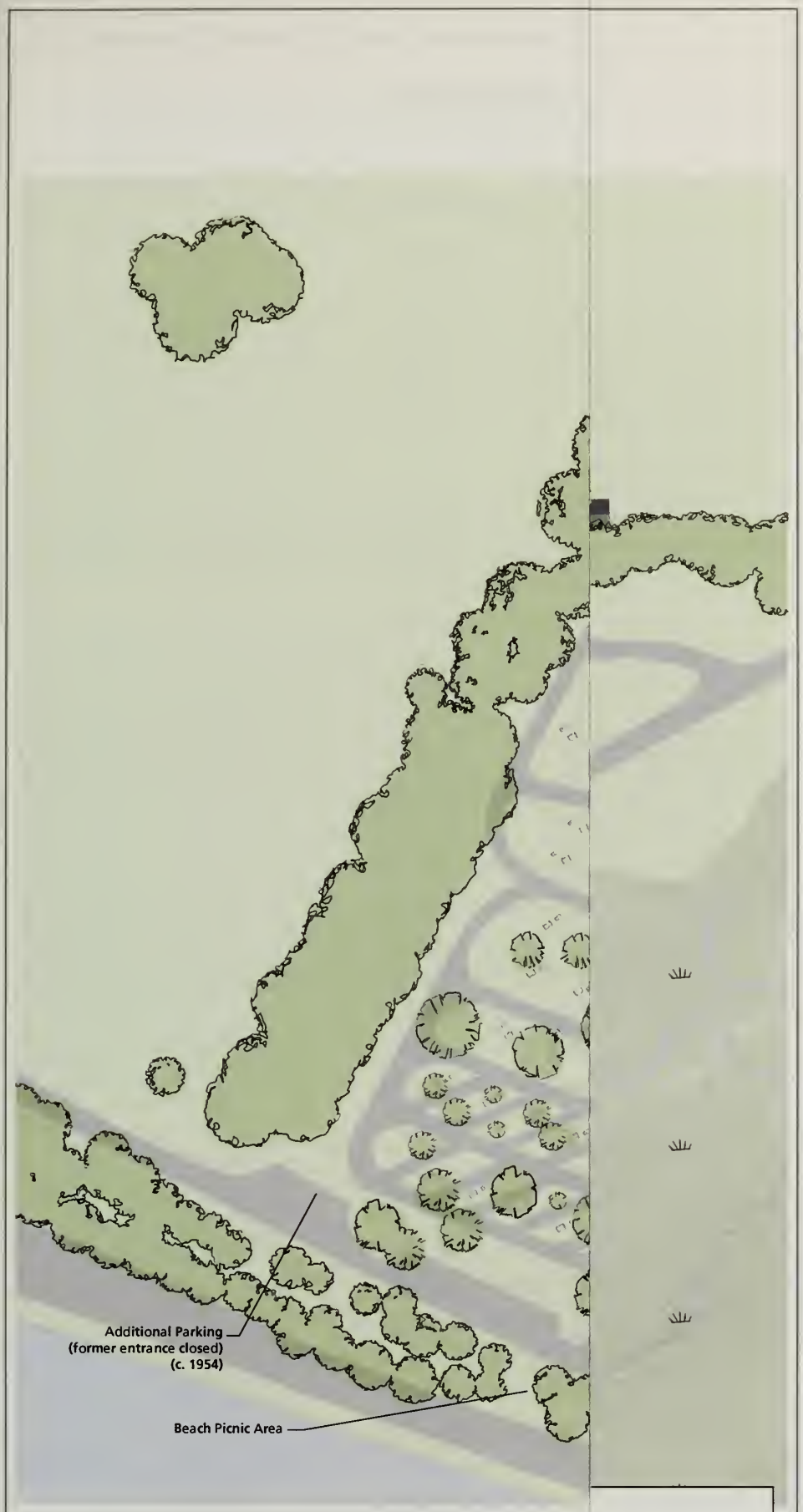
30 George R. Stammerjohan, "Euroamerican Historical Report on Morrow Bay State Park," report on file, California Department of Parks and Recreation, Sacramento, 1988.



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Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

1954 Period Plan Campground

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 1937 Aerial Photo
4. 1954 Campground Map (Drawing 3481)
5. 1948 Aerial Views of Campground

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 6

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

1954 Period Plan Campground

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NORTH

0 150 300 FEET

NOTES

1. All features shown in approximate scale and location.
2. Dates in parentheses indicate date of initial construction.
3. Locations of campsite features based on 1954 campground survey.
4. Building names follow the system established in this report and do not reflect official park names.

Drawing 6

CHAPTER TWO: EXISTING CONDITIONS

The following chapter summarizes the existing conditions of Morro Bay State Park Campground as of 2009. The landscape is described in terms of its landscape characteristics, the natural and cultural processes and features that compose the landscape and define its historic character. For Morro Bay State Park Campground, the pertinent landscape characteristics are its natural systems and features, spatial organization, circulation, vegetation, buildings and structures, and small-scale features.

The roughly thirty-acre campground is located in the southern portion of Morro Bay State Park on the shore of Morro Bay. Organized around a series of circulation loops, the campground is composed of 30 pull-through trailer sites, 135 sites with parking spurs, and five walk-in sites. The campground also features five combination buildings that provide restrooms and showers, a trailer sanitation station, and an entrance kiosk. The campground is nestled within long eucalyptus windrows across the main park road from the boat marina.

NATURAL SYSTEMS AND FEATURES

The character of Morro Bay State Park Campground is strongly influenced by its natural setting, which has long brought visitors to the bay's shores for camping and other recreation. The campground is located at the point of a broad peninsula formed by Morro Bay on the west and the extensive Chorro Creek delta and its tidal marsh to the south and east (Drawing 7). The bay itself is four miles long and nearly two miles wide at its widest point and is separated from the Pacific Ocean by a four-mile-long narrow sandy spit. The bay is relatively shallow with continually shifting sandbars and channels (Figure 30).

At the north end of Morro Bay is Morro Rock, a prominent rocky outcrop that stands 576 feet above the ocean surface (Figure 31). Morro Rock is the westernmost above-water formation in a chain of nine volcanic hills and small mountains that includes Black Hill and Cerro Cabrillo, both within the current park boundaries. Due to its large size and remarkable shape, Morro Rock has been a visual landmark from the earliest days of coastal navigation in the area, and continues to define the area. Although Morro Rock is not visible from the campground, views of the rock can be had from nearby points within the park, including beach areas and from the top of Black Hill. Morro Rock, which was quarried up until the 1960s, provided material for the Morro Bay breakwaters, as well as some of the rock used in constructing features within Morro Bay State Park.

Figure 30. View looking south from Black Hill toward Moro Bay and the Chorro Creek delta showing the shallow shifting nature of the bay. (OCLP 2009.)

Figure 31. View looking southwest from Black Hill showing Morro Rock and the Pacific Ocean beyond. (OCLP 2009.)

Figure 32. View looking east from the campsite showing the filtered views of nearby volcanic hills. (OCLP 2009.)

Black Hill rises just north of the campground to an elevation of 665 feet. Visible from the campground through the eucalyptus trees to the north, Black Hill, together with the other volcanic peaks to the campground's east, provides mountain views (Figure 32).

The climate at Morro Bay is consistently mild all year around, with average highs between sixty and seventy degrees Fahrenheit in both winter and summer. Evening and morning fog is common, which, together with breezes off of the cool Pacific Ocean, helps keep temperatures modulated. Freezes are rare, as are exceedingly hot days. This mild weather continues to attract recreational visitors to the area as it has since the nineteenth century. The area receives relatively little rainfall, most of which falls in the winter months.

SPATIAL ORGANIZATION

The campground is organized informally around four loops of campsites. For the sake of this document, the loops are numbered one through four from south to north (Drawings 8–12). Loop 1 comprises three rows of ten pull-through trailer sites each and one row of ten spur sites. These sites are arranged between four parallel access roads. Each campsite features a pull-through or spur driveway, a stone picnic table, stone cook stove, a wooden food cupboard (in the tent sites), a circular metal fire pit, and a wooden post with the site's identification number (Figure 33). Each trailer site also contains water and power supply for RVs mounted on a wooden post. The trailer sites are organized to accommodate the typical layout of a camper trailer or RV, with the power and water supply on the driver side of the parking space and the camp furnishings on the passenger side.

Figure 33. A group of campground furnishings including a metal fire ring. (OCLP 2009.)

Figure 34. View looking north showing one of the original pull-through trailer sites. The photo shows the narrow pull-through parking space and the mature vegetation screening the campsite. (OCLP 2009.)

Figure 35. A typical campsite group in the spur parking area of the campground comprising a stone picnic table, stone cook stove, metal fire ring, and wooden food cupboard. (OCLP 2009.)

This arrangement dictates the direction that a trailer must pull into the site (Figure 34).

North of loop 1 is loop 2, which contains forty-five campsites along two parallel roads, with twenty-four sites along the outer perimeter of the loop and twenty-one on the inside. All of the campsites in the loop have angled parking spurs and are furnished with a picnic table, a metal fire pit, a wooden food cupboard, and a numbered wooden campsite identification post. Most of these sites also have a stone cook stove. The sites are close together, with as little as forty-five feet from the center of one site to the center of the next.

Loop 3 is also composed of two roughly parallel roads, but the loop is more curved in shape. This loop contains thirty two angled spur camp sites, with twenty-one along the outer loop and eleven on the interior. The campsites in the

Figure 36. View looking north from the campground access road. The access road is wider than the loop roads and is lined with log barriers for much of its length. Note the lack of vegetative screening between the campsites on the right and the access road. (OCLP 2009.)

third loop are larger and further apart than in the first two loops (Figure 35). Two combination buildings are located in this loop, one on the eastern edge and one on the interior of the western end.

The fourth loop is the smallest, holding twenty-three campsites. The oval loop is tucked into the northern eucalyptus hedgerow, giving it a distinctly different character from the rest of the campground. Due to the smaller size of the loop, the interior sites are clustered toward the center of the loop and are less clearly defined than those in the other loops. To the west of the fourth loop are five walk-in tent sites with no vehicular access or parking.

East of the fourth loop is a group picnic site, also under the eucalyptus hedgerow. Groups of picnic tables are clustered around four stone barbecue pits. A campfire area with rows of wooden benches and a structure that holds a projector screen is on the far eastern end of the picnic area.

The four loops are connected by an access road that enters the campground from the southwest and proceeds along the western side of the first three loops before curving east and then north between the third and fourth loops. The access road exits the campground to the north toward the group campsites (Figure 36). On the eastern side of the campground is the trailer sanitation loop and an administrative area with maintenance, office, and residential buildings. The administrative area and the group campsites are outside of the campground study boundary.

The campground is located within two eucalyptus hedgerows composed of large, mature eucalyptus trees. The hedgerows border the campground on the west and the north, with more eucalyptuses along the shore across State Park Road to the south. To the east is mostly open to the salt marshes and distant hills.

Figure 37. View looking north showing the contact station and entrance circulation. (OCLP 2009.)

CIRCULATION

The vehicular circulation in Morro Bay State Park Campground is provided by the system of loop roads, connecting access roads, and parking spaces. The main access to the campground is from State Park Road, which wraps around two sides of the campground on the south and east. The campground entrance on State Park Road just west of the campground leads to the wide campground entrance drive. The entrance drive is a serpentine road five hundred feet long and thirty-four feet wide that is designed to allow large camping vehicles to queue during busy times. After passing the campground contact station located on an island in the middle of the drive, the drive splits around an oval median dividing traffic into two one-way roads that separately intersect the campground access road forming a separate entrance and exit (Figure 37).

Once in the campground, vehicular circulation is via the main campground access road and the campground loop roads. The loop roads vary in width from about fourteen feet to twenty feet, with the narrowest roads in the southern portion of the campground and the wider roads in the newer areas. Portions of the loop roads in loop 1 are bordered with stone curbing, but most of the roads have no curb or ditch. Many of the roads are lined with a gravel or compressed earth shoulder of about two feet.

Parking is provided for each campsite with either a pull-through parking space that connects two parallel roads or an angled spur parking space. The pull-through spaces are eight feet wide and seventy feet long in the first two rows, and ten feet wide in the third row (Figure 38). Three of the pull-through spaces in the third row are designated as ADA accessible and are double-width at twenty feet (Figure 39). The angled spur spaces vary in width and length, accommodating between one and three vehicles each (Figure 40). Angled or perpendicular parking

Figure 38. A typical pull-through trailer site in loop 1. This site, one of the original twenty trailer sites, is narrower, at eight feet, than the newer pull-through sites, which are ten feet wide. (OCLP 2009.)

Figure 39. View looking north showing one of the newer pull-through trailer sites. This site is one of the ADA accessible sites which features an extra-wide parking space, a concrete pad under the picnic table, and timber bollards separating the parking from the campsite. The ADA accessible sites do not feature stone picnic tables or stone cook stoves. (OCLP 2009.)

Figure 40. A typical angled spur parking space with concrete curbs. (OCLP 2009.)

Figure 41. View looking north showing the angled parking along the campground entrance road just west of the campground contact station. (OCLP 2009.)

Figure 42. View looking east showing the parking along State Park Road showing the stone curbs. (OCLP 2009.)

is also provided at the contact station, in a parking area in loop 3, and in three parking areas along State Park Road (Figures 41 and 42).

The arrangement of the utility services and the campground furnishings in the pull-through trailer campsites determines the direction that vehicles pull into the site, and therefore the direction of travel of the loop roads around these sites. To enter these spaces in the proper direction, the vehicles must enter from the first, third, and fourth loop roads. This preferred direction of the loop roads is eastward in the first road and westward in the third and fourth roads. Because of the direction of the angled pull-through parking spaces, the second loop road is a two-way exit road. There are no directional signs to indicate the traffic direction. All other roads in the campground are two-way.

Figure 43. View looking north in Loop 1 toward Combination Building #2. The large Monterey pine is typical of the mature canopy trees that may date to the CCC period. (OCLP 2009.)

Pedestrian circulation within the campground is via the roads, a few paved foot paths, and informal social trails across open areas. An axial footpath bisects loop 1 connecting Combination Building #1 and Combination Building #2 (Figure 43). This path is paved with asphalt concrete. A number of shorter sections of Portland cement concrete sidewalks provide circulation around the combination buildings, parking areas, and ADA accessible sites.

VEGETATION

The vegetation in the campground is dominated by the mature Monterey pines and Monterey cypresses that tower over the campsites and by the eucalyptus hedgerows that border the campground on the west and north and along the shoreline to the south. The majority of the pine and cypress trees were planted either by the CCC in the 1930s or by the state park in the 1950s. These trees are tall and mature with high canopies and no low branches. The trees are scattered throughout the campground with a slightly higher concentration in the southern area (Figure 44).

Shrubs in the campground include a number of native species including Catalina cherry (*Prunus ilicifolia* ssp. *Lyonii*), toyon (*Heteromeles arbutifolia*), California wax myrtle (*Myrica californica*), lemonade berry (*Rhus integrifolia*), coastal sagebrush (*Artemesia californica*), and coffeeberry (*Rhamnus californica*) among others. The shrubs in the southern portion of the campground, particularly in the trailer campsites, are dense and mature, while the vegetation in the newer areas is more sparse (Figures 45–48).

The campground is surrounded by eucalyptus hedgerows on the west, north, and along the shoreline to the south. These trees, planted in the late nineteenth

Figure 44. View looking east in Loop 2 showing the mature canopy trees. The canopy trees are mostly Monterey pine and Monterey cypress with scattered other species, such as the sycamore shown in the center of the photo. (OCLP 2009.)

Figure 45. View looking west at the southern edge of the campground showing mature shrub vegetation that has grown into small trees. (OCLP 2009.)

Figure 46. View of one of the original twenty pull-through trailer sites showing mature screening vegetation. The practice of using vegetation to screen and enclose campsites is consistent with the principles of rustic campground design as it was practiced in the 1930s. (OCLP 2009.)

Figure 47. View of one of the pull-through trailer sites showing smaller shrubs that provide inadequate screening. The RV in the adjacent campsite is clearly visible. (OCLP 2009.)

Figure 48. View of spur campsites in Loop 2 looking west. The lack of shrub vegetation makes the campsites feel close and crowded and reduces privacy and a naturalistic camping experience. (OCLP 2009.)

Figure 49. View looking south from the campground access road toward the campground entrance showing the character of the eucalyptus windrows. (OCLP 2009.)

century are large and closely spaced. The foliage creates a shimmering dappled shade beneath them and the mottled color and exfoliating nature of the bark create a striking visual effect (Figure 49).

BUILDINGS AND STRUCTURES

The campground contains six major buildings: five combination buildings and one comfort station. The southernmost combination building, Combination Building #1 (Figure 50), is a stone structure built in 1938 by the CCC. The building is located at the southern side of loop 1 between it and State Park Road. Combination Building #2 (Figure 51), on the north side of loop 1 between it and loop 2, is a wooden structure built in the 1940s. Three additional combination buildings in

Figure 50. View looking northeast showing Combination Building #1 built by the CCC in 1938. (OCLP 2009.)

Figure 51. View looking north showing Combination Building #2 built around 1947. The stone drinking fountain was likely built at that time or shortly thereafter. (OCLP 2009.)

Figure 52. View looking northwest showing Combination Building #4. Combination Buildings #4, #5, and #6 were all built during the 2003 campground rehabilitation and are of identical designs. (OCLP 2009.)

Figure 53. View looking west showing Comfort Station #1. The only restroom facility constructed in the campground to not provide showers, Comfort Station #1 was built in the 1950s to service the day-use picnic area on the north edge of the campground. The comfort station is currently not operational and is used by the park for storage. (OCLP 2009.)

Figure 54. View looking west showing the stone curb and drain gutter. The gutter was originally in the median between the campground road and an adjacent road that accessed the CCC camp and other points north. The adjacent road was removed with the reconfiguring of the campground entrance in the 1940s, but the stone gutter was retained. (OCLP 2009.)

the campground are of more recent construction, built of poured concrete and concrete modular unit (CMU) walls (Figure 52). All five of the combination buildings provide restroom and shower facilities for campground visitors. The comfort station, the only one built within the campground, was originally built in the 1950s to provide restrooms for the picnic areas (Figure 53). Today it is not in service as a visitor comfort station and is used as park storage.

In the southwestern corner of the campground are several lengths of stone curbing built by the CCC in 1937. In all there are a little over a thousand lineal feet of curb along the loop road in loop 1 and along the parking areas on State Park Road. There is also stone curbing along the walkways around Combination Building #1. Integrated into the stone curbing in the southwest corner of loop 1 is a stone gutter and drain (Figures 54 and 55).

Figure 55. View of the stone curb at the southern end of the campground. The stone curbs originally lined the campground entrance road, as well as the parking on State Park Road and the walkways around Combination Building #1. (OCLP 2009.)

SMALL-SCALE FEATURES

The function of the campground is accommodated by a large number of small-scale features, both historic and non-historic. Most prominent of these are the stone features: the picnic tables and cook stoves (Figure 56). There are forty-three stone picnic tables in the campground, all located in the southern half of the campground. The tables are constructed of stone pedestal bases with cast concrete tabletops and wooden bench seats. The stoves, approximately seventy in all, are of a variety of slightly different styles. All of the stoves are of substantial stone construction and are about two feet high and between three and six feet on a side. The stoves feature a rectangular fire boxes with metal barbecue grates (Figures 57–59).

In addition to these stone features are a number of other campground furnishings, including concrete and wooden picnic tables, wooden food cupboards, and metal fire rings (Figures 60 and 61). Natural objects, primarily eucalyptus and pine logs, are positioned along the roadsides throughout the campground to help contain vehicular traffic within the roadways.

Utility features in the campground include water bibs mounted on concrete pads, electrical and plumbing utility boxes, electric lights, dumpsters, recycling bins, and traffic and informational signs (Figures 62 and 63).

Figure 56. One of the stone picnic tables built by the CCC in 1937. Of the forty-eight original tables, forty-two remain today. The tables are constructed of stone pedestal bases, a cast concrete table top, and timber bench tops. (OCLP 2009.)

Figure 57. View of one of the stone cook stoves. The stone cook stoves reflect a number of similar but slightly different designs. This one features a small ledge along the back and a battered rear elevation. None of the cook stoves are of the design believed to be in the campground in the 1930s. (OCLP 2009.)

Figure 58. View of one of the stone cook stoves showing one of several designs within the campground featuring a battered rear elevation and a flush top. (OCLP 2009.)

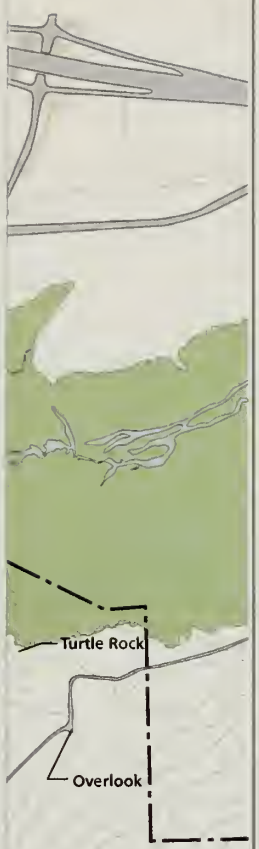
Figure 59. View of one of the stone cook stoves featuring a blocky design with vertical sides and a pot ledge on the back. (OCLP 2009.)

Figure 60. One of the concrete picnic tables constructed in the 1940s and 1950s. The tables are similar to the stone tables, but with concrete pedestal bases instead of stone. The single timber board used as the bench seat more closely reflects the historic condition of both the concrete tables and the stone tables than the two-board seats currently on many of the tables. (OCLP 2009.)

Figure 61. View of one of the wooden picnic tables with the built-in wooden food cupboards on the end. Date of construction of the wooden tables is unknown. (OCLP 2009.)

Figure 62. View in Loop 1 looking east showing a dumpster inside of its wooden enclosure and three blue recycling receptacles. (OCLP 2009.)

Figure 63. View looking north in Loop 1 toward Combination Building #2 showing one of the informational kiosks. (OCLP 2009.)



Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

2010 Existing Conditions

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Trees
- Golf Course
- Buildings
- Road
- Contour Lines (40-ft interval)
- Town of Morro Bay
- Wetlands
- Water

NOTES

1. All features shown in approximate scale and location.
2. State Park Road and Park View Road are the current names for the roads in the park.

NORTH

0 800 1600 FEET

Drawing 7

Cultural Landscape Report

Morro Bay State Park Campground

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Drawing 7

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3. 2007 Campground Brochure Map

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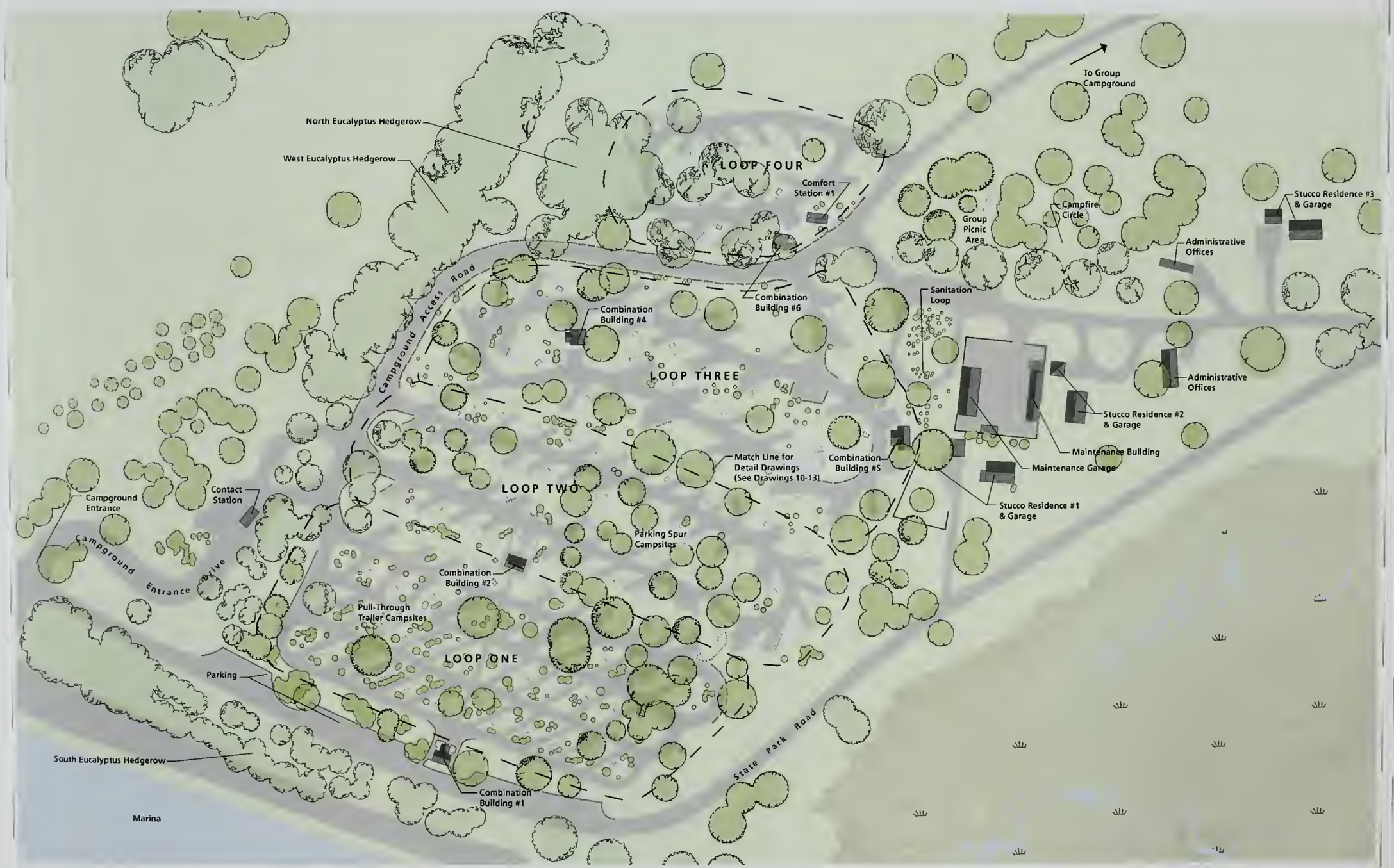
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 8



Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

2010 Existing Conditions Campground

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2006 Aerial Photo
3. 2007 Campground Brochure Map

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

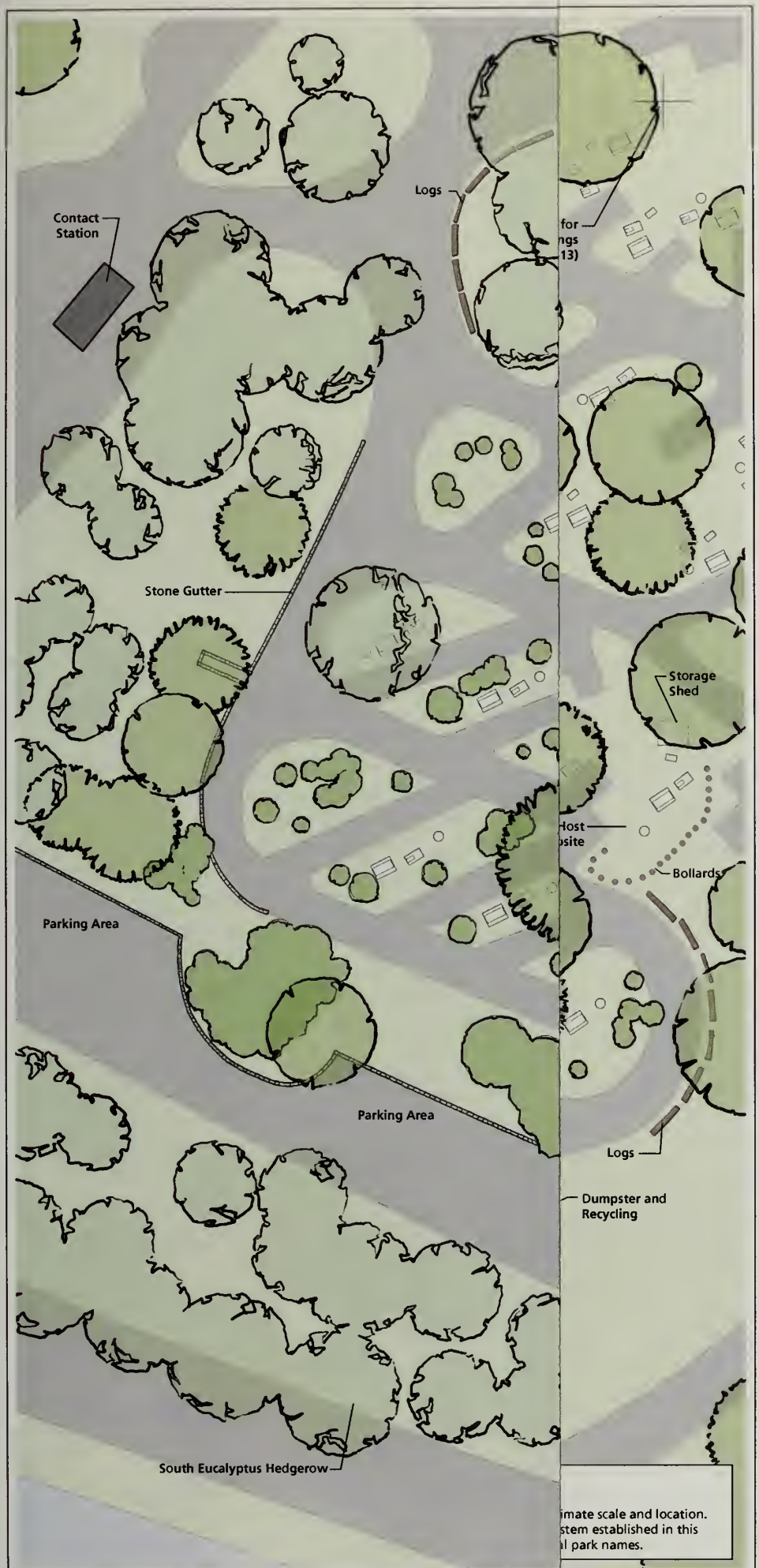
- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

NOTES
1. All features shown in approximate scale and location.
2. Loop names and building names follow the system established in this report and do not reflect official park names.

Drawing 8



Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

2010 Existing Conditions Campground SW Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 9

Water Spigot
Logs
ADA Accessible Campsite
Concrete Pad
Bollards
Contact Station
Match Line for Detail Drawings (See Drawings 11-13)
Water Spigot
Camp Host Campsite
Storage Shed
Dumpster and Recycling
Water Spigot
Water Spigot
Combination Building #2
Stone Gutter
Dumpster and Recycling
ADA Accessible Campsite
Water Spigot
ADA Accessible Campsite
Storage Shed
Camp Host Campsite
Bollards
Parking Area
Dumpster
ADA Accessible Campsite
Parking Area
Logs
Combination Building #1
Dumpster and Recycling
Stone Curbs
Stone Pads for Drinking Fountains
Parking Area
South Eucalyptus Hedgerow

NOTES

1. All features shown in approximate scale and location.
2. Building names follow the system established in this report and do not reflect official park names.

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

2010 Existing Conditions Campground SW Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 9

Cultural Landscape Report

Morro Bay State Park Campground
Morro Bay, CA

2010 Existing Conditions Campground NW Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 10

NOTES

1. All features shown in approximate scale and location.
2. Building names follow the system established in this report and do not reflect official park names.

North Eucalyptus Hedgerow

Walk-In Tent Campsites

ADA Accessible Campsite

Dumpster and Recycling

West Eucalyptus Hedgerow

Dumpster and Recycling

Water Spigot

Combination Building #4

Logs

Water Spigot

ADA Accessible Campsite

Dumpster and Recycling

ADA Accessible Campsite

Water Spigot

Water Spigot

Dumpster and Recycling

ADA Accessible Campsite

Water Spigot

Match Line for Detail Drawings (See Drawings 11-13)

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

2010 Existing Conditions Campground NW Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

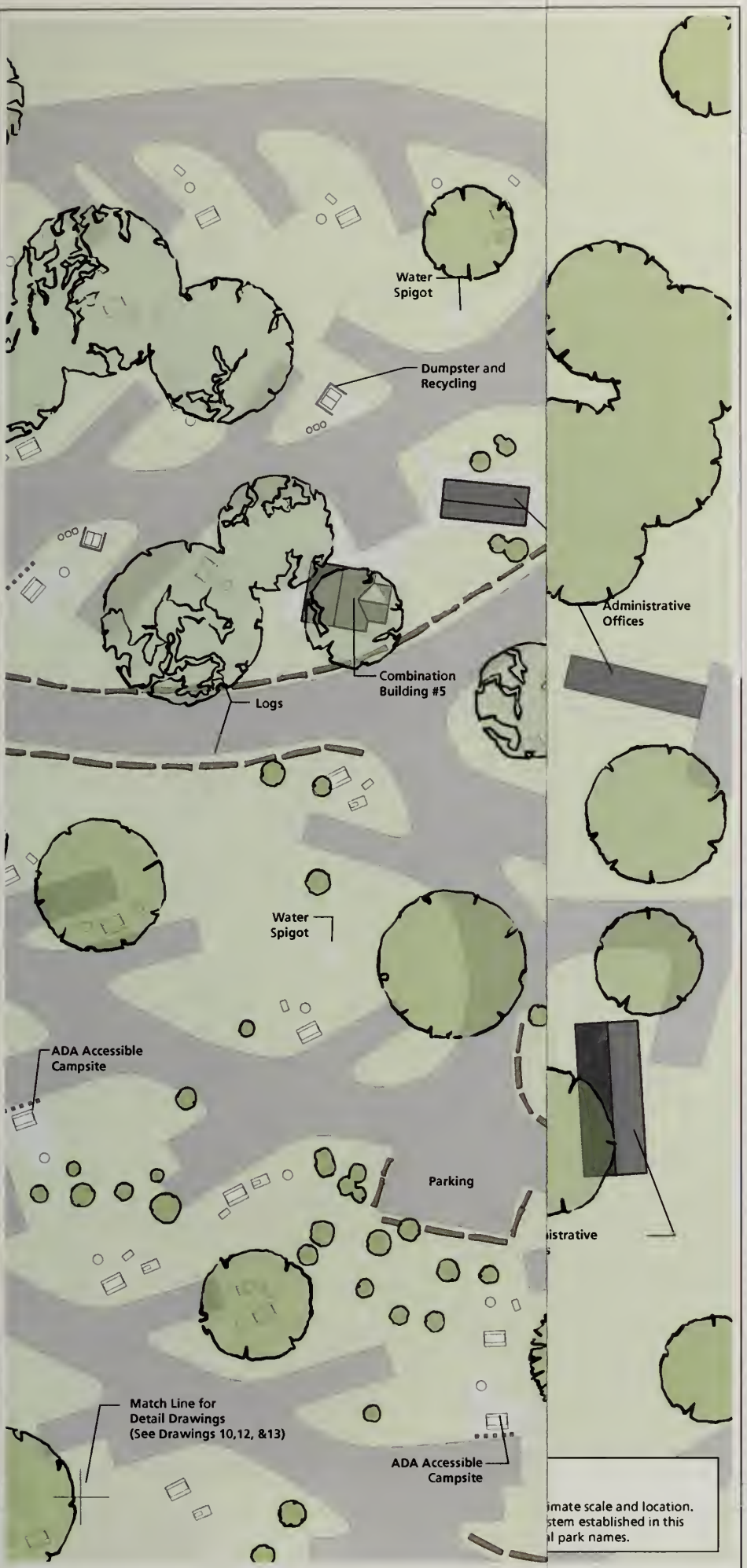
LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 10



Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

2010 Existing Conditions Campground NE Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 11

Water Spigot

Dumpster and Recycling

Comfort Station #1

North Eucalyptus Hedgerow

Group Picnic Area

Campfire Circle

Administrative Offices

Combination Building #5

Logs

Sanitation Loop

Water Spigot

ADA Accessible Campsite

Maintenance Garage

Stucco Residence #2 Garage

Maintenance Area

Maintenance Building

Stucco Residence #2 (Administrative Offices)

Administrative Offices

Water Spigot

Parking

Dumpster and Recycling

Combination Building #5

Match Line for Detail Drawings (See Drawings 10,12, &13)

ADA Accessible Campsite

Stucco Residence #1 Garage

Stucco Residence #1

NOTES

1. All features shown in approximate scale and location.
2. Building names follow the system established in this report and do not reflect official park names.

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

2010 Existing Conditions Campground NE Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

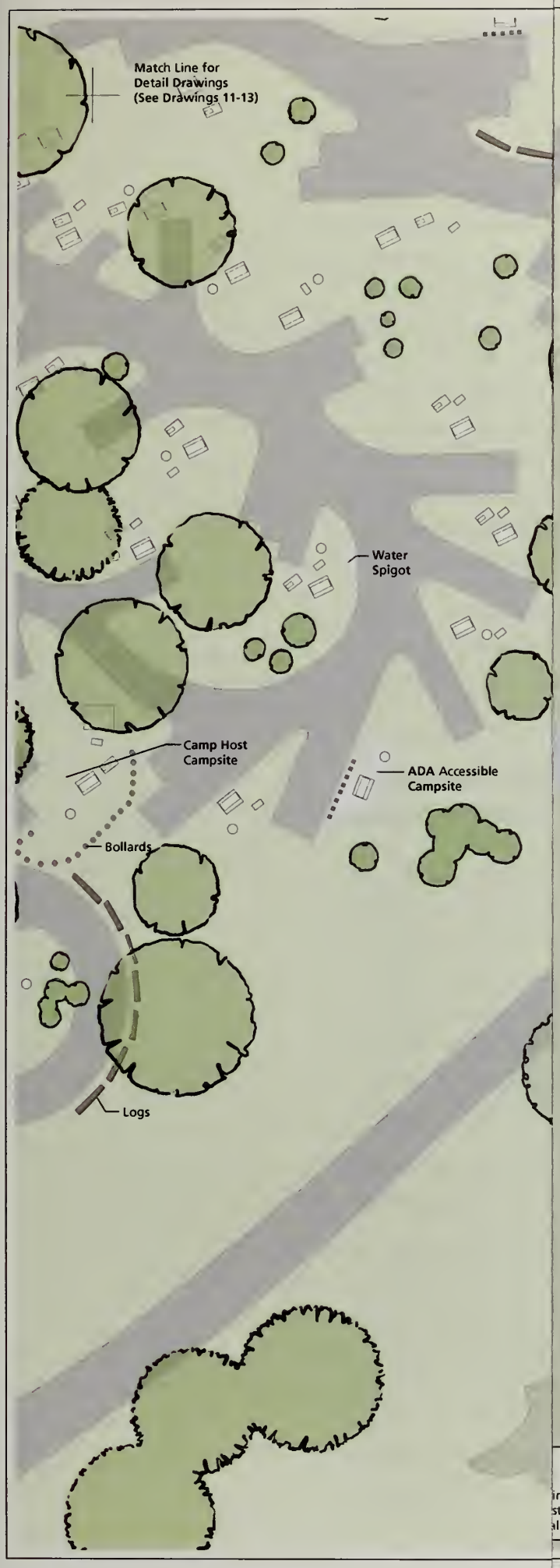
LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 11



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stem established in this
al park names.

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

2010 Existing Conditions Campground SE Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

Drawing 12

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

2010 Existing Conditions Campground SE Detail

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 55 110 FEET

NOTES

1. All features shown in approximate scale and location.
2. Building names follow the system established in this report and do not reflect official park names.

Drawing 12

CHAPTER THREE: ANALYSIS AND EVALUATION

This chapter provides a summary analysis of the historical significance of the Morro Bay State Park Campground and an evaluation of its historical integrity. The analysis of the significance, based on the National Register Criteria for Evaluation of Historic Properties, identifies the historical themes under which the campground is eligible for the National Register of Historic Places. This chapter also provides an evaluation of the landscape characteristics that contribute to the historic character of Morro Bay State Park Campground. Landscape characteristics are the tangible and intangible aspects of the landscape that individually and collectively contribute to the site's historic character and help to convey its significance. Each landscape characteristic includes a comparison of historic to existing conditions and an evaluation of the characteristic's contribution to the landscape's historic character.

The analysis and evaluation of the significance and integrity of Morro Bay State Park Campground is based on archival resources, secondary sources, and site documentation in 2008 and 2009.

NATIONAL REGISTER STATUS AND STATEMENT OF SIGNIFICANCE

The National Park Service evaluates the historical significance of properties through a process of identification and evaluation defined by the National Register of Historic Places program. According to the National Register, historic significance may be present in buildings, sites, districts, structures, or objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property can be found to have significance on a national, state, or local level, but must meet one or more of the following criteria in order to be considered eligible for the National Register:

A: Association with the events that have made a significant contribution to the broad patterns of history; or

B: Association with the lives of persons significant in our past; or

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

D. Has yielded, or may yield, information important to the study of history or prehistory.[1]

Morro Bay State Park Campground is not currently listed on the National Register of Historic Places. In 2000, an inventory and assessment of the campground was conducted by California Department of Parks and Recreation, concluding that the property is eligible for the National Register as an example of Park Rustic architecture and landscape design as practiced by the Civilian Conservation Corps in the 1930s. The report also suggested that the campground is significant as an example of post-war construction of the California Division of Beaches and Parks, but did not provide an in-depth analysis of this context. The 2000 report was not reviewed by the California State Historic Preservation Officer or the Keeper of the National Register, and does not currently have a status of eligibility under any historical context.

This report summarizes the significance of Morro Bay State Park Campground under the areas of the Civilian Conservation Corps, and the design and development of motor campgrounds in the first half of the twentieth century.

Criterion A: CCC

Morro Bay State Park Campground is significant for its association with the Civilian Conservation Corps (CCC) program (National Register Criterion A). The CCC was established as part of President Franklin D. Roosevelt's New Deal shortly after his inauguration in 1933. That spring, the CCC went to work in the national forests and national parks across the country. The California State Park Commission took advantage of the program and partnered with the National Park Service and the U.S. Army to establish CCC camps in parks throughout the state.

CCC crews worked at Morro Bay from May 1934 through June 1939, helping to turn the former Cabrillo Country Club into one of California's earliest state parks. Work at the state park included erosion and flood control, fire suppression and general clean up, repair and upgrade of the park's circulation system, construction of a picnic area along the bay waterfront, and the construction of a campground in the willow thickets along Chorro Creek. In 1937, the CCC began construction of what is today Morro Bay State Park Campground, including roads, stone camp furnishings, stone curbing and gutters, sanitation facilities, and a stone combination building.

Many of the features constructed by the CCC can still be found in the campground and throughout the park. Extant features in the campground include forty-three mortared stone picnic tables, cook stoves, drinking fountains, stone curbing, and stone culvert headwalls. The most prominent CCC-built feature in the campground is the stone combination building built in the Park Rustic style of architecture. All of these features reveal the rustic design, local materials, and fine workmanship characteristic of CCC-era construction, and survive as a testament to the skill and labor of the CCC enrollees.

Criterion C: Campground Design

The Morro Bay State Park Campground is an example of campground design as it was developed in the national parks and forests in the 1920s and 1930s (National Register Criterion C). The campgrounds design characteristics, including overall layout, circulation, campsite organization, and use of vegetation, demonstrate principles of campground construction that were groundbreaking at the time. These principles ensured the protection of the natural resources while providing camping opportunities and a quality outdoor experience to large numbers of visitors.

The popularity of camping on public lands grew significantly during the early decades of the twentieth century. The growth of the country's national forest and national park systems and the increasing mobility of urban populations via automobiles provided opportunities for people to experience a wide variety of natural environments. In the early years, camping on public lands was informal and unregulated, with campers left to choose their own campsites. As the number of campers increased, impacts from unmanaged sanitation, forest fires, and disturbance of wilderness areas grew. To mitigate these impacts, camping increasingly restricted to designated areas.

The concentration of use within designated camping areas put new pressures on the resources of the national forests and parks. Although sanitation and the danger of campfires could be better managed, the camp areas soon became damaged and worn. Repeated use over time and the practice of driving and parking cars in and around the camp areas compacted the forest soils, first killing the ground cover, then shrubs and small trees, and finally the mature trees that provided shade. The bare camp areas were then abandoned for more pleasant areas, leaving scars in the forest that took years to heal.

By the early 1930s, the issues of campground management had risen to the top of the concerns of park administration. For several years, U.S. Forest Service pathologist E. P. Meinecke had been studying the problems and wrote a number of papers about the effects of camp use on the forest ecosystems. In about 1934, Meinecke synthesized his findings into a set of recommendations for the design of campgrounds intended to minimize the impacts to the vegetation. Meinecke's recommendations were significant primarily because he advocated a much more formal model in which circulation was restricted, campsites were well defined, and furnishings such as tables and cook stoves were fixed. Sketches of campground layout included in the paper resembled plans for suburban housing developments with curving roads and irregularly shaped but closely spaced campsite "lots."[2]

Fundamental to Meinecke's model was the control of automobiles in the campground.

> The car is not allowed to move outside of the road, and is confined to a parking spur which branches off at a convenient angle from the road. On leaving, the car backs into the road and goes on in the prescribed direction. The parking spur is clearly defined, and obstacles on the ground, such as larger trees, boulders or logs, indicate plainly its outlines.[3]

Meinecke stressed that the circulation should consist of one-way loops to minimize the necessary width of the roads. This emphasis on the automobile circulation acknowledges the increasing role cars were having in wilderness recreation and the increasing impact they were having on resources. Yet, rather than excluding cars from the campground, relegating them to a parking lot and requiring campers to hike into the campground, Meinecke brought the cars directly into the campsite. Using the metaphor of the campsite as a house, Meinecke described the parking spur as a carport and placed it in direct proximity to the table, cook stove, and tent site.

Other elements of the campsite were fixed in place, giving the site a definite configuration. Cook stoves, especially, were to be fixed in place to minimize forest fire danger. Construction of stoves and tables of mortared stone made these elements immovable while enhancing the rustic aesthetic expected in a camping experience. Recognizing that privacy and an experience of nature were primary reasons people went camping, Meinecke emphasized these qualities in his campground model. Careful campsite layout and the use of vegetation to screen adjacent sites allowed a dense arrangement of the campground while preserving a sense of privacy.

Meinecke's recommendations for campground design were intended to accommodate a rapidly evolving reality of outdoor recreation. The automobile had forever changed Americans' relationship with wilderness, and Meinecke's model changed the level of development and amenity campers expected in their outdoor experience. Yet as soon as Meinecke's pamphlet was published, it was out of date for a growing number of campers. These campers were arriving at campgrounds towing camper trailers behind their automobiles. While Meinecke's model was well suited to car-and-tent campers, it created a number of significant problems for trailers. By the late 1930s, new models for public campgrounds were needed.

Trailer Camps

In 1938, National Park Service landscape architect Albert H. Good dedicated a chapter of his *Park and Recreation Structures* to the design of tent and trailer campgrounds.[4] At that time, trailer camping was still relatively new, having been around for little more than a decade, but it was growing in popularity so rapidly that estimates for some parks suggested that one in three campers were arriving with a trailer in tow.[5] These campers were quickly learning the limitations of the parking spur in the accommodation of trailers. The spurs were often too short to

fit both a car and trailer. Meinecke was adamant that the spurs be narrow and that barriers be placed around the spur so that a car would be forced to back out, an acute inconvenience for visitors with trailers who wanted to take day trips in their cars while leaving the trailers in place. Furthermore, the one-way loop roads and angled spurs prevented easy backing of the trailers into the spurs. Attempts to do so were sure to damage resources, disrupt traffic, and frustrate visitors.

Good acknowledged that the debate about whether trailers should be allowed into natural areas was far from settled. Yet he also recognized that camping trailers were only likely to increase in numbers, and that it was prudent, just as Meinecke had done for the automobile, to make accommodations for the camping trailer. Good suggested that the easiest fix for the loop-and-spur model was to simply reverse the direction of the loop and require all vehicles to back into the spurs. While it would be easier to back a trailer into the angled spurs from the other direction, backing a trailer was still a difficult task. As Good put it, "Those who have observed on the highways the ineptitudes of some citizens for driving a single car forward will sense the havoc that can lurk in their maneuvering a trailer train in reverse."[6]

To address this issue, a number of models were presented to accommodate pull-through trailer circulation. Common to all of the models were the characteristics that Meinecke advocated. These characteristics included individual campsite units with fixed site furnishings and vegetation screening. Natural objects such as logs and boulders were used to define the one-way circulation loops. The goal of the designs was to maximize the use of the land, minimize the impact to natural resources, and ensure a private and enjoyable experience for the camper.

It was in the campground circulation patterns where the new models diverged most significantly from Meinecke's model. The new campsite templates allowed a car with a trailer to pull forward from the travel lane into the campsite's parking space, and then to pull forward again upon leaving. Some of the templates included a bypass parking space that allowed the car and trailer to pull off of and return to the same travel lane, while others provided a spur that connected two roughly parallel travel lanes.

It is unknown whether those responsible for the layout of the Morro Bay State Park Campground were working directly from Good's design guidelines, but the campground's design clearly exhibited the characteristics of Good's and Meinecke's models. The campground at Morro Bay State Park was organized around five parallel loop roads, with twenty sites dedicated to pull-through trailer use and twenty-eight tent sites. The tent sites deviated from the Meinecke model only in that they lacked dedicated parking spurs. The trailer sites, however, closely followed Good's designs, with angled pull-through parking from the outer loop to a central lane within the loop. This allowed cars with camper trailers to pull through without backing up. Each of the sites, trailer and tent, featured its own

stone table, cook stove, and wooden food locker. Vegetation planted within the campsites screened campsites from each other and from common areas and helped create a sense of privacy and enclosure.

PERIOD OF SIGNIFICANCE

The period of significance for Morro Bay State Park Campground is from 1934 to 1939, which represents the period during which the campground was constructed and during which it was associated with the CCC.

The CCC arrived at Morro Bay State Park in May of 1934, and immediately began constructing their camp. Over the next two seasons, the crews completed several projects within the state park, from general cleanup and fire prevention to the construction of roads, utilities, a picnic area along the Morro Bay shoreline, and a campground on Chorro Creek. CCC crews returned in 1937 to construct the motor campground (Morro Bay State Park Campground). Work continued for two years, with the combination building being completed over the fall and winter of 1938. The last CCC crew left in June 1939.

EVALUATION OF LANDSCAPE INTEGRITY

Integrity is the ability of a property to convey its significance. In order for a property to retain its integrity, it must possess the essential characteristics and features that characterized it during the period of significance. The National Register program identifies seven aspects of integrity including location, design, setting, materials, workmanship, feeling, and association. To retain integrity, a property must possess the aspects that best convey a sense of a particular time and place.

The significance of Morro Bay State Park Campground for its association with the CCC is best conveyed through the presence of features built by the CCC; the features' evident design, workmanship, and materials; and the overall design of the campground, individual campsites, and circulation patterns. The significance of the campground as an example of early park campground design is best conveyed through the evidence of the principles that characterized that design. These principles include compact campsite arrangement, fixed stone campsite furnishings, clear definition of campsites, the isolation and control of vehicular traffic and parking, and the use of vegetation to define and screen the campsites. Morro Bay State Park Campground to retains its integrity for each of its significance criteria only if the majority of these qualities and features are present and evident today.

Since the historic period, the campground at Morro Bay State Park has experienced two periods of substantial change. The first, during the ten years after World War II, involved the expansion of the campground northward and updates to accommodate an increase in use. From a total of 48 campsites in 1939, the

campground was expanded to 101 by 1955. Changes also included the removal of most of the CCC camp, the creation of a new campground entrance and entrance contact station, new circulation loops, a new combination building and a new comfort station, and new maintenance and residential structures. All of these changes, however, occurred outside of the limits of the original campground, and the twenty trailer sites and twenty-eight tent sites that existed in 1939 remained largely unchanged in 1955.

The second period involved the campground rehab in 2003. The project involved the realignment of circulation loops, the addition of parking spurs in the tent campsites, the conversion of ten tent sites to pull-through trailer sites, and the addition of new combination buildings and other structures. While the majority of these changes affected the areas that had been created or altered during the 1940s and 1950s, some substantive changes were made to the original pre-war campground area. These changes included the conversion of the tent sites to trailer sites, the addition of parking spurs in tent sites, and the realignment of one of the circulation loops that altered vehicular access.

Despite these changes, portions of the campground retain much of its historic layout, composition, and character. Particularly, the original twenty trailer sites have changed little since they were built by the CCC. The width and alignment of the roads, the arrangement of the campsites, the stone furnishings present in nearly every site, and the screening vegetation all contribute to a sense of place and time that characterized the 1939 campground. And while the circulation changes in the area of the original tent sites has had a moderate impact on the design and feeling of the sites, much of the historic character has been retained through the small scale and compact arrangement of the sites, the retention of the stone tables built by the CCC, and the historic vegetation that encloses and screens the campsites. Overall, the historic core of what was the 1939 campground continues to convey the rustic design, meticulous workmanship, and use of native materials that characterized CCC work, as well as the principles of campground design that were so significant at the time of the campground's construction.

ASPECTS OF INTEGRITY

In order for Morro Bay State Park Campground to retain its integrity it must possess most if not all of the seven aspects of integrity identified by the National Register of Historic Places.

Location is the place where the cultural landscape was constructed. The campground and its major features have not been moved since the period of significance, and it retains integrity of location.

Design is the combination of elements that create the form, plan, space, structure, and style of the cultural landscape. The primary change to the original campground's design has been to the circulation system. This includes the conversion of ten tent sites to pull-through trailer sites and the addition of parking spurs in the remaining tent sites. These changes, however, only affect half of the original campground area, and the design of the original trailer sites have not changed since 1939. Other aspects of the design of the campground, including the compact arrangement of fixed campsite furnishings, clear definition of campsites, the isolation and control of vehicular traffic and parking, and the use of vegetation to define and screen the campsites remain intact throughout the original campground area. The rustic design of the stone combination building and the picnic tables, curbing, and other stone features, strongly characteristic of CCC structures, is also clearly conveyed. Overall, the campground retains integrity of design.

Setting is the physical environment of the cultural landscape. The setting of Morro Bay State Park Campground is largely defined by the natural features of the park and surrounding area, including the bay and marsh to the south and east, Black Hill to the north, and other distant hills to the north and east. Beyond the enclosing eucalyptus hedgerows, the landscape is open, allowing filtered and framed views of distant features. The open character of the surrounding area is enhanced by the golf course on the west side of the campground. These aspects of the campground's setting have changed little since the historic period. The expansion of the campground in the 1950s and the development of the maintenance and residential area represents a modest change in setting, but the character of the newer portions of the campground is comparable with that of the CCC camp that bordered the campground in 1939. Overall, the campground's setting is intact and strongly conveys its historic character.

Materials are the physical elements that were combined or deposited during the period of significance in a particular pattern or configuration to form the cultural landscape. Historic materials in the campground include the stone picnic tables, stone curbing, and stone comfort station. It is unknown at this time whether some or all of the stone cook stoves are original to the CCC construction, but if they were rebuilt since the historic period, they were likely built using many of the original stones. Typical of CCC practice, the stones used to build the campground's structures and features were quarried locally, either from quarries within the park or from Morro Rock itself. The presence of these stone feature in the campground strongly convey the historic association with the CCC.

In addition to the stone features, it is likely that some of the vegetation material was planted by the CCC during or before the campground's construction. The mature Monterey pines, Monterey cypresses, and the shrub vegetation in and around the campground convey a sense of time and are consistent with the CCC's

use of native vegetation. Together, the historic vegetation and the stone features contribute to the campground's integrity of materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during the period of significance. The careful, handcrafted workmanship that characterized CCC construction is evident in the stone picnic tables, stone curbing, and the combination building. These features contribute to the campground's integrity of workmanship.

Feeling is the cultural landscape's expression of the aesthetic or historic sense of the historic period. Morro Bay State Park Campground's feeling is characterized by its natural setting, the vegetation, including the mature pines and cypresses and the eucalyptus hedgerows, the rustic design and materials of the campground features, and the naturalistic design of the site layout and vegetation arrangement. Modern elements within the campground have altered the historic feeling somewhat, including modern utilities, dumpsters and recycling receptacles, and other structures and features installed since the historic period. The historic feeling is diminished further by the larger RVs and trailers that are being used in the campground. Overall, however, the feeling within the campground is rustic and naturalistic and contributes to the historic character of the site. The campground retains integrity of feeling.

Association is the direct link between the important historic event or person and the cultural landscape. The campground retains its direct connection to the CCC through its extant features that were hand-built by the CCC crews, as well as the design of the feature and the campground as a whole, which is characteristic of work completed by the CCC throughout the country in the 1930s. Morro Bay State Park Campground retains integrity of association.

ANALYSIS OF LANDSCAPE CHARACTERISTICS AND FEATURES

Landscape characteristics are the broad patterns, systems, and feature categories that compose the landscape and determine how people interact with it. The analysis of landscape characteristics and features serves to identify the components of the landscape that define the historic character of the landscape and contribute to its ability to convey the significance. The analysis entails comparing existing conditions to what was present during the historic period and making an evaluation of whether the landscape characteristic or feature contributes to the landscape's historic character.

The landscape characteristics evaluated for Morro Bay State Park include spatial organization, circulation, vegetation, buildings and structures, and small-scale

features. For each characteristic, the analysis is organized and presented in the following components:

Historic Condition, a brief discussion of the feature's history and evolution as it relates to the period of significance;

Existing Condition, an overview of changes that have occurred since the end of the period of significance; and

Evaluation, a determination of whether the feature contributes to the historic character of the landscape.

Contributing features generally date to the period of significance, 1934-1939, and retain association with the CCC or help convey the campground's historic design and character. Non-contributing features generally post-date the period of significance or have been so altered from the historic condition that they no longer help convey the site's significance.

The landscape features are indicated on the existing conditions maps at the end of the previous chapter (see Drawings 8-12).

SPATIAL ORGANIZATION

Spatial organization is the three-dimensional organization of physical forms and visual associations in the landscape, including the articulation of ground, vertical, and overhead planes.

Historic Condition: Consistent with the principles of park campground design in the 1930s, Morro Bay State Park Campground was compactly organized into well-defined campsite "lots" accessed by circulation loops. The campground was composed of two adjacent sections, one accommodating cars with trailers and the other for tents. The trailer section consisted of two rows of ten sites each between three parallel roads, with each site featuring an angled pull-through parking space. The campsites themselves were arranged between the parking spaces as tight clusters with a picnic table and stone cook stove in each. Campsites were defined and screened with vegetation.

The tent sites were in two rows to the north of the trailer sites, also between three parallel roads, but the tent sites were less formally arranged than the trailer sites. There were no parking spurs in the tent sites, and the sites were defined only by the clusters of furnishings (table, stove, and wooden food cupboard) and by vegetation.

Just north of the campground was the CCC camp, which had been constructed in 1934. The camp was a rectangular cluster consisting of four long barracks buildings in two opposing rows and one mess hall. The campground and CCC camp

were arranged within an area enclosed by eucalyptus hedgerows. The hedgerows, which dated from the late nineteenth century, bordered the campground on the west and north and along the shoreline to the south. To the west was open toward the marsh.

Existing Condition: Portions of the campground still reflect the spatial organization present in 1939. The original trailer campsites in particular have changed little since the period of significance. The organization of the original tent sites has changed in that some of the sites have been converted to trailer sites with angled pull-through parking, and the others now have angled parking spurs. The organization of each individual site, characterized by the arrangement of site furnishings and vegetation, may have changed since the period of significance, but it still reflects the principles that guided the original campground design. Overall, the organization of the original campground area continues to convey the campsites' scale, compactness, separation of circulation, and efficiency of access and use that characterized the historic campground.

Beyond the area of the original campground, the spatial organization has changed substantially since 1939. What was the CCC camp in 1939 is now part of the expanded campground, with circulation loops, angled spur parking spaces, and campsites. A maintenance and residential area that was added in the 1940s and 1950s adjoins the campground to the northeast. Within the northern hedgerow is more campsites and the group picnic area. While the overall principles of organizing the campsites into clusters of furnishings is similar to that of the original campground, the sites are further apart, the roads and parking spurs are larger, and there is less screening vegetation, giving the newer campground areas a more open and spacious quality.

Evaluation: Despite the changes to the spatial organization that have occurred beyond the limits of the original campground area, the spatial organization of the original twenty trailer sites and twenty-eight tent sites continues to convey the important principles that guided the campground design and contribute to the historic character of Morro Bay State Park Campground.

CIRCULATION

Circulation includes the spaces, features, and applied material finishes which constitute systems of movement in a landscape.

Overall Circulation System

Historic Condition: The main circulation road through Morro Bay State Park during the historic period was what is known today as State Park Road (early maps do not indicate a name for the road). The campground was located in a bend

in the road as it followed the shoreline around the peninsula and was bounded by State Park Road and by two access roads along the western and northern eucalyptus hedgerows.

The entrance to the campground itself was in the southwest corner off of State Park Road. This entrance provided access to five parallel loop roads connected on both ends. The first three loop roads were connected by angled pull-through parking spaces for camper trailers. There were no parking spurs for the tent sites, but historic photos from the 1940s show a few cars parallel-parked along the loop roads by the campsites.

While there is no indication of traffic direction on any historic maps, it is possible to surmise at least a preferred direction of travel based on the layout of the sites. Trailer campsites are typically arranged so that utility supplies are located to the left of the trailer and the camping area with the table and stove on the right side. Campsite arrangement at Morro Bay State Park Campground indicates that trailer traffic was intended to be one-way in a counter-clockwise direction around the first and third loop roads. A driver would circle this loop route, choose a campsite, and pull the trailer into the parking space. Upon leaving, the driver would pull forward and exit along the second loop road between the trailer site rows. This system would require two-way traffic at least along the exit road. It is unknown whether there was any directional control around the tent sites.

Additional parking was provided just outside of the campground along State Park Road on either side of the combination building. These areas provided angled parking and were bordered by stone curbing. Stone curbing was also present along the entrance road and portions of the southernmost loop road near the combination building.

All loop roads in the campground were approximately thirteen to fifteen feet wide, and the pull-through trailer parking spaces were about eight feet wide. All vehicular circulation was surfaced with bitumous asphaltic concrete (asphalt). With the exception of the entrance roads and the areas noted above that had stone curbing, the road edges were flush with the adjacent ground with no curbing, gutters, or ditches.

In addition to the circulation within the campground was a system of unpaved roads and footpaths that accessed the CCC camp. Rather than the curvilinear alignment seen in the campground roads, the roads and paths within the CCC camp reflected more of the orthogonal layout of the CCC camp.

Existing Condition: The existing circulation in Morro Bay State Park largely reflects what was constructed in 2003, however, portions of the circulation system have not changed since they were constructed during the historic period. The circulation around the trailer camps, including the loop roads and the trailer

parking spaces, remains much as it was in 1939 and still reflects its historic alignment, width, and character.

The northern portion of the campground comprising the campground expansion of the 1940s and 1950s was reorganized in 2003 into a series of discrete loops, with access off of the main campground road that ran along the eucalyptus hedgerow. New parking was provided throughout the campground, with angled parking spurs added to the tent sites for the first time. Ten of the tent sites in the row directly north of the trailer sites were converted to trailer sites with pull-through parking spaces.

Pedestrian circulation throughout the campground is via the roads or informal paths through the campsites. The exception is a paved footpath that bisects the lower loops and connects the two southernmost combination buildings. Concrete sidewalks are also provided immediately around all of the combination buildings.

Evaluation: contributing (portions). The overall circulation patterns within the campground have changed significantly since the historic period, and as a system do not contribute to the cultural landscape. However, individual circulation features (described below) retain have changed little since 1939 and continue to convey both the association with the CCC and the significant design aspects of the campground.

Campground Loop Roads

The campground loop roads provide direct vehicular access to the campsites.

Historic Condition: In 1939, there were five parallel loop roads running roughly east to west connected on both the east and west ends. The roads were approximately fifteen feet wide and surfaced with asphaltic concrete. Traffic was routed one-way counter-clockwise around the trailer sites along first and third roads with the second road serving as a two-way exit. It is unknown if the direction of traffic around the northern two loop roads around the tent sites was controlled.

Existing Condition: The parallel loop roads of the original campground still exist today and are the same or similar in width, surface, and character as they were in the historic period. The primary change to these roads has been the removal of the connecting segment on the east end between the fourth and fifth roads. The fifth road was connected to a new road to its north, creating a new and separate loop from the trailer sites. Two new loops were constructed in 2003 replacing roads built in the 1950s.

The roads in the newer northern portion of the campground are wider than in the trailer area. While in the first two trailer loops the roads range between thirteen and fifteen feet wide, in the newer loops they are between eighteen and twenty-one feet wide.

Evaluation: contributing (portions). The first through the fourth loop roads still exhibit the alignment, width, surface, character, and overall circulation patterns of the historic period and contribute to the character of the cultural landscape. All other campground loop roads are non-contributing.

Campground Access Road

The main road through the campground that accesses the loop roads runs from the campground entrance north along the eucalyptus hedgerow and then northeast, exiting the campground in the north toward the group campground.

Historic Condition: The campground access road dates at least to 1934 with the construction of the CCC camp. The CCC either built the road or improved it from an earlier Cabrillo Country Club road. At the time, the road exited directly off of State Park Road following the eucalyptus hedgerow northward. At the junction of the northern and western eucalyptus hedgerows the road forked, with one fork continuing northward and the other following the northern hedgerow eastward. When the campground was constructed in 1937, the loop roads were built adjacent to, but not connected to, the access road. Entry to the campground was directly from State Park Road. The access road continued to provide access to the CCC camp and to points north of the campground.

Existing Condition: The campground access road today partially reflects the alignment of the original road. The southern portion of the road near the original campground was removed when the campground entrance was moved from the southwest corner to the east side of the campground. Likewise, the northern portion beyond the northern hedgerow was disused and eventually removed. The remaining sections were incorporated into the new loop roads as part of the 1950s campground expansion.

While the configuration of the campground between the 1950s and 2003 reduced the role of the access road as a main circulation route through the campground, this function was restored in the 2003 reconfiguration. The new entrance on the southwest corner of the campground feeds directly into the access road, which serves as the organization route off of which the loop roads branch. The access road was widened in 2003 from fourteen feet to twenty-two feet, significantly altering the historic character of the road, and the intersections were altered to better accommodate larger vehicles.

Evaluation: non-contributing. The changes to the alignment and the width of the campground access road have significantly changed the road's historic character, and it no longer contributes to the cultural landscape.

Pull-Through Trailer Parking

The thirty angled pull-through parking spaces comprise the first three rows of campsites designed to accommodate RVs and camper trailers.

Historic Condition: When the campground was built in the 1930s, one of the most remarkable features was its accommodation of camper trailers with pull-through parking. The campground design closely followed the recommendations of Albert H. Good that allowed automobiles towing trailers to enter, park, and exit the campsite without backing up. The angles of the parking spaces allowed for easy maneuvering of unwieldy trailers while protecting campground resources.

Twenty pull-through parking spaces were provided in two rows of ten campsites each. The pull-through parking spaces were about seventy feet long and eight feet wide and surfaced with asphaltic concrete.

Existing Condition: The original twenty pull-through trailer parking spaces remain today in their original location ,width, and character. These spaces continue to provide parking for RVs and camper trailers up to thirty-five feet long. Ten new pull-through spaces were constructed in 2003 in the row of tent campsites just north of the original twenty trailer sites. Seven of these new spaces are ten feet wide and three are twenty feet wide to accommodate universally accessible campsites. While the twenty historic pull-through spaces are regularly spaced and parallel in alignment, the new spaces vary in width, spacing, and angle, creating a more irregular character.

Evaluation: contributing (portions). The twenty original trailer parking spaces are largely unchanged since the period of significance and contribute to the cultural landscape. The ten new spaces are non-contributing.

Angled Parking Spurs

A total of 135 parking spurs provide parking for tent campsites throughout the campground.

Historic Condition: The parking spurs were constructed in 2003 and were not present during the historic period.

Existing Condition: Angled parking spurs were built in every tent site in the campground (with the exception of five walk-in sites not accessible by cars). The spurs fork from each campground loop road on both sides, protruding into the interior and exterior of the loops and defining the campsites. The spurs range between twenty-five and forty-five feet long and between twelve and seventeen feet wide per vehicle space, and many of the spurs accommodate two or three vehicles. The spurs intersect with the direction of travel of the loop roads at a variety of angles,

but most are at forty-five degrees. The direction of the angles is such that two-way traffic is necessary on all loops to accommodate head-in parking.

Evaluation: non-contributing. The angled parking spurs were not present during the historic period and do not contribute to the cultural landscape.

Campground Entrance Drive

The campground entrance drive connects State Park Road to the campground entrance road on the west side of the campground.

Historic Condition: The current entrance drive was not present during the historic period. The entrance to the campground in 1939 was a simple opening from State Park Road directly into the southwest corner of the campground loop roads. There was no entrance kiosk or contact station at that time. In about 1948, the entrance was moved to the east side of the campground and a small contact station was constructed in the entrance median. This entrance remained until 2003, when the current entrance drive was constructed.

Existing Condition: The entrance drive is a wide, serpentine drive leading from State Park Road into the campground. More than five hundred feet long and thirty-four feet wide, the drive is designed to allow RVs, trailers, and other vehicles to queue during busy times. Four hundred feet from State Park Road is a median and a visitor contact station. Beyond the contact station the road splits around an oval median to provide two one-way entrances to the campground. Adjacent to the contact station is angled parking for six cars.

Evaluation: non-contributing. The existing entrance drive was not present during the historic period and is non-contributing.

Parking on State Park Road

Three parking areas flank the combination building along State Park Road.

Historic Condition: Two long parking areas were constructed along State Park Road in the late 1930s in conjunction with the construction of the campground and combination building. The parking areas provided a single row of perpendicular vehicle parking directly off of the road, with no median or divider separating the parking from the traffic lanes. The parking areas were approximately one hundred and fifty and two hundred feet long respectively and about twenty feet deep and would have provided parking for between thirty and forty cars. The parking areas featured stone curbing along their entire lengths. The parking areas provided parking for the beach picnic area and for the tent campsites, which at the time had no parking spurs.

After the campground entrance was moved to the east side, the original entrance was closed and converted to additional parking. The new parking was similar in form to the first two areas, but shorter and deeper, measuring about eighty feet long and twenty-eight feet deep. The new parking area provided parking for another seven or eight cars, and like the first two areas, was edged with a stone curb.

Existing Condition: Successive repaving of State Park Road and the parking areas since the historic period have raised the road surface and subsequently reduced the curb height. Some of the curbing also show damage from loose and missing stones. Beyond these issues, however, the three parking areas remain today virtually unchanged in form and character from when they were constructed.

Evaluation: contributing (portions). The two long parking areas on either side of Combination Building #1 contribute to the cultural landscape. The smaller, westernmost parking area was constructed after the period of significance and is non-contributing.

Walkways around Combination Building #1

A small system of walkways around Combination Building #1 provide access from the campground to the combination building, the parking areas, and the marina across State Park Road.

Historic Condition: The walkways were built in 1938 and 1939 in conjunction with the combination building. They consisted of a larger open space on the north side of the combination building, perhaps to provide parking for a couple of cars, and a walkway on either side of the combination building connecting to State Park Road. The walkways were edged with stone curbing and appear to be paved with asphalt.

Existing Condition: The walkways remain today largely unchanged in width and alignment since the historic period. The walkways are paved with asphalt and edged with stone curbing.

Evaluation: contributing. The walkways around Combination Building #1 contribute to the cultural landscape.

Concrete Sidewalks

A number of concrete sidewalks are located in the campground, primarily around the combination buildings.

Historic Condition: The existing concrete sidewalks were not present during the historic period.

Existing Condition: Concrete sidewalks are located around Combination Buildings #2, #4, #5, and #6 (Combination Building #3 is not extant), as well as the disused Comfort Station #1. A number of short segments of concrete sidewalk are located in or near the accessible campsites.

Evaluation: non-contributing. None of the concrete sidewalks in the campground contribute to the cultural landscape.

VEGETATION

Vegetation includes all deciduous and evergreen trees, shrubs, vines, ground covers, herbaceous plants, and plant communities, whether indigenous or introduced in the landscape.

Canopy Trees and Shrubs

Historic Condition: Before the CCC arrived at Morro Bay State Park, the area that is now the campground was an open field of grass or scrub enclosed by eucalyptus hedgerows. Several of the plans for the Cabrillo Country Club included part of the golf course within that area, but when the course was actually laid out it was to the west and north of the campground area. By the 1930s, the eucalyptus hedgerows were nearly fifty years old and were tall and dense, providing shade and enclosure.

Photos from shortly after the CCC camp was constructed in 1934 show the area completely cleared of native vegetation and planted with some sort of groundcover and small pine saplings. The caption on one photo notes that "Digger Indian pines [*Pinus sabiniana*] donated by Calif. Poly School."

With the construction of the campground, the CCC planted vegetation to define and screen the campsites. Aerial photos from 1948 give a clear picture of the vegetation in the campground ten years after its construction. In the CCC camp area were a number of conifer trees, likely pines. A double row of eight trees lined a central walkway in the middle of camp, and other trees flanked walks and roads and generally conformed to the orthogonal layout of the camp. South of the CCC camp in the campground were many more trees less formally arranged. The trees at the time were broad and shrubby with some apparently topping thirty feet or more.

The trees were planted immediately within and around the campsites, screening and enclosing them. In the trailer camping area, most of the oblong campsites featured at least a tree at each end, plus some within the campsite for further screening. In the tent sites, the trees were irregularly arranged throughout the open areas between the loop roads.

The most numerous tree species planted was the Monterey pine (*Pinus radiata*). A 1948 map of existing vegetation in the campground shows Monterey pines almost exclusively in the area that had been the CCC camp, still reflecting the camp's layout. In the campground itself, most of the trees were identified as Monterey pine and Monterey cypress (*Cupressus macrocarpa*), with scattered other species such as black walnut and poplar. Indicated shrubs include Catalina cherry (*Prunus ilicifolia ssp. lyonii*), California pepper tree (*Schinus molle*), native willow (*Salix lasiolepis*), and coyote bush (*Baccharis pilularis).*

Planting plans from the 1950s indicate that the planting strategy implemented by the CCC was continued as the campground expanded northward. New shrubs and trees, mostly Monterey pine, Monterey cypress, Catalina cherry, and Carolina laurel (*Prunus caroliniana*). Shrubs were planted informally in clumps between the campsites.

Existing Condition: The primary change since the historic period is the maturation of the vegetation, particularly of the pines and cypresses. These trees were no more than five years old in 1939 and would have been small and shrubby. Since then, they have grown to create a high canopy over the campground. The screening effect originally provided by these conifers is now from the native shrubs planted beneath the trees.

Shrubs planted between the 1930s and 1950s have also matured and are large and dense in the southernmost areas of the campground. These shrubs create intimate enclosed spaces for the campsites. In the northern portion of the campground, the shrubs are smaller and more widely spaced reducing their screening effect. Some of the shrubs suffer from damage from visitors and their vehicles, deferred maintenance, or other adverse conditions and are stunted or struggling.

Evaluation: contributing. It is likely that many of the pines and perhaps the cypresses, especially in the trailer campsites and southernmost tent sites, were planted by the CCC. It is also possible that some of the shrubs in the trailer area were planted by the CCC during the period of significance. Whether planted by the CCC or planted by the state park in the years after World War II, the vegetation follows the planting pattern and plant palette established by the CCC. Furthermore, the plant placement, massing, and character conform to the principles of naturalistic campground design as espoused by Meinecke and Good. The vegetation in Morro Bay State Park Campground as a whole conveys the historic character of the campground and contributes to the cultural landscape.

Eucalyptus Hedgerows

Historic Condition: The eucalyptus hedgerows were planted in the 1880s by John Schneider, who was leasing the land at the time. The long hedgerows on what was otherwise an open scrub and grass hillside helped block the wind and blowing

sand. Schneider planted three primary hedgerows in the vicinity of what would become the campground: two running north-south and one running east-west. In addition to these three, he planted eucalyptuses along the shoreline around the peninsula (see figures 4 and 12).

By the 1930s, the hedgerows were mature and full, with tall, closely spaced trees. The CCC camp, and subsequently the campground, were built within the intersection of two of the hedgerows, with eucalyptus tree bordering the campground on the west, north, and along the shoreline to the south.

Existing Condition: The eucalyptus hedgerows remain relatively intact today and provide much the same effect as they did during the historic period. The trees are tall and closely spaced with large-diameter trunks. Natural mortality and removal of trees during expansion of the campground since the historic period has resulted in the loss of some of the trees within the hedgerows. This is noticeable at the southern end of the western hedgerow and in the northern hedgerow, where construction of the new entrance drive and loop 4 in 2003 have disrupted the continuity of the hedgerows. The northern hedgerow is particularly difficult to read as a single, long row of trees.

Evaluation: contributing. The hedgerows were a prominent feature of the campground in 1939 and continue to define the historic character of the campground.

BUILDINGS AND STRUCTURES

Buildings and structures are the large-scale built elements of the landscape. Buildings are the elements primarily built for sheltering any form of human activities, and structures are the elements constructed for purposes other than sheltering human activity. The buildings and structures at Morro Bay State Park include both historic and non-historic elements, including the combination buildings, comfort station, entrance contact station, stone curbing, small sheds, and concrete slabs.

Combination Building #1

Combination Building #1 is the southernmost combination building in the trailer camping area. Built by the CCC in 1938, it provides restrooms, showers, and utility sinks for campground visitors.

Historic Condition: Combination Building #1 was built by the CCC over the fall of 1938 and winter of 1939. Constructed of battered rough-hewn stone with large, exposed timber rafters, wood shingle roof, and rustic doors, the 630-square-foot tee-shaped building accommodated men's and women's restrooms, showers, wash stations, and storage. The locally quarried stone matched the stone used for numerous other features in the park, including walls, curbing, gutters, the entrance pillars, and the campground furnishings, creating a unified aesthetic that

blended with the landscape of native vegetation and views of the surrounding area.

Existing Condition: Combination Building #1 remains today much as it was in 1939.

Evaluation: contributing. Combination Building #1 remains a major character-defining feature of the campground and is strongly associated with the CCC, and it is a contributing feature in the cultural landscape.

Combination Building #2

Combination Building #2 is located opposite of Combination Building #1 on the north side of the trailer camping area.

Historic Condition: Not present during the period of significance, Combination Building #2 was built in 1949 from standard plans as one of the first post-war improvements to the campground. Its style, classified as Post-War Rustic, contrasted with the style of Combination Building #1, which represented a Park Service Rustic style practiced in national parks and forests during the 1920s and 1930s. While the first combination building emphasized a hand-built aesthetic with large native stones and rough-hewn timber, the second combination building was simpler and reflected fiscal constraints and more modern aesthetics of the mid twentieth century. The building featured a rectangular footprint, a simple side-gable roof, and board-and-batten siding. Like the first combination building, Combination Building #2 provided showers, restrooms, and utility sinks for campground visitors.

Existing Condition: Combination Building #2 remains today much as it was when it was built in the 1940s.

Evaluation: non-contributing. Since it was built after the period of significance, Combination Building #2 does not contribute to the cultural landscape.

Combination Building #3

Historic Condition: Combination Building #3 was constructed in 1957 as part of the post-war campground expansion. It was not present during the period of significance.

Existing Condition: Combination Building #3 was removed in 2003 and is not extant.

Combination Buildings #4, #5, and #6

Combination Buildings #4, #5, and #6 are identical buildings located in the northern campground loops.

Historic Condition: Combination Buildings #4, #5, and #6 were built as part of the campground rehabilitation project in 2003 and were not present during the historic period.

Existing Condition: The three combination buildings are of a contemporary style with design elements that appear to reference the design of Combination Building #1. Like the first building, the new combination buildings feature scalloped board-and-batten siding on the gables, and the multi-colored concrete masonry unit (CMU) walls with their rough-hewn texture suggest the stone walls of the original building. In addition to the CMU walls, the three new combination stations also feature dark-colored cast concrete walls with visible grain from the wood forms.

Evaluation: non-contributing. Combination Buildings #4, #5, and #6 do not contribute to the cultural landscape.

Comfort Station #1

Comfort Station #1 is located on the northern edge of the campground adjacent to Combination Station #6.

Historic Condition: Not present during the period of significance, Comfort Station #1 was built in the 1950s as part of the campground expansion. Since it didn't have showers, it was likely built to service the day-use picnic area, which at that time extended along the northern edge of the campground. Like Combination Building #2, the comfort station was built in the Post-War Rustic style with board-and-batten siding and a simple, modern style.

Existing Condition: The comfort station exists today largely unchanged from the 1950s, though it is no longer used as a visitor restroom.

Evaluation: non-contributing. Since it was not present during the period of significance, Comfort Station #1 does not contribute to the cultural landscape.

Stone Curbing

More than a thousand feet of stone curbing are located in the southern portion of the campground and along State Park Road just south of the campground.

Historic Condition: Stone curbing was constructed as part of the campground construction, probably in 1938 when the combination building was built. The curbing lined what was then the campground entrance, entrance road, and the parking areas along State Park Road. Curbing also surrounded the combination

building, defining the walkways and planting areas. When the entrance was moved to the east side of the campground in the late 1940s, stone curb was placed around the new parking area where the original entrance had been.

Existing Condition: Stone curbing still lines all three parking areas along State Park Road, as well as the walkways around Combination Building #1. Curbing also lines the southwest corner of the campground loop road, which had been the entrance road in 1939. While some of the stone curbing was lost when the entrance was reconfigured, the extant curbing probably represents the majority of what was there during the historic period.

Small portions of the curbing have been damaged from visitor foot traffic and are missing stones. Successive repaving of State Park Road has also reduced the height of the curb relative to the road surface along much of its length. Overall, however, the stone curbing is largely intact.

Evaluation: contributing. The extant stone curbing is a character-defining feature of the historic campground. The portions of the curbing that were installed with the entrance reconfiguration were likely constructed using salvaged stone from the removed curbing and today are indistinguishable from the curbing built in the 1930s. All stone curbing is a contributing feature of the cultural landscape.

Storage Sheds

Small storage sheds are located in various places throughout the campsite.

Historic Condition: The existing sheds were not present during the historic period.

Existing Condition: Two sheds, approximately six feet square and clad with metal siding and roof, are used to store firewood that is sold to visitors. A third shed made of wood is located near the park entrance.

Evaluation: non-contributing. The storage sheds do not contribute to the cultural landscape.

SMALL-SCALE FEATURES

Small-Scale features are the elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape. At Morro Bay State Park Campground, small-scale features include the campsite furnishings, signs and waysides, above-ground utility features, traffic control features, and other elements.

Stone Picnic Tables

A total of forty-three stone picnic tables are located throughout the campground. These are concentrated in the lower portion of the campground.

Historic Condition: Between 1937 and 1939, the CCC built stone and timber picnic tables in the newly constructed campground. Consistent with the materials and construction of other features within Morro Bay State Park, the tables were built by skilled masons using mortared locally quarried stone, concrete, and rough-hewn timbers. These tables were similar in character and design as those that had been built in other areas of the park, including the shoreline picnic area and in the Chorro Willows campground area.

The tables consisted of tapered mortared stone pedestals for tabletops and benches with concrete tabletops and timber benches. One table was placed in each campsite along with a stone cook stove. In 1939, there would have been forty-eight tables in all, with twenty in the trailer area and twenty-eight in the tent sites.

Existing Condition: Although detailed records about the picnic tables have not been kept, it is believed that the extant tables are the ones built by the CCC. A total of forty-three tables remain in the campground today. Twenty-seven tables are within the thirty trailer sites and the rest are in the tent sites (the three accessible trailer sites are furnished with wooden tables). All of the table are located in the area that had been the campground in 1939, with any tables north of there made either of wood or concrete.

The tables feature two stone pedestals for the tabletop and each of the benches. The stones are angular with flat faces and range in size from a few inches to as much as eighteen inches across. The stones are mottled in warm colors including cream or buff, yellow and orange tan, and rust brown. In color, size, and shape, the stone resemble those in Combination Building #1. Mortared joints are recessed and up to two or three inches across. The table tops, two and a half feet by six feet in size, are made of cast reinforced concrete and feature chamfered corners and edges. Bench tops consist of two pieces of timber, approximately two and a half by five and half inches and six feet long, bolted to the stone bases.

In 2003, during the rehabilitation of the campground, the stone tables were cataloged, removed, and replaced after work was completed. The stone pedestals have been repaired over the years, and many of the concrete tops and timber benches have been replaced since the historic period, but repairs have been compatible and replacements have been in-kind and are not visually conspicuous.

Evaluation: contributing. All stone tables in the campground are believed to have been present in 1939 and remain today with only minor repairs or alterations. The stone tables contribute to the cultural landscape.

Concrete Picnic Tables

Fifty-two concrete picnic tables are located within the campground.

Historic Condition: The concrete tables were not present during the historic period. New picnic tables were built in the new campsites during the campground expansion following World War II. In style, these tables were similar to the stone tables, but with the stone pedestals replaced with cast concrete pedestals. The Tabletops were cast concrete with chamfered corners and edges and the bench tops were timber. It is not known whether these tables were added all at once or over time, nor how many there originally were. It is believed that all of the extant concrete tables date to the period between 1947 and 1954.

Existing Condition: A total of fifty-two concrete tables are located in the campground today. These are located in the central and northern portions of the campground; no concrete tables are within the 1939 campground area.

Evaluation: non-contributing. The concrete tables were constructed after the period of significance and do not contribute to the cultural landscape.

Wooden Picnic Tables

A number of wooden tables are located throughout the campground.

Historic Condition: The extant wooden picnic tables were not present during the period of significance. It is unknown when the first wooden tables were used in the campground, but there is no evidence of them being there during the 1930s. The existing tables have been added to the campground over the years and are relatively recent.

Existing Condition: The wooden tables are of a standard style, with A-frame leg supports, attached benches, and timber plank tops and benches. A number of the wooden tables have built-in food lockers on one end. The wooden tables are interspersed with the concrete and stone tables throughout the campground, but are concentrated in the central and northern portions. Wooden tables are located in all of the accessible campsites, including the three accessible trailer sites.

Evaluation: non-contributing. The wooden tables were not present during the historic period and are non-contributing.

Stone Cook Stoves

Approximately seventy stone cook stoves are located in campsites throughout the campground.

Historic Condition: Stone cook stoves, together with stone picnic tables, were part of the standard combination for both picnic areas and campsites. Stoves were

built in the shoreline picnic area ad in the Chorro Willows Campground in 1934 and 1935, and in the motor campground when it was constructed between 1937 and 1939. One stove was built for each campsite, for a total of forty-eight stoves in 1939.

Surviving photographs of the campground from the historic period show the stoves to be low and blocky with battered sides and a raised rectangular fire pit open to the front. The sides of the stove provided support for the barbecue grill and the tapered back, which protruded above the sides about eighteen inches, provided some wind protection. The stoves also had a pot ledge on one side. The stoves would have been constructed with the same stone and in the same construction style as the picnic tables, with angular, flat-faced stone and recessed mortared joints.

Existing Condition: There are approximately seventy-two stone cook stoves in the campground today. These are located in campsites throughout the campground, from the trailer sites to the northernmost tent campsite loop, but not every campsite features a stove. The stoves vary in design, with most of them of a simple block form with a rectangular fire pit, flush sides and back, and a sloped back elevation. Variations on this style include nearly cubical stoves with a vertical back, stoves with small pot ledges, and some with a back slightly higher than the sides. None of the stoves, however, match those depicted in historic photographs. In particular, existing stoves lack the tall, tapered back and the large pot ledge. The majority of the stones in the existing stoves also differ in size, shape, and color from those in the picnic tables and in Combination Building #1.

Evaluation: non-contributing. The exact chronology of the stoves is unknown. It is possible that the stoves were altered at some point in the past, or that the repeated exposure to fire caused them to deteriorate faster than the stoves and require rebuilding or replacing. Whatever the case, the stoves appear to have changed in design, materials, and possibly location since the historic period. The style of the existing stoves is consistent with the Park Rustic style exhibited by the original stoves, and they do contribute to the character of the campground. However, as historic features, the stoves have lost integrity and should be treated as compatible, but non-contributing features.

Stone Barbecue Pits

Three barbecue pits are located in the group picnic area on the north edge of the campground.

Historic Condition: Although the date of origin of the barbecue pits is unknown, they do not predate the campground expansion in the 1950s.

Existing Condition: The barbecue pits are lower and larger than the cook stoves. They are made of mortared stone and are approximately five feet square and fifteen inches high with a metal barbecue grate over the fire pit.

Evaluation: non-contributing. The barbecue pits were not present during the historic period and do not contribute to the cultural landscape.

Stone Water Fountains

Historic Condition: Two stone water fountains were built flanking the south façade of Combination Building #1 in 1938. The fountains were tapered pedestals of mortared stone matching the construction of the combination building and measured about eighteen inches square at the base, twelve inches square at the top, and about thirty inches high. The fountains were built on stone pads and plumbed to supply drinking water.

At some point after World War II, a third water fountain was built just south of Combination Building #2. This fountain was probably built in conjunction with the new combination building.

Existing Conditions: The two water fountains adjacent to Combination Building #1 were relocated at some point after the historic period to other locations within the campground. In 2003, the fountains were removed and placed in storage, where they remain today. The stone pads on which they were built remain. The third fountain south of Combination Building #2 is extant.

Evaluation: contributing. The two original water fountains remain in storage and can be replaced in their original locations. If the fountains are replaced they will be contributing features. The third fountain near Combination Building #2 postdates the historic period and is non-contributing.

Metal Fire Rings

Historic Condition: The metal fire rings were not present during the historic period.

Existing Condition: Each campsite is furnished with a metal fire ring. The fire rings are about three feet in diameter and between one and two feet high, and are constructed of heavy gage steel. Most of the fire rings have hinged barbecue grates than can be placed over the fire for cooking.

Evaluation: non-contributing. The metal fire rings do not contribute to the cultural landscape.

Wooden Food Cupboards

Wooden food cupboards are located in nearly all of the tent sites.

Historic Condition: It is unknown when the wooden food cupboards were added to the campground. The earliest identified documentation indicates that the lockers were in place by the 1950s.

Existing Condition: Wooden food cupboards are located throughout the tent portions of the campground. There are no cupboards in the trailer sites. The cupboards are approximately five feet high and three feet wide and constructed of wood planks painted brown. The lockers have hinged doors with shelves inside and a sloped shed roof. The sides of the cupboards, perforated with a pattern of one-inch holes for circulation, extend to the ground to form the legs.

While wooden food cupboards were present at least as far back as the 1950s, they have been replaced in-kind repeatedly since then, and existing cupboards are only a few years old.

Evaluation: unknown. Although the existing cupboards are recent constructions, they are in-kind replacements for cupboards that date at least to the 1950s. It is unknown if cupboards were present during the 1930s, and it is therefore unknown whether the cupboards contribute to the cultural landscape.

Wooden Fencing

Wooden fencing is located at various places within the campground, including around dumpsters, utilities, and combination buildings.

Historic Condition: No documentation suggests the presence of wooden fencing within the campground during the historic period. All existing wooden fencing was added since 1939.

Existing Condition: Most of the existing wooden fencing is located around the nine dumpsters in the campground. The dumpsters are placed evenly with two to three per loop. The wooden fencing surrounds each dumpster on three sides with one side open toward the road for access. The brown painted fencing is about six feet high and constructed of vertical planks with fascia boards along the top and bottom.

Additional wooden fencing is located on either side of Combination Building #2 to screen the restroom entrances. This fencing is constructed of vertical planks cut to a triangular point at the top. The fencing is approximately six feet high and painted brown. It presumably dates to the construction of the combination building.

Evaluation: non-contributing. The wooden fencing was not present during the historic period and does not contribute to the cultural landscape.

Posts and Bollards

Vertical posts and bollards are located throughout the campground, primarily for campsite identification and for traffic control.

Historic Condition: Although not visible in photographs from the 1930s, it is likely that the campsites had some sort of identification post. A photo from 1954 shows identification posts that are about six by six inches and about two feet high with flat tops and white painted numbers on the sides. All existing posts and bollards in the campground are recent and were not present during the historic period.

Existing Condition: Each campsite features a wooden post for the purpose of identifying the campsite number. The posts are eight-inch-square timber posts with a beveled top. The top of the post is mounted with a plastic placard printed with the site's identifying number, as well as a metal clip to display the visitors' receipt for payment of the camping fee. Each unpainted post is positioned near the access road next to the campsite's parking space.

In addition to the campsite identification posts, a number of other posts and bollards are present in the campground to demark campsites, protect features, or control circulation. These include round log posts placed around the perimeter of the camp host campsites, square posts separating the vehicular and campsite areas in the accessible campsites, and concrete-filled metal bollards placed in front of some of the utility features to protect them from vehicle impacts.

Evaluation: non-contributing. The existing posts and bollards do not contribute to the cultural landscape.

Traffic and Informational Signs

Signs located in the campground include traffic control signs, directional signs, informational signs, and interpretive waysides.

Historic Condition: Signs of various types and uses were undoubtedly used in the campground during the period of significance, but information about them is unavailable. Existing campground signs postdate the historic period.

Existing Condition: Traffic signs within the campground are minimal and consist primarily of stop signs mounted on wooden posts placed on the entrance road. There are also temporary traffic signs mounted on posts in a movable concrete base or mounted on sandwich boards. Directional signs include small, low brown signs indicating entrance and exit locations as well as larger signs directing traffic to the various campground loops, picnic areas, and other services. These roughly

two-foot-by-three-foot signs are mounted to wooden posts and are printed in tan and green on a brown background.

Informational waysides are located near the campground entrance and near the combination stations. These consist of a roofed structure about seven feet tall and five feet long with glass or Plexiglas encased bulletin boards for posting campground maps, event schedules, and other informational materials.

Interpretive waysides are waist-high angled placards mounted on a steel frame and contain interpretive information about Morro Bay and the campground.

Evaluation: non-contributing. All existing signs in Morro Bay State Park Campground post date the historic period and do not contribute to the cultural landscape.

Dumpsters and Trash Cans

Nine dumpsters are located in the campground, distributed throughout the different loops.

Historic Condition: Dumpsters were not present during the historic period.

Existing Condition: Dumpsters have replaced smaller trash receptacles within the campground. Nine dumpsters are provided for visitors to deposit their campsite garbage. The dumpsters are of a standard style, constructed of metal with plastic lids flip-back lids. The dumpsters are placed on concrete pads adjacent to the campground loop roads at an angle to facilitate easy emptying by garbage trucks. The dumpsters are surrounded on three sides by wooden fencing, but are open toward the road.

In addition to the metal dumpsters, blue plastic bins have been provided for recycling. Typically three bins are located along the roadside adjacent to the dumpster enclosures. These bins are free-standing and do not have any type of enclosure.

Evaluation: non-contributing. The dumpsters and the blue recycle bins are non-contributing.

Utility Features

Utility features in the campground include above-ground components of the water and power systems, including water bibs, power and water supply for trailers, electrical and plumbing service boxes, and electric lights.

Historic Condition: Morro Bay State Park was notable at the time of its construction for its modern conveniences, which included utility services. CCC crews constructed water supply lines for drinking fountains and water bibs and septic and electrical systems for the combination building. The exact configuration of the

utility systems in 1939 is not known. The utility system was expanded and altered as the campground evolved over the years, with the addition of numerous water bibs, water and sewer systems for the new combination buildings, and modernized power and water service.

Existing Condition: It is not known which, if any, of the utility features might date to the CCC period. If any of the CCC-era features are extant, they would be located in the southern portion of the campground where the original twenty trailer campsites are intact. The extant above-ground features most likely to be historic are the water bibs. An in-depth inventory and analysis of the utility features with the intent of identifying potentially historic features was not done in conjunction with this report.

Evaluation: unknown. The vast majority of utility features in Morro Bay State Park date from after the historic period and are non-contributing. It is unknown if there still exist any historic water bibs or other utility structures within the campground.

ENDNOTES

1 United States Department of the Interior, National Park Service, Cultural Resources, *National Register Bulletin 16A: How to Complete the National Register Nomination Form* (Washington, DC: Government Printing Office, 1991).

2 E. P. Meinecke, "Camp Planning and Camp Reconstruction," California: U.S. Forest Service, U.S. Department of Agriculture, n.d. (ca. 1934).

3 Ibid., 12.

4 Albert H. Good, *Park and Recreation Structures*, Vols. 1-3, Washington D.C.: U.S. Government Printing Office, 1938. *Park and Recreation Structures* was a compendium of designs for structures and landscapes within the National Park Service that were considered appropriate for the rustic aesthetic favored at the time. The designs depicted in the book were the product of countless architects, landscape architects, and other designers in the NPS. Albert Good was responsible for the final selection of the design examples and for the discussions, but was not necessarily the source for the design ideas themselves.

5 Ibid.

6 Ibid., 6.

CHAPTER FOUR: TREATMENT

This chapter provides guidance on the long-term treatment and management of the Morro Bay State Park Campground. The chapter includes an overview of relevant issues impacting the cultural landscape, relevant planning objectives, overall treatment guidelines for the site, and specific treatment tasks that are needed to ensure the long-term protection, preservation, and continued use of the landscape.

TREATMENT ISSUES

Through the development of the Cultural Landscape Report and discussions with park staff, a number of general treatment issues were identified for Morro Bay State Park Campground. Issues to be addressed in this report include deferred maintenance, aging mature trees, impacts from large vehicles, loss of screening vegetation, and intrusion of non-historic elements.

Inadequate Resources and Deferred Maintenance

Morro Bay State Park, like many state and national parks across the country, is dealing with the challenges of maintaining valuable cultural resources with ever more limited resources. The resulting deferred maintenance affects the historic features as well as the overall level of care and upkeep of the campground. The deferred maintenance manifests itself in a number of small ways that collectively erode the historic integrity of the landscape. These include deferred repairs of campground features and inadequate care of historic vegetation.

Although the plant palette of native tree and shrub species is intended to reduce the amount of maintenance required, there is a certain level of maintenance needed to manage aging vegetation and to establish new vegetation. For mature vegetation, this maintenance includes pruning for plant health and visitor safety as well as monitoring plants for diseases and safety hazards. New plantings require irrigation during the first season, protection from damage, monitoring for condition, and the replacement of failed plantings. The high demands on park staff and resources for maintenance of the park as a whole have impacted the campground vegetation. This is primarily evident in the poor health and loss of recently planted vegetation, creating a more open character, especially in the northern half of the campground.

Declining Mature Trees

The mature canopy trees in the campground, including the Monterey pine, Monterey cypress, and the eucalyptus, are aging and beginning to decline. Beyond the challenge of merely preserving and prolonging these important vegetation resources, the aging trees present a more critical issue of visitor safety. As the trees age, the likelihood of wind-thrown branches and toppled trees increases, creating a hazardous situation in the campground below. Incidence of pine pitch canker in the Monterey pines accelerates their decline and increases the risk of an incident involving falling trees and branches.

In addition to safety concerns, is the issue of the general decline and replacement of the canopy trees. The majority of the trees were planted over a twenty year period between 1938 and the mid 1950s. The trees are aging at the same rate and will begin to fail at about the same time. The near simultaneous loss of the high canopy will have a dramatic effect on the campground's character. A strategy for removal and replacement of the trees will ensure better continuity.

Lack of Screening Vegetation

The lack of screening vegetation in the northern portion of the campground impacts the campground's character and detracts from the visitor experience. Principles that guided the construction of the original campground dictated that vegetation be used to enclose and screen campsites to allow a more dense use of space while maintaining a naturalistic camping experience. This is evident particularly in the first twenty trailer campsites, where dense shrubs provide privacy and a sense of nature. In the northern portions of the campground, the campsites are more open to one another and to common areas and facilities. Shrubs are smaller and further apart, creating inadequate screening.

Oversized Vehicles

A number of issues related to campground circulation patterns and features have also been identified. Since the historic period, the average size of camper vehicles, including RVs and camper trailers, has increased markedly. The relatively narrow roads, especially in the trailer area of the campground, were not designed for the larger vehicles. This has caused increase wear and tear on the roads and parking spaces as well as on the road shoulders and near-road vegetation. When the campground was rehabilitated in 2003, this issue was addressed with wider roads, larger parking spaces, and turns with wider radii. The project, however, did not include the first two rows of pull-through campsites, which typically accommodates the largest vehicles.

Confusing Circulation

The 2003 campground rehabilitation altered the circulation patterns, creating distinct curvilinear loops with a single access point for each loop. This has inadvertently led to some confusion and difficulty in way-finding. This is particularly the case with the third loop, the access for which is in its northeast corner. This location, together with the curvilinear nature of the loop road and the fact that the other loops are accessed from the west, makes navigation confusing. This appears to be exacerbated by the fact that adjacent loop roads and the access road are visible from within the third loop, but apparently inaccessible.

Non-Compatible Features

The campground contains a large number of non-historic features, from combination buildings and stone cook stoves to street signs and dumpsters. Such features are naturally necessary to operate the campground and provide for the convenience, comfort, and safety of visitors. Non-historic features, however, should be compatible with the historic character of the campground to maintain its historic integrity. Many of the features at Morro Bay State Park Campground are not compatible and create visual clutter. These include dumpsters, recycling bins, traffic signs, and utility features.

TREATMENT APPROACH

The treatment recommendations in this report follow *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (1992), which identifies four distinct, but interrelated treatment approaches for historically significant properties: preservation, restoration, rehabilitation, and reconstruction. The application of these treatment approaches is further defined in the Secretary's 1996 *Guidelines for the Treatment of Cultural Landscapes* (1996).

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction.

Restoration is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

From these available treatment alternatives, a primary treatment must be chosen to apply to the property as a whole. The primary treatment approach ensures consistency in treatment activity throughout the property and provides an umbrella under which specific treatment actions can be developed. Selection of a primary treatment approach is based on the site's significance, level of integrity, and management goals and intended uses.

For Morro Bay State Park Campground, its continued use as a public campground, the need to keep visitor services, facilities, and accessibility up to date, the need to accommodate large camping vehicles, and limited available resources for maintenance indicate a preferred primary treatment approach of rehabilitation.

STANDARDS FOR REHABILITATION

Rehabilitation acknowledges the need to meet continuing or changing uses through alterations or new additions while retaining the historic character of the property. It allows for repairs and alterations of the cultural landscape, and for improving the utility and function of landscape features. It is used to make an efficient, compatible use while preserving those portions or features of the property that contribute to its historical significance.

The following standards for rehabilitation were developed as part of *The Secretary of the Interior's Standards for the Treatment of Historic Properties*. These standards are intended to promote responsible rehabilitation practices to protect cultural resources.

A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces, and relationships.

The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new material will match the old in composition, design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

New additions, exterior alterations, or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

New additions or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

TREATMENT CHARACTER DATE

In order to develop a treatment plan, it is necessary to identify the historic character to which the landscape will be managed. The treatment character date provides a reference to guide treatment efforts by identifying a time during the period of significance when the landscape reached its height of development and when it best reflected the characteristics for which it is significant. Further consideration is given to the level of historical documentation and to the existing conditions. The determination of a treatment period is informed by the site's history, documentation, existing conditions, and interpretive goals.

At Morro Bay State Park Campground, the period of significance is relatively short, covering only the five years during which the CCC were building the campground. By 1939, the campground was substantially complete, with all of the features associated with the CCC in place. Furthermore, the design characteristics for which the campground is significant were evident in the layout and content of the campground by 1939. It is therefore recommended that the campground

be managed to maintain the character as it developed through 1939. The use of the date 1939 as a guide for treatment decisions, however, does not preclude the continued management of vegetation that has matured since that year.

TREATMENT PHILOSOPHY

A treatment philosophy consists of broad principles derived from the site's significance that help guide decisions and provide justifications for treatment guidelines, recommendations, and specific treatment actions. The treatment philosophy articulates the essential qualities in the landscape that convey its significance and establishes principles intended to preserve those qualities.

At Morro Bay State Park Campground, treatment should emphasize the two contexts in which the landscape is significant. First, treatment should ensure the preservation of extant features and qualities that are directly associated with the CCC. These features include the stone combination building and the stone picnic tables, as well as the layout of the loop roads, parking spaces, and campsites in the first twenty trailer sites, which have changed little since the CCC built them . Second, treatment should preserve and enhance the design aspects that characterize the significant aspects of campground design as it was practiced in national parks and forests in the 1930s.

Treatment should preserve the design, workmanship, and materials associated with the Civilian Conservation Corps.

The extant stone CCC features, including the stone combination building, stone picnic tables, curbing, and water fountains, represent a direct record of the work completed by the CCC crews that were stationed in Morro Bay between 1934 and 1939. These features showcase the skilled workmanship, local natural materials, and rustic style that characterized CCC structures. Treatment of these structures should aim to preserve their locations, materials, and construction methods to the extent practicable. Treatment actions would include protection, necessary repairs

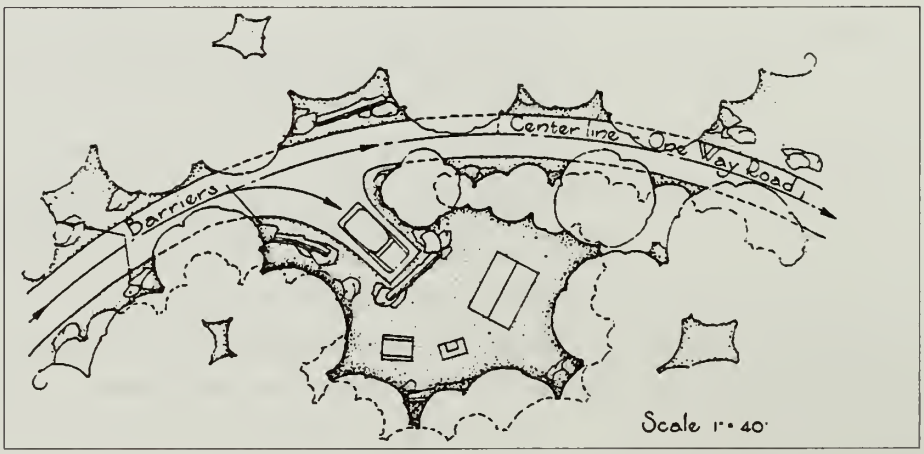


Figure 64. A drawing by Albert H. Good from his 1938 Park and Recreation Structures showing an ideal arrangement of a campsite. The campsite features fixed features including a table and cook stove, logs and rocks used as circulation barriers, and vegetation that provides both screening and an overhead canopy. (Albert H. Good, Park and Recreation Structures, 1938.)

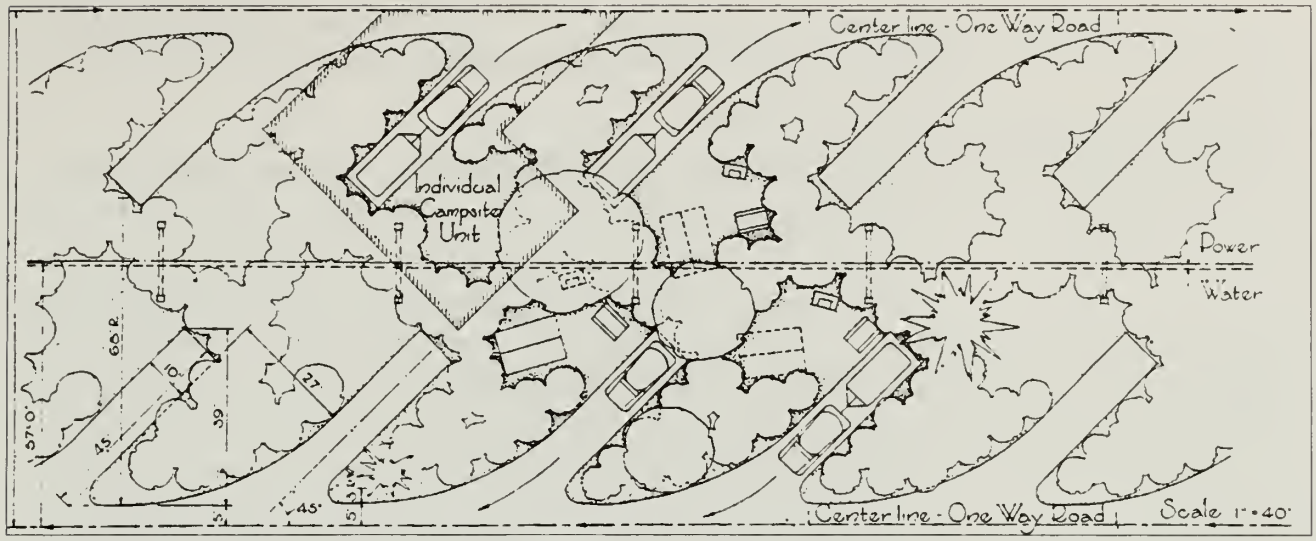


Figure 65. Good's drawing depicting two rows of angled spur campsites showing how adjacent campsites are screened using vegetation. (Albert H. Good, Park and Recreation Structures, 1938.)

using existing materials and compatible techniques, and limited replacement in kind using new, compatible materials.

Just as the stone features built by the CCC are a direct record of their work, so are the roads and layout of the southern portion of the campground area. This area, particularly the first twenty trailer campsites as well as Combination Building #1 and the areas around it, reflects the campground layout much as it was when it was first built. Treatment in this area should aim to preserve the layout of the roads and campsites, including the alignment and width of the roads and parking spaces, the number, size, and arrangement of the campsites, the layout of the parking areas along State Park Road, and the spatial organization of Combination Station #1 and the curbing, walks, and other features around it. Unless known otherwise, vegetation in this area should be treated as though it is original to the 1939 campground. Extant trees and shrubs should be preserved, rejuvenated, and perpetuated for as long as is safe and practical.

Treatment should preserve the significant principles that guided the campground design.

When Morro Bay State Park Campground was constructed, it represented an example of a new and significant theory of campground design that provided a higher degree of visitor service and a higher level of site development while preserving the natural resources and providing a naturalistic camping experience Figures (64 and 65). The design characteristics and patterns that made this possible are still evident in the composition and layout of the campground today. Treatment in the campground should aim to preserve and enhance these characteristics and use them as a guide for any new additions or alterations. These characteristics include naturalistic, informal arrangement of built and vegetative features; the use of natural materials and a rustic design style; a clear separation of vehicular and camping areas; the use of natural elements, such as logs, stumps,

and rocks, to demark campsites and other areas and to control vehicular traffic; and the use of vegetation to enclose and screen campsites from each other and from shared areas.

While such characteristics should guide treatment decisions regarding contributing resources within areas of the campground that retain historical integrity, they can also be tools to guide treatment decisions in non-contributing areas. Due to expansion and changes since the historic period, much of the campground does not reflect its historic composition. Yet overall, these areas are compatible in character and use and contribute to the feeling of the campground. Design principles that guided the construction of the original campground may be applied to the non-contributing features and areas of the campground to preserve and enhance the compatibility. While the stone cook-stoves throughout the campground are non-contributing features, for example, their design and character is consistent with what was present in 1939 and their presence enhances the rustic character of the campground. The stoves should therefore be preserved. Likewise, planting screening vegetation in non-contributing areas of the campground is consistent with the design principles on which the original campground was built and would enhance its historic character.

TREATMENT GUIDELINES

In order to protect extant historic resources, perpetuate significant design principles, and enhance the historic character of the campground, the following guidelines are recommended for general treatment of the campground as a whole. These guidelines will be elaborated upon and more specific treatment tasks presented in the following sections.

Preserve all stone features in the campground.

- Employ historically appropriate methods to maintain and repair all stone features within the campground, whether contributing or not.
- When possible reuse existing materials, or if not practicable, use new material that closely matches existing materials in size, shape, color, and texture.
- Retain all stone features in their current locations, unless they are to be moved to historically documented original locations.

Preserve the layout and composition of the first twenty trailer sites.

- Preserve the alignment and width of all roads and parking areas of the original trailer sites.

- Ensure that each campsite is composed of one stone picnic table and one stone cook stove and that campsites are adequately screened.
- Preserve the layout of the parking along the State Park Drive and the alignment and organization of walkways, curbing, and other features around Combination Building #1.

Preserve mature vegetation.

- Make practical efforts to retain and nurture the mature canopy trees, including the Monterey pine, Monterey cypress, and eucalyptus trees throughout the campground. Remove dying or hazardous trees and replace in kind.
- Preserve and rejuvenate mature shrubs, and encourage a low-branching shrubby form.
- Preserve eucalyptus hedgerows. Remove hazardous trees and replace with an appropriate eucalyptus species. In-fill holes in the hedgerows with trees of an appropriate eucalyptus species, preserving the alignment and spacing of the hedgerows.

Employ the principles of rustic campground design.

- Maintain a separation of vehicle and camping areas through the clear definition of circulation features and the use of natural barriers. Cars, trailers, and RVs should be restricted to paved circulation routes and parking areas. Use vegetation, logs, stumps, and rocks as visual and physical barriers to confine vehicles, especially on curves, intersections, and places where a driver might be tempted to cut across open ground. Where traffic has compacted the road shoulder, repair the area and use vegetation or other barrier to direct traffic. Limit the use of conspicuous modern traffic control features such as orange cones, reflectors, or sandwich board signs.
- Plant shrubs in naturalistic, informal clusters of three or more plants to suggest natural thickets. The clusters may be of one species or of multiple species, but if multiple species are grouped together, more than one plant from each species should be included. Group plants of various sizes together, with taller plants in the center of the cluster and shorter plants near the edges.
- Use regionally native vegetation. Vegetation that is native to the region blends visually with the surrounding landscape, generally requires lower maintenance, and reduces the danger of the unwanted spread of invasive species. Plants may be collected from nearby natural areas or purchased from a nursery. In some cases, newer varieties of native species may be used to achieve a further reduction of maintenance, increased vigor, or disease

resistance. Preference should be for existing and historically documented native species.

- Use vegetation to screen campsites from each other and from public areas. Plant shrub vegetation throughout the campground with the aim of blocking sight lines between campsites and from campsites to public areas. The shrubs may be placed immediately along the boundaries of campsites forming an enclosure or strategically placed in open areas to block sight lines. Use a combination of longer continuous plantings and smaller clusters.

- Use vegetation to screen structures, features, and utilities. Place clusters of shrubs around built elements in the campground to reduce their visual impact. For larger structures like combination buildings or fences, plant shrubs along the foundations to break up the vertical planes of the walls. For smaller elements like utility features, plant vegetation in clusters around the features to obscure them more completely.

- Compose campsites with tightly clustered fixed campsite furnishings, including a picnic table and cook stove or fire ring.

- Use natural materials for non-historic elements of the landscape, such as wooden sign posts and wooden fences.

- Limit large, conspicuous features in the campground that detract from its historic character. Such features might include dumpsters, large signs, and utility structures. Choose less conspicuous solutions that are more easily screened, such as smaller signs and trash can systems that can be fully enclosed.

TREATMENT AREAS

For the purposes of developing treatment recommendations, Morro Bay State Park Campground can be divided into two treatment areas with related but distinct treatment strategies. The first is the area that comprised the original campground in 1939, including what are now the thirty trailer sites as well as the first ten tent sites. The second treatment area includes the rest of the campground, including the remainder of the tent sites, the entrance drive and contact station, and the sanitation loop.

The first treatment area represents the historic core of the campground and contains the majority of the extant historic features. It is in this area where the campground retains the most integrity and should receive the most diligent preservation efforts. This would include the preservation of historic features, the preservation of campground layout, the retention of mature vegetation, and the limited use of non-historic, non-compatible elements. The historical record,

including period descriptions, maps, and photos, should be consulted to determine historic conditions, contributing features, and the desired character. Where the limited historical record fails to adequately disclose the historic conditions it should be supplemented with the principles of campground design that guided campground development. Through a combination of the knowledge of "how it was" with an assessment of "how they would have done it," a comprehensive treatment plan can be developed.

The second treatment area has changed substantially since 1939 and does not reflect historic conditions. In this area, the vast majority of the features are non-contributing and the layout is of recent origin. It is neither possible nor desirable to bring this area back to its 1939 condition. In the second treatment area, treatment will be guided largely by the rustic campground design principles and by an effort to maximize the compatibility with the historic core of the campground. This will include the preservation of compatible elements, such as stone features and mature vegetation, the limiting of non-compatible structures and features, and the addition of elements like screening vegetation to enhance the campground's historic character.

TREATMENT RECOMMENDATIONS

The treatment philosophy and guidelines above provide a set of tools for the long-term management and rehabilitation of Morro Bay State Park Campground. The guidelines demonstrate an overall strategy for protecting historic resources and achieving and maintaining a desired character within the campground. The following treatment recommendations supplement the treatment guidelines by offering specific tasks to help address the treatment issues facing the campground. These recommendations address the most pressing issues identified through field evaluation and in discussions with the park. The recommendations are organized by landscape characteristic, including circulation, vegetation, buildings and structures, and small-scale features.

CIRCULATION

C-1. Use natural objects as circulation barriers.

This strategy is already in place in the campground, but it could be better utilized to control traffic and protect areas along the roadsides.

It is not known to what extent natural objects like logs and rocks were used in Morro Bay State Park Campground during the historic period to control circulation. It was, however, a common practice in campgrounds as well as other rustic designed areas throughout the national parks and forests at the time. Their use in

the landscape today is consistent with the naturalistic and rustic design principles that guided campground design in the 1930s and is compatible with the historic character of the campground.

Today, large logs, mostly eucalyptus, are placed on both sides of the access road from the campground entrance road to the northern edge of the campground, as well as other places throughout the campground. In some places the use of these logs might be excessive. The access road, for instance, is wide and gently curving, and the logs are likely not needed along its entire length to ensure that vehicles stay on the pavement. Some of these logs should be removed and relocated elsewhere in the campground where they might be more necessary.

While reducing the use of logs along the access road, continue the overall strategy of using the logs to control circulation. Place the logs along roadsides in places that experience damage from vehicles that stray from the paved surface. Logs should particularly be placed along the inside radii of curves and intersections where large vehicles tend to cut the corners. The logs should be at least eighteen inches in diameter and buried a few inches into the soil. Plant vegetation around and behind the logs to increase visibility of the barriers and create naturalistic arrangements.

In addition to logs, large rocks and stumps may also be used to control circulation. These should be placed singularly or in small informal groups and arranged with shrub vegetation. Rocks should be large enough to be clearly visible and should be buried in the soil up to the rock's widest point (Figure 66).

Figure 66. Large rocks, such as this rock located near Combination Building #1, may be used as barriers to control circulation or to protect vulnerable features. (OCLP 2009.)

Figure 67. Mature canopy trees, such as these Monterey pines and Monterey Cypresses, help create the essential historic character of the campground, but also present hazards to visitors below. Mature trees should be carefully monitored and pruned for health and safety. If trees need to be removed, they should be replaced in kind and in location. (OCLP 2009.)

C-2. Alter campground circulation to improve navigability.

The circulation pattern in the campground after the 2003 rehabilitation project consists of distinct loops with limited access to each and no access between them. This arrangement has caused some confusion for visitors in finding their way around. Way-finding is particularly problematic in the third campground loop, which features a short access spur from the campground access road in the loop's northeast corner. Aside from the one access point, there is no access from this loop to other loops or back to the campground access road.

Moving the access point from the third loop's northeast corner to the west side, consistent with the first two loops, would help alleviate the confusion. Way-finding would be further improved by connecting all of the loops on the east side. This would essentially create a number of parallel loop roads connected on both ends, a variation on the original campground layout. Drawing 14 illustrates alterations to the campground circulation that would increase navigability and ease of vehicular movement.

VEGETATION

V-1. Prune mature trees for health and safety.

The mature canopy trees in the campground were planted either by the CCC in the 1930s or during the 1940s and 1950s. While these trees were little more than large shrubs in 1939, they quickly grew into an overhead canopy, providing shade and a sense of enclosure to the formerly open area. The high canopy and tall vertical trunks have since contributed strongly to the campground's character (Figure 67).

The continued presence of the high canopy trees is desirable, both from a visitor experience and for the historic character. The trees, however, are beginning to reach the end of their viable lives. As they do, they will increasingly present safety issues to visitors and staff in the campground. The trees should be closely monitored to ensure their health and structural integrity. Mature trees in the campground should be inspected regularly by an arborist to identify health issues and safety hazards. Remove dead branches and other hazardous limbs.

V-2. Remove declining and hazardous trees and replace them in kind.

For the past seventy years the character of the campground has been defined in large part by three species of tree: Monterey pine, Monterey cypress, and eucalyptus. While each of these species present challenges for campground management, these trees have characteristics that are difficult to replicate with other species. In order to preserve the campground's historic character, it is recommended that the trees be replaced with the same species in the same location.

When a tree reaches the end of its viable life or becomes a hazard, remove the old tree and remove the stump with a stump grinder. Fill the void with soil and compost and replant the new tree in the same place. Protect the new tree with appropriate methods, such as fencing or other barriers, and irrigate as necessary until the trees become well established.

Some substitution of species may be appropriate to address some of the challenges inherent in the existing species. Monterey pine is susceptible to pine pitch canker. Unfortunately, the majority of native pines with a similar character are also susceptible. There are currently no resistant cultivars of Monterey pine or other similar pine species available that have the desired character, but should one be developed, it should be considered to replace existing failing trees.

V-3. Preserve eucalyptus hedgerows.

The hedgerows that surround the campground are essential features that strongly influence the campground's historic character. These hedgerows were the only major vegetation feature at the time the campground was constructed and feature prominently in photographs and descriptions of the campground from the historic period. The hedgerows were mature and full, with tall, closely spaced trees. The campground was built within the intersection of three of the hedgerows, with eucalyptus tree bordering the campground on the west, north, and along the shoreline to the south.

Natural mortality and removal of trees during expansion of the campground since the historic period has resulted in the loss of some of the trees within the hedgerows. Retain the extant eucalyptus trees within the hedgerows and employ the appropriate practices to ensure their preservation (Figure 68). Remove dead

material and exfoliated bark. Remove dead and dying trees and replace them in kind, following the alignment and spacing of the existing trees in the hedgerows. Existing species, predominantly blue gum eucalyptus (Eucalyptus globulus) which readily escapes cultivation, may be substituted with red gum eucalyptus (*Eucalyptus camaldulensis*), a somewhat less aggressive species. Remove self-sown trees below ten inches diameter that have grown outside of the hedgerows.

V-4. Manage mature shrubs for health and vigor.

Many of the shrubs in the campground are of advanced age and may date as far back as the CCC period. The first twenty pull-through trailer sites in particular feature several large old shrubs that help enclose and screen the campsites (Figure 69). The older shrubs are vigorous and in general are in good condition. These

Figure 68. Preserve the eucalyptus hedgerows along the west, north, and south of the campground. (OCLP 2009.)

Figure 69. Mature shrub vegetation is an essential element of the campground's historic character. Maintain the shrubs through appropriate pruning and other techniques to encourage health and vigor. (OCLP 2009.)

Figure 70. Many of the shrub species have a tendency to sprout from the base when pruned hard. When shrubs become leggy or their crowns begin to fail, prune them to encourage basal sprouts to reestablish screening function. (OCLP 2009.)

Figure 71. Many of the more recently planted shrubs are struggling to become established. Take the appropriate actions to ensure the shrubs' success, including protection, irrigation, and additional planting. (OCLP 2009.)

shrubs should be preserved using appropriate measures to ensure their continued viability.

The primary purpose of the shrubs is screening, and so the general strategy should be to keep them low and bushy. Reduce the height of some of the taller shrubs and encourage basal sprouts and lower branching (Figure 70). A limited number of the shrubs may be maintained that have developed a small-tree form as such. Small shrubs should be given adequate protection and irrigation to help them become established (Figure 71).

Figure 72. Many of the campsites abut public areas and utility features, such as this water spigot. Plant vegetation to screen campsites from common areas. (OCLP 2009.)

Figure 73. Plant shrub vegetation to define and enclose campsites and to screen them from adjacent sites. (OCLP 2009.)

V-5. Plant new shrubs to screen campsites, common areas, and utility structures.

While the southern portion of the campground features numerous shrubs to screen the campsites, the northern portion features fewer, more widely spaced shrubs and exhibits a more open quality. This makes the campsites open to each other, reducing privacy and increasing a perception of crowdedness. Extensive planting of new shrubs throughout the northern half of the campground, particularly in loops two and three, can help create a sense of enclosure and privacy, promoting a naturalistic camping experience (Figures 72 and 73).

Plant native shrubs in open areas between campsites, between campsites and common areas, along roadsides, and within curves and intersections. Shrubs should be planted in informal groups of three or more or in larger massed clusters (Figure 74). Clusters may be of a single species or of multiple species and should be of varying heights.

Figure 74. View of an appropriate mixed native planting located in the administration area. Plant native shrubs in mixed groups along roadsides, between campsites, and around structures. (OCLP 2009.)

In addition to planting groups of shrubs in open areas between campsites, shrubs should be placed around structures and utility features to screen them and break up their large mass. Plant shrubs along the foundations of larger structures like combination buildings, wooden fences, and dumpsters (Figure 75). Plant shrubs in small clusters close to water bibs to help screen them from campsites while not obscuring them completely. For smaller utility features that do not need to be visible to visitors, plant shrubs so that they are more entirely screened (Figure 76).

Drawing 15 illustrates a possible schematic plan for new plantings and highlights several planting strategies to increase screening in the campground.

Shrub species should be primarily native broadleaf evergreens, with priority on species that already exist in the campground. Suitable species include Catalina cherry (*Prunus ilicifolia* ssp. *Lyonii*), toyon (*Heteromeles arbutifolia*), California wax myrtle (*Myrica californica*), lemonade berry (*Rhus integrifolia*), California coffeeberry (*Rhamnus californica*), coastal sagebrush (*Artemesia californica*), coyote brush (*Baccharis pilularis*), and California lilac (*Ceanothus cuneatus*).

Appropriate practices should be taken to ensure the success of the new plantings. The plans developed for the 2003 rehabilitation project ("Morro Bay State Park Campground Rehabilitation and Day Use Area," 2002) includes details on shrub planting methods that would protect the new shrubs and help them thrive. Details 1 and 3 on sheet P-6 of the plans illustrate the specifications for planting matrix, plant depth, fertilizer, mulch, and plant protection.

Figure 75. Plant vegetation around structures and along the faces of fencing. Such vegetation is intended to completely obscure the structures, but to break up their mass and the vertical surfaces. (OCLP 2009.)

Figure 76. Plant vegetation around utility structures. Structures that do not need to be visible to visitors may be more completely enclosed by vegetation. Use natural features, like rocks and logs, to protect utilities from vehicles. (OCLP 2009.)

BUILDINGS AND STRUCTURES

BS-1. Preserve Combination Building #1.

The stone combination building at the south end of the campground was at the time of its construction the crowning jewel of the CCC development in the park. The most substantial structure they built, the combination building was a showcase for the crews' talent and craft. Today the building remains the most visible connection to the CCC and a valuable example of park rustic architecture. The combination building should be preserved using appropriate methods to perpetuate its important role in the historic landscape. Repairs should be made promptly and with original material and compatible techniques using masons trained in historic preservation. The combination building should remain open and in operation for the use of campground visitors.

BS-2. Preserve Combination Building #2 and Comfort Station #1.

Although Combination Building #2 and Comfort Station #1 are not contributing features within the contexts of the CCC and of rustic campground design, they are compatible structures of simple, rustic design. The buildings, built only a decade after the period of significance, have a long association with the site. Furthermore, additional research on the campground and on Morro Bay State Park as a whole within the contexts of California State Parks development and post-war rustic architecture may indicate that the structures are indeed contributing under those contexts. As such, the two buildings should be preserved using appropriate materials and techniques. Combination Building #2 should be maintained as a restroom and shower facility for the campground. The use of Comfort Station #1 as a restroom was made redundant by the construction of the three new combination buildings, so it may be used for a compatible use such as storage.

BS-3. Repair and preserve stone curbing and gutter.

The stone curbing and gutter are important examples of CCC stonework and contribute to the historic character of the campground. They should be preserved using historic material and compatible techniques, with masons trained in historic preservation performing necessary repairs.

Two sections that have been damaged by traffic between the campground and the parking area along State Park Road are currently in need of repair (Figures 77–78). Damage includes loose and missing stones and slumping soil in six-to-ten-foot sections. These should be repaired using original stones or replacement stones that match the existing stones in size, shape, color, and character. Replace the soil behind the curbing and install vegetation and natural objects as barriers to discourage foot traffic to prevent continued damage.

BS-4. Limit non-historic buildings and structures within the campground.

The few existing buildings and structures within the campground provide a balance of visitor services with rustic character and promote a naturalistic camping experience. Building additional structures would diminish this experience and detract from the historic character of the campground.

Limit the number of buildings within the campground to what is currently existing. If new structures are needed for storage or other uses, locate them to the extent possible within the administration area to the east of the campground or another off-site location.

SMALL-SCALE FEATURES

SS-1. Preserve stone furnishings throughout the campground.

The stone furnishings, whether contributing resources built by the CCC or compatible features built after the period of significance, contribute strongly to the historic character of the campground. Employ historically appropriate methods to maintain and repair all stone features within the campground. When possible reuse existing materials, or if not practicable, use locally obtained replacement material that closely matches existing materials in size, shape, color, and texture. Retain all stone features in their current locations, unless they are to be moved to historically documented original locations.

Repair the stone picnic tables as needed using existing stone with recessed mortared joints. Repairs should match historic fabric with regard to stone color,

Figure 77. Repair and preserve stone curbs. Place natural objects and vegetation as barriers to prevent pedestrian crossing or provide a more formalized crossing. (OCLP 2009.)

Figure 78. View of curb damage at the southern end of the campground. (OCLP 2009.)

texture, size, and arrangement; mortar color and texture; and mortared joint depth and average width.

Replace damaged table tops with new cast concrete tops using historic or reproduction molds. New tops should match historic tops to the greatest extent possible. Year inscriptions may be made on the underside of the tops to record the date it was cast.

Bench tops should be replaced as they begin to deteriorate. Currently there are a variety of timber dimensions represented in the campground bench tops, with most constructed from two pieces of lumber per bench. Historic photos indicate that the benches were originally constructed of a single board per bench, with dimensions of approximately two to two-and-a-half inches by twelve inches.

Figure 79. The numerous necessary dumpsters and recycling receptacles create a cluttered appearance and detract from the historic character of the campground. (OCLP 2009.)

Figure 80. Photo-simulation illustrating treatment recommendations for garbage and recycling facilities. Place the recycling bins within wooden enclosures that match the current dumpster enclosures to conceal them from view. Construct doors for the dumpster enclosures and plant new vegetation to break up their mass. (OCLP 2009.)

Today, the benches should be consistent in construction and dimension, preferably constructed of single board for each bench top.

Stone cook stove should be repaired as needed using existing stones or locally obtained replacement stones that match existing stones in color, size, shape, and arrangement.

SS-2. Conceal recycling bins inside of wooden enclosures.

Replace the blue recycling bins currently located around each dumpster with permanent, fixed wooden recycling receptacles. Receptacles should be of simple design, constructed of wood, and painted brown to reduce their visual impact. Locate the receptacles adjacent to the dumpster enclosures and clearly identify as recycling. Provide three to four receptacles per dumpster location (Figures 79 and 80).

SS-3. Construct doors for dumpster enclosures.

The dumpsters are currently located within tall wooden fencing to help conceal them. The fronts of the fences, however, have been left open to facilitate convenient emptying, making the dumpsters visible to much of the campground. The sight of the dumpsters detracts from the historic character of the campground.

Construct doors for the front of the dumpster enclosures to conceal the dumpsters from view. The doors should match the existing fencing in design and color and should be designed to be easily opened and closed by visitors disposing of their refuse. While adding doors to the enclosures will increase the time and effort of emptying the dumpsters, the benefit of concealing the unsightly dumpsters from view will outweigh the drawbacks.

Figure 81. Construct new fencing around the electrical facilities that matches the dumpster enclosures. (OCLP 2009.)

Figure 82. Limit the use of temporary road signs and traffic controls. (OCLP 2009.)

Figure 83. View of appropriate traffic and directional signs located near the campground entrance. (OCLP 2009.)

SS-4. Rebuild enclosure around electrical facilities.

The enclosure around the electrical equipment in the northern part of the campground is in disrepair and should be rebuilt. The older weathered wood and rusting barbed wire is incongruous with the rest of the campground elements (Figure 81).

Rebuild the enclosure in the same style as the dumpster enclosures.

SS-5. Limit temporary or portable traffic signs.

Temporary traffic signs and other controls, including sandwich boards, signs mounted in movable concrete bases, and orange cones and traffic barriers, clutter the landscape and detract from the historic character of the campground (Figure 82). These elements should be limited, used only for temporary needs, and removed when they are no longer needed. Replace signs that are needed long-term with permanent signs mounted on wooden posts, and replace traffic barriers with natural objects such as logs, rocks, and vegetation (Figure 83).

SS-6. Repair and replace stone drinking fountains.

The two drinking fountains built by the CCC that once flanked Combination Building #1 along State Park Road were removed at some point after the period of significance. They were initially moved to other locations within the campground, but during the 2003 rehabilitation they were removed and placed in storage (Figure 84). The stone pads on which they were originally located remain adjacent to the stone curb around the combination building.

The drinking fountains should be repaired and replaced in their original locations on the stone pads. If feasible, the fountains and their plumbing should be returned

Figure 84. Repair and replace the stone drinking fountains, currently in storage, to their original locations near Combination Building #1. (OCLP 2009.)

to working condition. If it is not feasible to return the fountains to working condition, they should be replaced nonetheless, and maintained as non-functional features.

imate scale and location.
ed to the corresponding
the text.

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

Treatment

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES

1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:

John Hammond, OCLP
Adobe Photoshop CS3, 2010

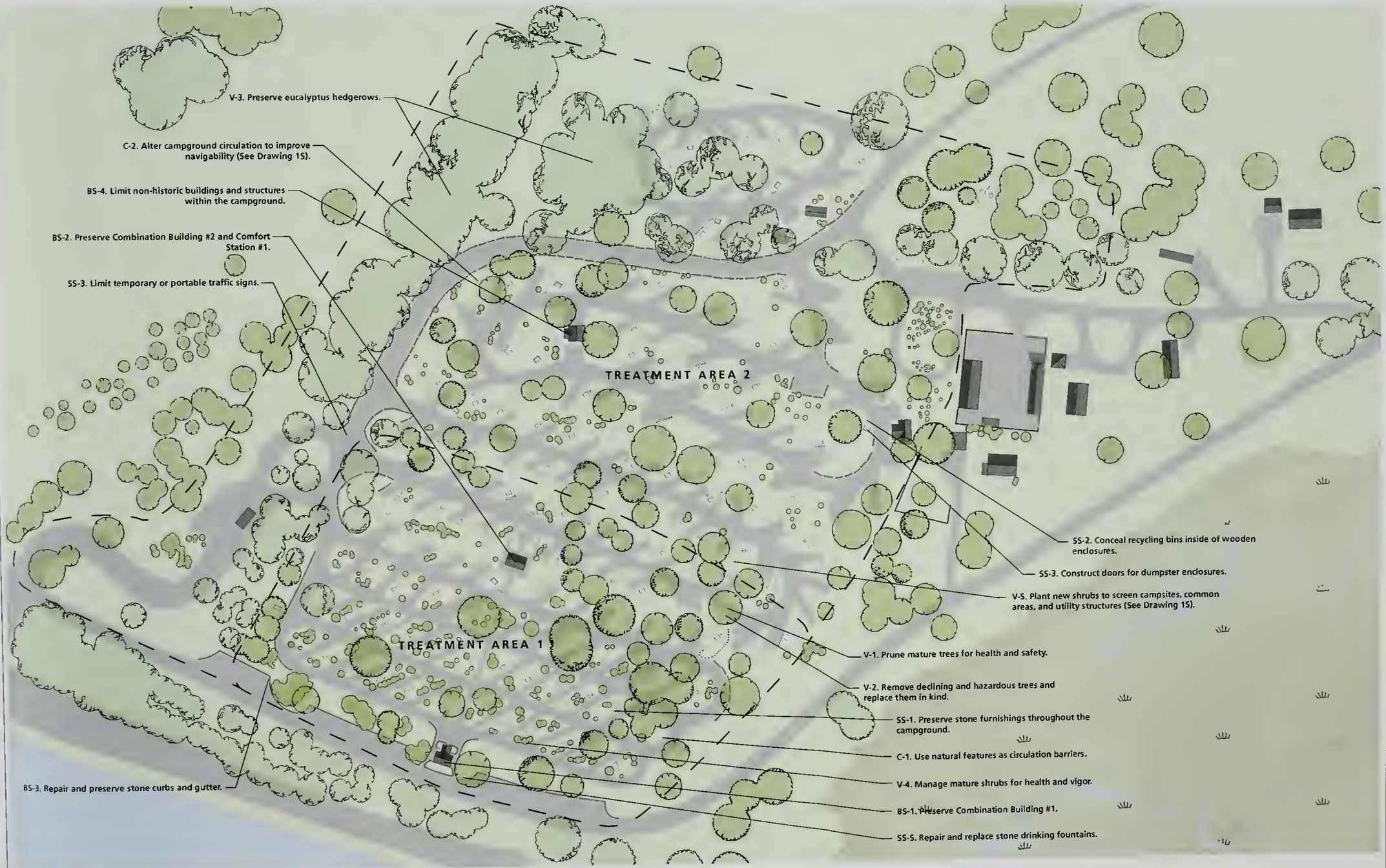
LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 13



NOTES

1. All features shown in approximate scale and location.
2. Treatment task codes are keyed to the corresponding task in the Treatment section of the text.

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

Treatment

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- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 13

mate scale and location.
f roads are schematic and
act placement.

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

Treatment: Circulation

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
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2. 2008 Aerial Photo
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4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

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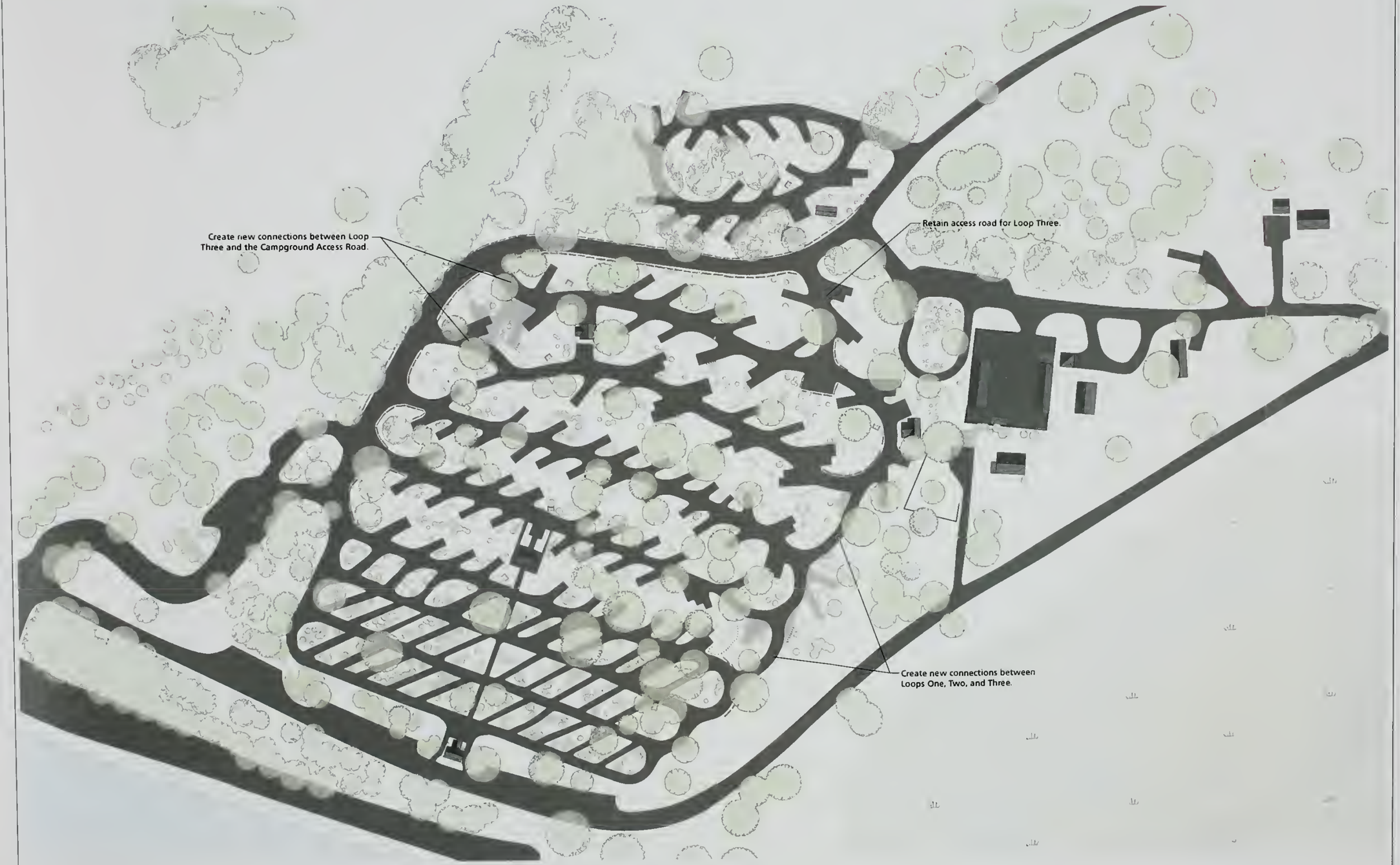
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 14



Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

Treatment: Circulation

National Park Service
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DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

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- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

NOTES

1. All features shown in approximate scale and location.
2. Locations and arrangement of roads are schematic and are not intended to indicate exact placement.

Drawing 14

imate scale and location.
ubs are schematic and are
placement.

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

Treatment: Vegetation

OLMSTED CENTER
FOR LANDSCAPE PRESERVATION

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
1. 2002 Aerial Photo
2. 2008 Aerial Photo
3. 2007 Campground Brochure Map
4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

- Eucalyptus
- Pine
- Cypress
- Shrubs
- Building
- Asphalt
- Concrete
- Campground Furnishings (clockwise from upper left): cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

Drawing 15

Cultural Landscape Report

Morro Bay State Park Campground

Morro Bay, CA

Treatment: Vegetation

National Park Service
Olmsted Center for Landscape Preservation
www.nps.gov/oclp

SOURCES
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2. 2008 Aerial Photo
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4. 2008 and 2009 Site Surveys

DRAWN BY:
John Hammond, OCLP
Adobe Photoshop CS3, 2010

LEGEND

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- Pine
- Cypress
- Shrubs
- Building
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- Concrete
- Campground Furnishings (clockwise from upper left). cook stove, food cupboard, picnic table, metal fire ring
- Dumpster and Recycling
- Stone Curb
- Logs
- Wetland
- Water

NORTH

0 150 300 FEET

NOTES

1. All features shown in approximate scale and location.
3. Locations and numbers of shrubs are schematic and are not intended to indicate exact placement.

Drawing 15

REFERENCE LIST

PRIMARY MATERIAL

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APPENDIX A: OLMSTED BROTHERS REPORT FOR MORRO VISTA

REPORT ON PRELIMINARY PLAN

FOR

MORRO BAY VISTA

Olmsted Brothers
Landscape Architects

Palos Verdes Estates
California
June 19, 1926.

The general situation of the land known as Morro Bay Vista is far beyond any other subdivision in and around Morro as regards situation and character of land. The undulating character of the land lends itself to a more interesting type of subdivision, so varied that it seems almost possible to offer a purchaser any kind of a lot. The views from the higher portion of the land are exceedingly fine, while those in the lower portions, such as the southwesterly part, would have the advantage of the existing fine trees.

The location of the property in relation to the surrounding country seems to offer at least an excellent opportunity for a summer resort and further, on account of the climatic conditions which we understand are very similar to Santa Barbara, there seems every indication for a year-round resort. Again, the property being more or less half way between San Francisco and Los Angeles on the proposed coast road, would also seem to offer exceptional opportunities, especially with the prospect of a hotel, golf course and other athletic and playground opportunities.

We believe the future success of the property will largely depend on a very careful layout of the whole property, with a definite policy for the future development. Such a layout will require very careful study in order to obtain the finest results and we would advise you not to accept any "hit and miss" scheme, or any scheme that takes in only a portion of the land without any relation to the remainder.

This is already demonstrated with Tracts 1 and 3. While Tract 1 is reasonable and fits the land, Tract 3 is most unfortunate in that it does not fit the land and that it occupies one of the finest portions of the land especially in relation to the views of Morro Bay and Morro Rock.

The division of these two tracts by the land and subdivision of Morro Heights is also unfortunate, and the attempt of a main entrance to the property through Tract 1 we believe should be made secondary when a better and definite layout can be decided on which will allow a continuous drive of ample proportions from the main road through the remainder of the property. We feel that any main approach which would take you through Morro Heights and Tract 3 would be at best a poor one.

Any definite improvements for Tract 1 will probably be difficult as we understand the lots are practically sold and those that remain to be sold would not provide sufficient

funds for any material improvements. We do believe, however, that Kings Avenue on Tract 1 might be curbed and eventually this part of Kings Avenue might well be zoned and developed into a business area.

The existing houses built on Tracts 1 and 3 are generally poor in design and color, and we recommend that the restrictions as called for in the "Agreement for Sale" be lived up to and firmly enforced, and that owners desirous of building be assisted in changing their designs and color of their houses so as to produce a more harmonious effect than is now obtained. We know of only two ways of enforcing restrictions for the benefit of all the lots sold and of all your remaining property: One, to employ a reliable architect to keep in touch with the work, and the other to require each owner to file plans beforehand and to take out a building permit. Such plans can be referred by you to us or to whom you will for recommendations and approval before the permit is issued, and then you will need a building inspector to see that plans are followed and that state and local building requirements are lived up to.

In order to explain our thoughts and ideas we have drawn a plan at the scale of 1"= 200', titled a "Preliminary Study" numbered 8218-6. This plan is based on a blue print of a plan called "General Plan showing Triangulation, Topography and Boundaries of Property owned by E. W. Murphy

and C. E. Miller, Morro, San Luis Obispo County, California, as Surveyed in June, 1925, by the Seaboard Engineering Company at a scale of 1" = 200'." On our plan attached to this report we have placed a number of figures to which we shall refer in this report. With the facts in view previously described, it seems desirable to make a new entrance to the property and such an entrance should be the commencement of a road that would lead through the property along pleasing lines and easy grades, from which other roads would lead to all parts of the property.

This main road is numbered "1" and we believe that it should be 80 feet wide between property lines. The subdivision of such a road might be a 34 foot roadbed which would leave 23 feet between the roadbed and the property line on each side. This space could be divided as follows: a six-foot or five-foot sidewalk space, one foot from the property line and 16 or 17 feet devoted to planting of trees and shrubs and to grading. Or the 23 feet space can be divided as follows: five feet from property line, five-foot sidewalk space and 13 feet for trees and shrubs. The necessity for curbs and the type of curbs is a debatable question. We have used successfully a curb on Palos Verdes which we call a "park curb" which looks exceedingly well on wide park-like streets, such as we believe this road should be. On the plan we have shown a typical section for an 80-foot road and on this sec-

tion we have shown a typical park curb. A park curb here costs approximately 60¢ a foot, while a straight curb costs 50¢. These figures of cost are approximate and it is possible that you could get a cheaper price at Morro.

We have shown this new entrance road leading off from the County Road, about 220 feet east of Tract 1. This allows for a row of lots 100 feet deep, facing La Loma Avenue, and the remainder might well be 180 to 200 feet deep facing the new 80-foot road. This road should swing up the hill on long easy curves and in passing Tract 3 would be fairly close to the southeast corner. From this point it would swing southwesterly and then southerly and approach the Plaza. On account of the grades it will be necessary to curve this road as much as we have done, so that there would be no excessively steep grades.

The "Plaza" is shown much as was suggested by Mr. Baker and Mr. May and seems a good scheme, but no attempt has been made to produce a complete design. It is thought, however, that the central area of the Plaza numbered "2" would be park-like, with trees, shrubs, flowers and lawn. Area No. 4 might be used for tennis courts; and area No. 3 for such things as bowling greens, roque, etc. Immediately southwest from area No. 2 would seem an excellent opportunity for a group of buildings to be let for concessions, provided that control and restrictions are most carefully drawn up so that the concessions

cannot become a nuisance.

West of area No. 4 beyond the trees on the tidelands there is a good location for a bath house and pool.

In the design for this area the roads will have to be wide enough to allow for auto parking on each side, or some other provision must be made to allow for an automobile parking area.

It seems almost necessary that some road should be provided to the north from the Plaza - one that would be far enough away from the Fairbanks property to allow for a row of lots and thence continue through the Stocking property to the town of Morro. We understand that Mr. Stocking cannot or will not sell land for this purpose, but we believe that the road should be built either by renting sufficient land for the purpose of a road and building a road that once opened probably would not be closed, or possibly under the "Matteon Act" - Acquisition and Improvement Act of 1925 a road might be put through some distance as a general improvement. Possibly Mr. Stocking will give the right of way for a road if you will build the road as it will increase the value of his property considerably, and especially because it will lead into your restricted property. We have shown a possible line on the plan numbered "6" for this road. The alignment of this road may have to be changed somewhat when the grades are worked out.

The next important road is one leading from the Plaza

through the golf course to Los Osos Road. This will naturally be one of general expense as no land will be available for sale along this road, except in one place marked number "7A" where there seems to be a space of about three acres that could be utilized for building lots.

This road numbered "7" should pass along the double row of Eucalyptus trees and from the end of these trees should follow more or less the existing dirt road, except that it should be laid out so as not to interfere with the golf course. On account of the meager information given on the topographical map along the line we have shown, we can only suggest the approximate location. Ten-foot contours do not show the real condition of the land in a situation like this.

A hotel site is proposed near triangulation station S.S. and is near the old windswept live oaks. We have numbered it "8" on the plan. It would be approached from the main road numbered "1". This hotel site has a fine view of the proposed golf course and the surrounding country to the east and south. To the south of the hotel would be a good place for bungalow sites in connection with the hotel. The hotel site would also be close enough to the golf course and proposed club house.

From the hotel a series of narrow one-way roads might be designed around Black Mountain and we feel sure that excellent hillside house sites could be planned, and the same system of one-way roads might well be designed from the northerly side of

Black mountain.

To enter the main eighty-feet road number "1" on the plan in the location suggested, there seems only one road, Las Tunas Avenue, from Tract 1 which should be continued through. This road is an important lead from the town of Morro. Ridgeway Avenue from Tract 3 should be extended to meet the new road, but of the other roads going in a southerly direction from Tract 3 only Kings Avenue should be extended as a through street. The others should be extended properly to avoid the creation of dead ends, in some way, depending on the design of the area marked "9", and such a design for local subdivision will require much more study on the ground and in more detail than we have as yet been able to give, as also will the areas north of Black Mountain and on each side of the main road.

The present location of the automobile camp near Los Osos Road is a delightful spot and would make a wonderful site for an up-to-date camp. We are unable to decide whether this location is too far from the town of Morro to be of any real value or not. If it is not used for this purpose it might be possible to seal off the land at this point as building sites, but the land between this site and the hotel site is so steep that some difficulty would be encountered in designing suitable roads.

The golf course as shown in our plan is only a preliminary study and is suggested as one possible location for

the course. The clubhouse is located in the same position as has apparently been discussed by you and others. We did try out other locations, but we finally came back to the one shown on our plan as being the best. The course will probably have to be altered to take care of situations that do not show on the topographical map. The first nine holes are all on high enough ground so as not to be interfered with by the tides. Hole number 5 might be revised so as to leave some land for letting. The second nine holes offer considerably more interest. One bad feature is hole number 10 where it seems absolutely necessary to cross the road, but the road might be at a low elevation so that ordinarily a player would shoot over it and would have ample view of the traffic. Holes 10, 11, 16 and 12 are on tidelands, but Mr. Sadler understood from Mr. Hay that this portion of the land is seldom flooded and of course it is always possible and probably would be desirable to build up the tees and greens above high tide. Holes 15 and 14 are also in areas likely to be flooded with water during heavy rain periods, but we believe that they are not subjected to the tide water. One possible reason for this area becoming flooded is that the natural drainage ditches are clogged up with weeds and brush and if kept clean and open the water would naturally have a chance to get away. The second nine certainly offer sufficient mental hazards

to make the course intensely interesting. The first nine measures 3280 yards; the second nine, 3335 yards - a total of 6615 yards. We would suggest that you employ a golf course architect to study and lay out the course. Our plan shows you, however, what proportion of the land is actually necessary for an 18-hole course and shows how the low lands not suitable for building sites can be utilized for the course. There is a bad feature in the course as layed out and that is that players have to cross roads so many times to get from greens to tees. The walking distance between greens and tees is in some cases a little long, but we believe not too long under the conditions. It is possible that the road might be used merely as a golf maintenance road with gates at each end to keep out the general public.

As to protective restrictions that will really protect the property, many schemes have been devised, some of which really work well, depending largely upon the amount of real power and means of enforcement behind them.

Restrictions in deed form are often written and have some value, especially if there is a definite provision that failure to comply with them may act as a cloud upon the title, and with a definite provision for a perpetual organization of trustees who at first may be of the sales organization but eventually shall be residents of the property.

The form used by large undertakings such as Palos

Verdes of placing a restriction on all lands before any sales are made has the distinct advantage of offering mutual protection to all buyers, from the start, and also the advantage of relieving the sales force of the constant demands for special changes and favors that are so hard to answer, and that serve eventually to permit all kinds of atrocities to the mutual damage of the properties.

For a tract the size of yours, with many lots, possible mutual ownership and membership in the golf course and the recreation center, and the serious question of financial support of the improvements as sales increase and your burden should diminish, leads us to believe you should file some form of basic restrictions at once with power of raising funds and of expending them and with power of enforcement. Such a declaration might be based on Declaration No. 1. of Palos Verdes, simplified if you like, but still with enough teeth in it to be of some value. Some of the more important restrictions which seem suitable to your conditions are as follows:

No one lot shall be divided.

One single dwelling house on each lot.

Some lots of larger dimension than the majority might allow single cottages for the use of servants.

Garages up to four cars.

No business, industry, etc. permitted, except in location zoned for that purpose.

Establish building setback from streets, side lines and rear lot lines.

No African or Asiatic (except domestic servants); only White or Caucasian Race.

No dwelling shall be erected to cost less than $\_\_\_\_\_$. This amount would vary, we believe, according to locality.

No tight board fence over five feet.

No hedge or wall (other than retaining wall over six feet shall be maintained along street lines.

No bill boards, placards or advertising signs.

Reservations for public utilities.

No swine or poultry shall be kept.

No horses, mules, asses, etc. shall be kept.

No cesspools allowed - only septic tanks and seepage pits according to the design of the County Health officer.

Building plans to be approved and permit required. Building inspection required.

The amount of planting necessary and desirable on streets is always a debatable subject. On flat areas where no particular views can be had the typical formal avenue of trees is not only desirable but always looks well, providing some attempt is made to take care of the trees. But on undulating land such as you have, with long sweeping curves to the roads it seems that a less formal scheme will look best; or a scheme which might be called the informal grouping scheme. For instance, the main 60-foot road might consist of several varieties of trees and so grouped that here and there certain

particular views are accentuated. In addition to the trees a collection of shrubs would also be used in groups, along the roads to help form an informal undulating mass of foliage.

In the 60-foot streets and in all local streets the same scheme would prevail; but the amount of shrubbery would be curtailed to mere specimen or single shrubs.

The kinds and varieties of trees and shrubs are also a debatable question. We believe in the neighborhood of the Plaza some palms would be most effective, while on the other streets a selection might be made from the following:

Acacias	Peppers
Eucalyptus	Californian Cherry
Live Oaks	Camphor Tree
Jacaranda	Makoas

Sycamore (deciduous)
Casuarina (She-Oak)
Carob or St. John's Bread (Ceratonia)
Grevillea robusta (Silk Oak)
Evergreen Magnolia
Pittosperum

Of shrubs it is not easy to make a definite list as it so largely depends on the composition of trees as to variety that should be used. However, some of the following should be used without doubt:

Oleanders	Chinese Hibiscus
Choisya	Melaleuca
Escallenias	Pittosperum
Grevillea	Viburnum

In regard to the Report and Cost data for the water system submitted by Burch and Beek, we would like to say that the proposition of digging a well in the low area near the present drilled well does not appeal to us. We would be afraid that the well might be filled with seepage water only. We believe that by drilling one or more wells, or as many as are really needed to give a sufficient supply, should insure you of better water.

When a system is worked out for the domestic supply it might be feasible to have a dug well for irrigating the golf course.

The location of the old reservoir and the new reservoir as proposed by Burch and Beek seems unfortunate. The new one would occupy land most valuable as building sites and the old one is probably in a similar location. We do believe that a more suitable location could be found on the southeasterly side of Black Mountain where it would not interfere with any house sites.

The location for pipe lines should follow road lines or lot lines in accordance with a more detailed plan for subdivision.

We understood that another water report has been recently prepared, but we have not waited for it, as we understand that our report was wanted immediately.

APPENDIX B: SUPERINTENDENT PROGRESS REPORTS, 1934-1935

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF NATIONAL PARKS,
BUILDINGS, AND RESERVATIONS
STATE PARK EMERGENCY CONSERVATION WORK

MORRO BAY STATE PARK #17.

Morro Bay California,
July 12, 1934.

Department Of The Interior,
National Park Service,
State Park Emergency Conservation Work
Washington, D. C.

SUBJECT:----MONTHLY PROGRESS REPORT.

PROJECT 3.

The work on this project shows 24 man months out of a total of 50, trash accumilated under the Eucalyptus grove has taken more time than was anticipated in the original estimate.

PROJECT 8

We had a call for 120 men on June the 28, to fight fire in a National Forest Preserve, in 12 minutes we had 82 men on the way, all we had transportation for,they drove 88 miles to fire.

PROJECT 11

Cutting out dead limbs from the trees has taken more time than the original estimate.

PROJECT 13B

In the original estimate for this project there was no allowance made for the surfaceing these roads or trails, but the sand is of such a nature,,that unless they are surfaced they soon become impassable in the dry season and for that reason the man months

#2

show more on this project now than the original estimate.

PROJECT 22

In the camp grounds under the Eucalyptus groves the accumilation of debris is larger than was supposed when the original estimate.was made.

PROJECT 29B

This project has not been started other than survey and corners set. We believe the man months on this project as made in the original estimate to be excessive and can be cut down to 50 man months.

We are inclosing pictures of progress of work with discription of each on seperate sheet.

Respectfully,
Fred T. Billing.
Camp Supt.

CC LCM

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF NATIONAL PARKS,
BUILDINGS, AND RESERVATIONS
STATE PARK EMERGENCY CONSERVATION WORK

Morro Bay SP-17
Morro Bay, Calif. October 10, 1934

Narrative Report.

Project No.2 ✱ Fire Breaks.
Completed 2½ miles. The original estimate of one mile was found to to be far short of the fire breaks needed and we have cleared 20 ft. wide along the west and north boundary of the Park and have 1½ miles more to complete as soon as boundary lines are established.

Project No.3 - Reduction of Fire Hazard.
When we started the Park about 500 acres was covered with dead Lupins. These were cleaned up and burned for two reasons, first, because they constituted a fire hazard,and second,because they seemed to be infected with some disease that killed them,and by burning them we have eliminated that.

Project No.8 - Fighting Forest Fires.
During August we only had 26 man-days but in September we had 319 man-days.

Project No.11 - General Clean-up.
This project has taken considerably more man-months than was originally estimated as practically the whole Park,except the Bay area,had to be gone over. But the worst part is done and from now on it will not take so much time to keep it clean although the Eucalyptus Groves have to be gone over often to keep them clean.

Project No. 13 - Truck Trails.
We have done very little work on them during August and September as the plans have bean changed somewhat and we have been waiting for the County to decide just where they would connect with the Park so we can build our roads to meet them.

They have submitted an entrance road plan which has been approved by Col. Wing and as soon as the 4th Period Plans have been approved we can complete the truck trails.

Project 14 - Foot Trails.
There has been no work done on these for the reason we have no plans for them as yet. The Landscape foreman is now working on this project and will soon have plans out for foot trails.

Project 22 - Public Camp Ground Clearing.
The Eucalyptus Grove was in bad shape and we had to take out approximately 50 trees and 150 old stumps. In "The Willows" there was a solid mass of trees, vines and all kinds of debris. This we have cleared up and have found some wonderfull camping places. Inthis area we still

h

rative Continued- Page 2

Have a lot of work to do but it will pay well for the work we are doing as it will prove to be the most attractive part of the park when completed.

Project 23 - Bublic Camp Ground Buildings.
We have moved 5 cabins and remodeled them into a house for the Wardens dwelling. This will be finished and ready for occupancy as soon as the paint is dry.

Project 28 - Tables, Fire Places, Rock Walls.
These projects have had nothing done on them and have been carried over to the 4th Period. Plans are now approved for them and we will be at work on them just as soon as we get the material.

Project 29 - Fence.
We have completed all the fencing planned for the 3rd Period.

Project 31a - Tank.
This is completed and will be in use as soon as we get the connections for pump.

Project 40 - Rodent Control.
We have one man at this work who has to date caught close to 800 gophers with traps besides what have been killed withpoison. This work ofcourse will never be finished and will require someone to keep after them constantly in order to keep them down.

Project 43 - Eradication of Poisonous Plants.
This work is something that does not show the amount of work expended on it as the most we have to contend with is poison oak which grows mostly in the rocky part of the Park and it is impossible to get all the roots and it comes right back as bad as ever. But at the same time it has to be kept down and this necessitates going over it often.

Project 46 - Erosion Control.
We have completed dams on the west branch of Chorro Creek and have confined all the water to the eastern branch. Have also made some small dams in the small canyons and side hills.

Project 48b - Water Improvement, Streams.
We have cleared and made the east channel of Chorro Creek the main channel through the flats between Black Mt. and Rock Knob.This flat will prove to be the most attractive part of the Park for picnics.

Project 53 - Landscaping.
The Landscape foreman has not had any plans for landscaping until now for the 4th Period. So all that has been done on this project is the planting of a few Eucalyptus trees below the new tank.

Third Page Narr ive Report

During the month of August we only averaged 106 men on projects. During the month of September we averaged 140 men. At this date we have 145 men in camp but we are expecting more in a few days.This means,then,that only 100 men will be available for field work.

We find we have a very fine set of men taken as a whole. A few are inclined to drink, but they are the minority. The moral of camp is good.

We are enclosing pictures which will show progress of some of the work to date, and will be followed by others as work progresses.

Fred. T. Billing
Superintendent

UNITED STATES

DEPARTMENT OF THE INTERIOR

OFFICE OF NATIONAL PARKS,
BUILDINGS, AND RESERVATIONS

STATE PARK EMERGENCY CONSERVATION WORK

Morro Bay SP-17

Narrative Report: October and November, 1934

Quarrying stone, excavating and general clean-up has been the main work to date toward completion of the extensive projects for this period.

The stone quarried on the park prperty is a roughly stratified sand stone of cream and rust coloring, adaptable for use in building up the stoves, table units and many feet of rock walls. The rock sea wall creating a beach twenty feet wide and fourteen hundred feet long to be constructed east of the Club House overlooking the Bird Refuge will become a spectacular feature of the Park. Since starting on all this construction work the genuine interest and improved workmanship shown by the men is most gratifying.

Excavating for new road and parking areas between Whiet Point and Club House are shown in accompanying photographs.This change in grade will extend and improve approaches to Club House.

Grading about the Wardens Cottage requires extensive retaining walls. Excavations and foundations for walls have been made and are shown in the photographs.

General Clean-up and Landscaping among the Chorro Creek Willows has opened up an area of natural beauty. From the enthusiasm already shown by visitors, good use of this development for picnic and camp-sites will be made. Only ECW labor was used in completing pipe and tank connections for the main water system project. We have been most fortunate in having experienced men available for this work.

The surveyors are continually at work establishing road levels, setting grade stakes for construction details, and running boundry fence lines.

Tree surgeons work uninterruptedly pruning and shaping the miles and acres of Eucalypti and cypress plantings. Approximately one hundred cords of wood have been salvaged for campers use.

An emergency waste disposal unit arose when the kitchen drain at the Club House required immediate attention. A cesspool of rough stone was installed.

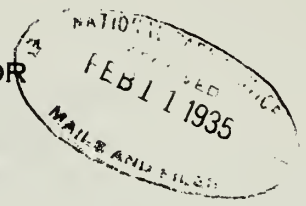
UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF NATIONAL PARKS,
BUILDINGS, AND RESERVATIONS
STATE PARK EMERGENCY CONSERVATION WORK

Narrative Report Page 2

Due to scarcty of native oak acorns it will be impassible to obtain these for the U.S.Forestry Department as requested. However, a full crop has set for next season. The required amount of Conifer seed is available and is being collected.

One man is daily employed on rodent control work. In the last one hundred days approximately fourteen hundred gophers have been caught.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
STATE PARK EMERGENCY CONSERVATION WORK
Morro Bay SP-17



Narrative Report for December and January

Heavy rains during December and January proved the value of erodion and flood control work done in Chrro Creek Meadows. The erosion check dams prevented damage done previously by swiftly movingwater. By slowing up speed of water flow, banks were saved from washing and congestion of flood and tide waters was lessend. Although the high water was not all confined to the main creek channel, the results show the dams are a success.

Wicker-work dams constructed in the hill side erosion gashes checks further erosion and holds back much detritus. Native Baccarus and willow were used in the same manner as described in Inspector Primm's report of the Glendale area.

The old road from the Los Osos county road to the main pump house in Chorro Meadows has been elevated, repaired and surfaced. Two culverts, six feet in width, rock walled and planked covered were installed during this construction. This road previously impassable during high water is now open at all times. Progress is being made on minor roads approaching Chorro Creek, campsites and picnic areas from the southernend. This road will eliminate the present in-appropriate road accross the meadow. Soil and gravel from cuts are used to fill and surface roads needing repairs about the park.

Entrance road west of Club House has been lowered to sub grade and requires only top surfacing to complete this project.

The easternmost beach unit with its retaining wall and sea wall, stairway, stove and picnic tables is complete including planting on the banks. The painstaking and skillful work done on this unit and four partially completed units have brought forth much favorable comment from Charles B. Wing, Park Authority, Col. Parker, Commander of Monterey District, and every visitor to this Park.

Rock retaining walls and guard rails west of the Club House are nearing completion. Steps hewn from the cleft in the rock make a very unusual and beautiful feature.

Materials supplied by the State to complete the water system were received and have been installed. State Engineer, Hohl upon inspecting the entire job of pipe laying pronounced the work most satisfactory in every detail.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
STATE PARK EMERGENCY CONSERVATION WORK

A small nursery has been started for growing and establishing stock native to this region. Collected seed of conifers and broad-leaved evergreen shrubs have been planted. A search and study reveal a great many materials available for contemplated plantings. Native Roses, Ferns and Nightshade have been transplanted from the path of construction to more permanent homes. Large plantings of the native Ice-plant have been made to cover banks. Two hundred and fifty Sycamore and Maple cuttings have been set about Chorro Meadows and picnic grounds.

A great many varieties of birds enliven the park landscape. These wild game birds become tame and increase in numbers as they find this protected area. A State Ornithologist counted ninety-six varieties of birds in and around the Park.

Accompanying photos show progress and the character of the work.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
STATE PARK DIVISION
Morro Bay SP-17

Oct - 1934
To
March 30 - 1935

Progress Report - Fourth Period

Construction work for the past six months has been of a detailed nature. Preliminary work of road layout, general clean-up and reduction of fire hazard had already been done in preceeding months.

Work projects completed to date are varied in character and are well suited to the experiences of the supervisory personnel. The interest and good workmanship displayed in these developments by the enrollees has been remarked upon by all inspectors and visitors.

Three miles of hog and barb wire fencing was strung on redwood and iron posts to define the North and East boundaries. The iron posts cut from three inch pipe on property were used over brush covered mountains to eliminate possible fire damage.

The largest project undertaken was the regrading of the road in back of the Club House and its approaches. On the south side the grade was lowered four feet and the soil excavated was spread as ramps to improve the road from either side. Three parking areas around the Club House, accommodating twenty cars, were created. Low masonry walls border the road and retain parking areas. More than three hundred cubic yards of earth and shale were handled in this operation.

One pump house, two pumps and one half mile of four and six inch pipe lines were installed in the main water supply system. This complete system supplies water to both the beach picnic units and camp units in Chorro Willows.

Four thousand feet of park road branches down to Chorro Willows development and a continuation up to over-look. A half mile of truck trail leads through and to each campsite. One third mile trail leads to pump house along the northeast boundary. Foot trails have been built around White Point; also up and around Chorro Mauntain(Rock Knob). Trails include rock steps and overlook points.

Rock and wattle dams were constructed to check detritus in eroded channels. Two acres of banks were planted with native willow, rose baccarus and ice-plant.

More than one half mile of rock work was constructed as retaining and guard rail walls.

Landscaping and tree planting consisted of colonizing native plants about the Club House and Chorro Willows, and the planting of twenty-five hundred Eucalyptus, Willow, Maple and Sycamore trees. These were distributed over twenty acres of ground.

Progress Report Page 2

Fifty native oaks were pruned and their cavities filled by experienced tree surgeons, who were found among the enrollees. Also cable bracing was done on fine specimen trees near buildings. Pruning included two miles of Eucalyptus trees. About one hundred cords of fire wood was salvaged from this tree pruning.

The surveyors have been continually at work establishing boundary lines and running levels for roads and construction units.

Much thought and skill have gone into the planning and executing of the picnic and camp facilities. Two designes for stoves have been approved and built, one massive and formal for the beach units and one simpler and more rugged for the Chorro Willows. Octaganal concrete and stone tables are used along the beach where as rectangular, wood and stone tables were found more in keeping among the Willows.

Although the essential materials for the major units were not received until two months or less from the end of the period. All but three projects are complete. Shortage in the enrollment and also rain have delayed our schedule.

Accompanying pictures illustrate fully the work details.

LABOR & FINANCIAL SUMMARY OF CAMP SP-17
MORRO BAY CAMP
October 1, 1934 - April 1, 1935

	Projects	Man Days	$2.50 per day	Material Cost
1.	Telephone Lines	0	0	169.37
2.	Fire Breaks	241	602.50	
8.	Fighting Fores Fires	240	600	
11.	General Clean-up	525	1312.50	
13a	Truck Trails	1874	4685	
b	Minor Roads	875	2180	
14	Trails,Foot	751	1877.50	
22	Public Camp Ground Clearing	125	312.50	
23	Public Camp Ground Building	44	110	204.72
25	Public Camp Grd Water Systm.	80	200	541.63
26	Public Camp Grd Waste Displ.	27	67.50	209.30
28	Other Structures			
a	[illegible] Tables	595	1487.50	251.55
b	Stoves	294	735	192.73
d	Stone Walls	1936	4840	49.95
29	Fences	421	1052.50	341.79
31b	Pipe Lines	122	305	208.56
34	Planting, Tree	98	245	
38a	Seed Collection	19	47.50	
40	Rodent Control	117	292.50	
42	Tree Disease Control	975	2437.50	30.37
44	Survey-Linear	402	1005	
46b	Erosion Control			10.42
48b	Stream Improvement	504	1260	
53	Landscaping	3014	7535	
56	Guard Rails	1993	4982.50	453.61
	TOTALS	15269	$ 38172.50	$2494.63

Stone Flood Control Dams	400	cu.yds.	@	$10.00 per yd	4000.00
Stone Walls	420	"	@	12.00 "	5040.00
Stone spawls in Sea Walls	300	"	@	8.00 "	2400.00
Stone Rd. Surfacing	1700	"	@	3.00 "	5100.00
Gravel for Roads	300	"	@	3.00	900.00
			Net Cash Material Value		$19934.63
Wood, Salvaged and cut, stacked for Campers	100	cord			1000.00
			TOTAL Net Cash Material Value		$20934.63

Supervision	$10521.18
Tools	547.13
Supplies	176.21
Equipment	809.90 *
Blacksmith Shop (materials)	37.23

* includes $325.48 for Auto parts

National Park Service
U.S. Department of the Interior

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