
National Park Service
Cultural Landscapes Inventory
2009



Point Reyes Lighthouse
Point Reyes National Seashore



Point Reyes Lighthouse
Point Reyes National Seashore

Point Reyes National Seashore concurs with the findings of the CLI, including the management category and condition assessment as identified below:

MANAGEMENT CATEGORY: **A: Must be Preserved and Maintained**

CONDITION ASSESSMENT: **Fair**

A handwritten signature in dark ink, appearing to read "D. J. Kurland", is written over a horizontal line.

Superintendent, Point Reyes National Seashore

1/5/09
Date

Please return to:

Vida Germano
Cultural Landscape Inventory Co-coordinator
National Park Service
Pacific West Regional Office
1111 Jackson Street, Suite 700
Oakland, CA 94607-4807
(501) 817-1407
(510) 817-1484 (fax)

STATE OF CALIFORNIA - THE RESOURCES AGENCY

Arnold Schwarzenegger, Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov



August 19, 2008

Gordon White, AIA
Chief of Cultural Resources Management
National Park Service
Point Reyes National Seashore
Point Reyes, California 94956

**RE: Amendment to the National Register Nominatinn of Point Reyes
Lightstation**

Dear Mr. White:

Per 36 CFR Part 60.9 our office has reviewed the amendment to the National Register nominationn of the Point Reyes Lightstation, listed in 1991. The amendment includes cultural landsape information that was not part of the original documetation. We concur that the cultural landscape also contribures to the propertiy's significance.

Thank you for the opportunity to comment on this nomination. We look forward to seeing it listed.

Sincerely,

A handwritten signature in black ink, appearing to read "Milford Wayne Donaldson".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosure

TOTAL P.02

08/28/2008 THU 15:03 [TX/RX NO 5747] 002

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

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

1. Name of Property

historic name Point Reyes Lightstation (Amendment)other names/site number Point Reyes Lighthouse

2. Location

street & number Point Reyes National Seashore ☐ not for publicationcity or town Point Reyes ☐ vicinitystate California code CA county Marin code 041 zip code 94956

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☐ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

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

Signature of commenting or other official

Date

California Office of Historic Preservation
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

Signature of the Keeper

Date of Action

- ☐ entered in the National Register
☐ See continuation sheet.

- ☐ determined eligible for the
National Register
☐ See continuation sheet.

- ☐ determined not eligible for the
National Register

- ☐ removed from the National
Register

- ☐ other (explain): _____

Table of Contents

Inventory Unit Summary	
Landscape Description.....	2
Site Plan.....	4
CLI Hierarchy Description	5
Concurrence Status	
Inventory Status	6
Geographic Information & Location Map	
Boundary Description.....	7
Location Map.....	8
Regional Context.....	9
Management Information	
Management Category.....	11
Agreements, Legal Interest, and Access	11
National Register Information	
Existing National Register Status.....	12
National Register Eligibility	12
Statement of Significance	13
National Historic Landmark Information.....	14
World Heritage Site Information.....	15
Chronology and Physical History	
Cultural Landscape Type and Use.....	16
Current and Historic Names.....	16
Chronology.....	17
Physical History.....	24
Analysis and Evaluation of Integrity	
Summary	26
Spatial Organization.....	27
Cluster Arrangement.....	29
Land Use	30
Natural Systems and Features	31
Buildings and Structures	32
Circulation	53
Topography	54
Small-Scale Features.....	55
Vegetation	56
Views and Vistas.....	54
Archeological Sites.....	58
Condition	
Condition Assessment	61
Impacts.....	61
Treatment	
Approved Treatment	62

Bibliography and Supplemental Information	
Supplemental Information	63
Bibliography	
Maps, Drawings, Plans, and Photographs Consulted	
Toogood Reference Map	
Site Plans	
Additional Photographs	

Inventory Unit Summary & Site Plan

Inventory Summary

The Cultural Landscapes Inventory Overview:

CLI General Information:

Cultural Landscapes Inventory – General Information

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

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

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

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

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

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

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

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

Inventory Unit Description:

The lighthouse tower is located on a rocky exposed promontory 240 feet above the ocean. The equipment building (referred to as the power house in the National Register nomination) and the transformer building are also located at the level of the lighthouse tower, in close proximity. The remainder of the light station's buildings are located at the top of the point 300' above the lighthouse tower.

A flight of concrete stairs and series of ramps drop 300 feet from the top of the point to the lower level where the lighthouse tower and adjacent buildings are located. This concentration of historic buildings is clustered at the lower level. When viewed from the top of the site, this cluster of buildings presents a cohesive picture of the historic light station and retains a high level of architectural integrity.

Point Reyes Light Station was listed on the National Register of Historic Places in 1991. The boundary of the Point Reyes Light Station includes the buildings and immediate setting historically associated with the complex. The boundary corresponds to Lot 37, Township 2 N. Range 11 W. Mt. Diablo Meridian patented to claimant of Punta de los Reyes Rancho, 11 September 1854 as stated in the National Register nomination.

Point Reyes Light Station is eligible for the National Register of Historic Places under Criterion A (association with historic events) and Criterion C (significant design). Under Criterion A, the light station is significant for its association with maritime transportation in California and the navigational aids that facilitated shipping, trade, and commerce. Under Criterion C, Point Reyes Light Station is significant as the only remaining operable lighthouse of its type on the West Coast. A classic West Coast lighthouse, it is of iron plate construction and retains the original fresnel lens and counterweight works.

The Period of Significance as defined by this Cultural Landscape Inventory is defined as 1870 to 1957. The date 1870 marks the initiation of site work, blasting, grading, and leveling. The date 1870 is also the construction date of the major elements of the Point Reyes Light Station, i.e., lighthouse, dwellings, wooden stairs, ramps, retaining walls, and fences. The end date of 1957 was chosen as it marks the initiation of planning for the modernization campaign of the 1960s, which was the last major building effort at the light station.

Today, the light station reflects many of the qualities that characterized it during the period of significance. The extant historic structures, including the Lighthouse Tower, the Equipment Building, the Transformer Building, the Multi-Purpose Building, and a number of smaller utility buildings, help convey the design, character, and functional relationships of the light station. The water catchment and storage system needed to power the steam fog signal in the light station's early decades is visible in two large concrete catchments and two cisterns, as well as a number of remnant fixtures of the water conveyance system. The extensive blasting and shaping of the point's rock surface is a testament to the challenges of building at such an inhospitable location. Furthermore, historic patterns of spatial organization, circulation, and vegetation remain discernable, providing a physical context for the site's buildings and structures and helping to convey the site's design, feeling, and historic associations. These qualities are further enhanced by the natural setting of the light station, which has changed little since the historic period.

Site Plan



Point Reyes Light Station existing conditions map.

Property Level and CLI Numbers

Inventory Unit Name:	Point Reyes Lighthouse
Property Level:	Landscape
CLI Identification Number:	725183
Parent Landscape:	725161

Park Information

Park Name and Alpha Code:	Point Reyes National Seashore -PORE
Park Organization Code:	8530
Park Administrative Unit:	Point Reyes National Seashore

Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative:

INTRODUCTION

Architectural Resources Group (ARG) was retained to produce a modified Cultural Landscape Inventory (CLI) for the Point Reyes Light Station. The goal of this report is to inventory and assess the cultural landscape features associated with the site.

Listed on the National Register of Historic Places in 1991, the Point Reyes Light Station nomination has adequate documentation for all resources except the cultural landscape. This information will be used to prepare an amendment to the existing National Register nomination to include associated landscape features and assess whether they contribute to the significance of the site. This CLI report, unlike the more detailed level of documentation typical of a Cultural Landscape Report (CLR), is comprised of the identification, analysis, and evaluation of contributing and non-contributing cultural landscape features and includes an updated existing conditions description, photographic documentation, integrity assessments, maps (developed by Park and Regional staff), bibliography, and other information relevant to the documentation of historic landscape features.

METHODOLOGY

The methodology used to produce this report relied on both fieldwork and documentary research to supplement findings in the field. This report relies on the findings of the three major previous research efforts on the site: 1) the 1991 National Register nomination for the Point Reyes Light Station; 2) the Historic Structures Report for the Point Reyes Light Station by Dewey Livingston and Dave Snow, 1990, and; 3) the report titled Historic Resource Study, A Civil History of Golden Gate National Recreation Area and Point Reyes National Seashore, California by Anna Cox Toogood, 1980. This report follows the guidelines set forth in the Cultural Landscapes Inventory (CLI) Professional Procedures Guide, 2001. Limited additional research was conducted in the library at the Point Reyes National Seashore Archive. Park and regional NPS staff will map landscape features. List of Classified Structures (LCS) information is included in this report.

Fieldwork

The project team completed fieldwork to better understand the nature of the cultural landscape features at the Point Reyes Light Station, to assess the varying condition of those features, and to create a comprehensive list of related features. Both Park and NPS Regional staff participated in field visits.

Data entry into the CLI database was undertaken by Vida Germano, National Park Service, CLI Co-coordinator, Oakland.

Concurrence Status:

Park Superintendent Concurrence: Yes
Park Superintendent Date of Concurrence: 01/05/2009

Geographic Information & Location Map

Inventory Unit Boundary Description:

The boundary of the Point Reyes Light Station embraces the buildings and immediate setting historically associated with the complex. In 1869, the U.S. government purchased 83 acres for the lighthouse reservation. The acreage of the property remains 83 acres, and the original boundary of the light station reservation has not changed over time. The boundary corresponds to Lot 37, Township 2 N. Range 11 W. Mt. Diablo Meridian patented to claimant of Punta de los Reyes Rancho, 11 September 1854 as stated in the National Register nomination.

State and County:

State: CA
County: Marin County

Size (Acres): 86.00

Boundary UTMS:

<u>Source</u>	<u>Type of Point</u>	<u>Datum</u>	<u>UTM Zone</u>	<u>UTM Easting</u>	<u>UTM Northing</u>
GPS-Differentially Corrected	Area		10	498,829	4,206,039
GPS-Differentially Corrected	Area		10	498,829	4,204,996
GPS-Differentially Corrected	Area		10	497,691	4,205,273

Location Map:



Point Reyes Lighthouse is located within Point Reyes National Seashore in Marin County, California

Regional Context:

Type of Context: Cultural

Description:

The cultural history of the Point Reyes peninsula can be traced back 5,000 years to the settlements of the Coast Miwok Indians, which existed within the present-day park boundaries. The site was important to early European explorers, including Sir Francis Drake, thought to have landed here in 1579. In the early 1800s, Mexican land grantees established ranchos. In response to the many shipwrecks in the treacherous coastal waters near Point Reyes, the United States Government established key lighthouse and lifesaving stations in the late 1800s and early 1900s. American ranchers and farmers undertook agricultural operations, which continue to the present day along the Point Reyes Peninsula.

The Point Reyes Light Station was established to warn mariners of local hazards and also to provide an important landmark in setting bearings for San Francisco harbor. Protruding far beyond the rest of the coastline, and frequently shrouded in heavy fog, Point Reyes is a dangerous spot along the Pacific maritime coastal route. The manned Point Reyes Lighthouse served mariners for 105 years, from 1870-1975, before it was replaced with an automated system.

Type of Context: Physiographic

Description:

The physical geography, the geography that deals with the diverse physical, biological, and cultural features of the earth's surface, is noteworthy at Point Reyes. Within the context of the Marin Headlands, connected peaks, hills, and valleys, with cliffs, bluffs, beaches and shoreline at the perimeter, define a geographical system. All of these elements are present at the site. The massive headland, surrounded by the Pacific Ocean on three sides, comes to a point on the western side of the tip where Point Reyes terminates in a rocky point with sheer cliffs. The external physical features of the Point Reyes site form an easily identifiable landform marking the westernmost edge of the Point Reyes peninsula. The 19th century manipulation and re-shaping of the bluffs through dynamiting the rock and blasting to create level sites for construction and circulation is a significant part of the development and use of the site as a light station.

Type of Context: Political

Description:

The U.S. Coast Guard transferred ownership of the light station to the National Park Service in 1975, which was also the year the lighthouse was retired from service and an automated light was installed. The Coast Guard continues to maintain control over one structure, the Navigational Aids Building, at the light station. The National Park Service is responsible for the maintenance of the lighthouse and maintains a Visitor Center at the light station site. The property is also located within the boundaries of the Point Reyes National Seashore, established

Point Reyes Lighthouse
Point Reyes National Seashore

by President John F. Kennedy in 1962. The north end of the Golden Gate National Recreation Area abuts the Point Reyes National Seashore forming one contiguous parkland that extends to the Golden Gate.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/23/2008

Management Category Explanatory Narrative:

Landscape features associated with the Point Reyes Light Station within the boundaries of Point Reyes National Seashore meet management criteria under Category A ‑‑ Must be Preserved and Maintained. The landscape meets the necessary requirements for management under this category as a result of its association with the park's legislated significance.

NPS Legal Interest:

Type of Interest: Fee Simple

Public Access:

Type of Access: Other Restrictions

Explanatory Narrative:

The Lighthouse Visitor Center is open:
Thursday through Monday, 10:00 a.m. to 4:30 p.m.

The Lighthouse stairs, the exhibits in the lower Lighthouse chamber, and the Equipment Building are open (weather permitting):
Thursday through Monday, 10:00 a.m. to 4:30 p.m.

The Lens Room is open (as weather & staffing permit):
Thursday through Monday, 2:30 p.m. to 4:00 p.m.

All Lighthouse facilities are closed Tuesdays and Wednesdays.

Adjacent Lands Information

Do Adjacent Lands Contribute? No

National Register Information

Existing National Register Status

National Register Landscape Documentation:

SHPO Documented

National Register Explanatory Narrative:

Point Reyes Light Station was evaluated under the Multiple Property Documentation (MPD) submission “Light Stations of California” and listed on the National Register of Historic Places (NRHP) in 1991. The Point Reyes Light Station building was individually listed as a structure on the NRHP in 1973. At the time, the light station was determined to fully meet the registration requirements for its property type, exhibiting a number of significant buildings, including the light tower and its supporting structures, however the cultural landscape was not adequately documented.

In 2008, an amendment to the nomination was produced. This document updates the information in the 1991 National Register nomination and provides adequate documentation for landscape features and characteristics that contribute to the property’s significance, but have not previously been evaluated. The California SHPO concurred with the amendment in 2008.

National Register Eligibility

Contributing/Individual:	Contributing
National Register Classification:	Multiple Property
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history C - Embodies distinctive construction, work of master, or high artistic values
Period of Significance:	
Time Period:	AD 1870 - 1957
Historic Context Theme:	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, And Other Structures

Area of Significance:

Area of Significance Category	Area of Significance Subcategory
Architecture	
Maritime History	
Transportation	

Statement of Significance:

Point Reyes Light Station was evaluated under the Multiple Property Documentation (MPD) submission “Light Stations of California” and listed on the National Register of Historic Places (NRHP) in 1991. The Point Reyes Light Station building was individually listed as a structure on the NRHP in 1973. At the time, the light station was determined to fully meet the registration requirements for its property type, exhibiting a number of significant buildings, including the light tower and its supporting structures. This document updates the information in the 1991 National Register nomination and provides documentation for landscape features and characteristics that contribute to the property’s significance, but have not previously been evaluated.

Summary of Significance

Point Reyes Light Station is eligible for the National Register of Historic Places under Criterion A (association with historic events) and Criterion C (significant design). Under Criterion A, the light station is significant for its association with maritime transportation in California and the navigational aids that facilitated shipping, trade, and commerce. As an element of the West Coast lighthouse and fog signal system, the Point Reyes Light Station retains significance as an important early landmark for mariners. As stated in the Historic Structure Report, the light station is significant in the history of maritime commerce and as an aid to navigation under the U.S. Lighthouse Service and U.S. Coast Guard in California. (HSR, p. 33).

Under Criterion C, Point Reyes Light Station is significant as the only remaining operable lighthouse of its type on the West Coast. A classic West Coast lighthouse, it is of iron plate construction and retains the original fresnel lens and counterweight works. The lighthouse both retains original equipment for interpretation purposes while also illustrating changes in technological aids to navigation. Architecturally, the lighthouse retains a high level of integrity. In addition, a large number of well-designed, original buildings of the light station are extant and retain a high degree of integrity. When viewed together the complex gives an accurate portrayal of a late 19th century / early 20th century light station. The cluster of historic buildings at the tip of the Point includes the Lighthouse (referred to as the Lighthouse Tower in the National Register nomination), the Equipment Building (referred to as the Power House in the National Register nomination), and the small scale Transformer Building.

PERIOD OF SIGNIFICANCE

The Point Reyes Light Station is significant for its association with maritime trade, commerce, and

transportation and because it is an elemental part of a system of coastal navigational aids installed up and down the California coast that made that maritime commerce safe and profitable. Most of these light stations conformed to a model consisting of a light beacon and fog signal maintained and operated in remote and often hostile locations by resident keepers. This was a stable model that persisted with little significant variation for more than 100 years from the middle of the 19th century to the latter half of the 20th, when a nationwide effort to automate light signals fundamentally changed the way these signals were operated, making resident keepers unnecessary.

The 1991 National Register Nomination for the Point Reyes Light Station defined the Period of Significance for the site as 1870 to 1940, citing the property's significance as associated with the historic context, Maritime Transportation in California: 1842-1940. The end date of 1940 is not fully explained in the nomination and may have been somewhat arbitrarily chosen to reflect 50 years from 1990 as no other end date seemed logical at the time.

The Period of Significance as defined by this Cultural Landscape Inventory is defined as 1870 to 1957. The date 1870 marks the initiation of site work, blasting, grading, and leveling. The date 1870 is also the construction date of the major elements of the Point Reyes Light Station, i.e., lighthouse, dwellings, wooden stairs, ramps, retaining walls, and fences. The end date of 1957 was chosen as it marks the initiation of planning for the modernization campaign of the 1960s, which was the last major building effort at the light station.

Planning for modernization was underway as early as 1957 as evidenced by site plans of the light station of the same date prepared by the U.S. Coast Guard. (See Bibliography for reference.)

The modernization campaign led to major alterations. The old U.S. Weather Bureau Station (1902) on the crest of the hill overlooking the lighthouse was demolished. Concrete steps replaced the wooden stairs to the lighthouse and a new railing alongside the stairway was installed. All the keepers' quarters dating from the 1870s and 1880s were razed and replaced with modern housing units and a garage, both designed by the architectural firm of Wurster, Bernardi and Emmons. The replacement of the original keepers' dwelling was needed to maintain suitable quarters for the light keeper and was part of the larger evolution of the site over the years. The new building replaced the old, serving the same function and occupying the same location. Furthermore, the construction of the quarters in 1960 indicates that the U.S. Coast Guard anticipated a continued value for the light in coastal navigation for some time to come.

Since the Period of Significance ends before the 1960 construction date of the current keepers' quarters, garage, and concrete steps, all would all be considered non-contributing resources. Whether the 1960 keepers' quarters is significant as an example of work by architects Wurster, Bernardi, and Emmons should be fully addressed in the future and further investigation on the subject is warranted.

National Historic Landmark Information

National Historic Landmark Status: No

World Heritage Site Information

World Heritage Site Status:

No

Chronology & Physical History

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Site

Current and Historic Use/Function:

Primary Historic Function: Lighthouse

Primary Current Use: Lighthouse

Current and Historic Names:

Name	Type of Name
Point Reyes Light Station	Both Current And Historic
Point Reyes Lighthouse	Both Current And Historic
Punta de los Reyes	Historic

Ethnographic Study Conducted: No Survey Conducted

Associated Group:

Name of Group:	Coast Miwok
Type of Association:	Both Current And Historic

Ethnographic Significance Description:

The recently completed Point Reyes National Seashore Cultural Affiliation Report examining Native American affiliation at Point Reyes concluded that the Federated Coast Miwok people have a clear, exclusive affiliation with the lands managed by Point Reyes National Seashore extending back more than 2000 years. The Federated Coast Miwok are politically recognized by the federal government as the Federated Indians of Graton Rancheria. (Draft Fire Management Plan, 2004)

Chronology:

Year	Event	Annotation
AD 1854	Established	Congress appropriated \$25,000 for a light station at Point Reyes.
AD 1855 - 1869	Established	Title litigation and disputes regarding ownership of the Point Reyes peninsula delayed acquisition of the light station property by U.S. government.
AD 1860	Established	Congress appropriated an additional \$40,000 for the lighthouse and \$2,500 for a fog signal.
AD 1867	Established	Congress appropriated another \$15,000 for Point Reyes reservation.
AD 1869	Established	Sale of 83 acres was made to the U.S. government for the lighthouse reservation.
AD 1869	Established	George Davidson of the United States Coast Survey visited Point Reyes and determined ideal site for the lighthouse to be low on the cliffside, 225 feet above sea level, and well below the bluffs.
AD 1870	Built	The first construction related to the light station was a three-mile road built from Drakes Bay to the lighthouse site, terminating at the site of the keepers' dwelling. (HSR, p. 11).
AD 1870 - 1871	Built	In January 1870 site work began to prepare the hilly site. Crews blast and grade a route down the cliff to the lighthouse site and leveled a site for the lighthouse. The site work, which entailed blasting, leveling, and grading, created steep cliffides of exposed rock and random rock formations that remain.
AD 1870 - 1871	Established	Location of the fog signal site determined at 100 feet of steep jagged rocks below the lighthouse and 100 feet above the waterline. Huge masses of rocks overhanging the signal site had to be blasted off... "[the cliff on] all seaward sides of the signal is very steep and jagged". Even after the 1871 construction of the fog signal at the terrace below the lighthouse, unstable overhanging rocks required further blasting. (Toogood, Vol. 1, p. 253-54).

AD 1870	Built	Retaining wall measuring 217 feet constructed to provide a level space for the keepers' dwelling including yard and garden. According to Toogood, the stone for the wall was probably taken from the Drakes Bay granite quarry. (HSR, p. 13 and Toogood, Vol. 1, p. 246). Work included grading from the site to the south to create a wide passage to the lighthouse.
AD 1870	Built	Keepers' dwelling built in April, 450 feet east of the top of the stair to the lighthouse site. Original house was 2-story frame structure with a brick cellar, brick floored kitchen and whitewashed fences and outbuildings. The materials were "of the best quality". (HSR, p. 13 and Toogood, Vol. 1, p. 246).
AD 1870	Built	Construction of a wooden stair with a ramp along the north side served as a tramway to carry tools and construction materials to the lighthouse. (HSR, p. 12).
AD 1870	Built	Four-foot high, whitewashed fence, 1,300 feet long east of the dwelling marked the boundary of the lighthouse reservation; this feature is no longer extant. (Toogood, Vol. 1, p. 247).
AD 1870	Built	Lighthouse erected in October and November. Put into service on December 1.
AD 1870	Developed	In the 1870s, the 20-mile stretch of Sir Francis Drake Boulevard from Olema to the site was comprised of dirt and sand and planked in some places. (HSR, p. 32).
AD 1871	Built	Construction of a coal-fired, steam-powered fog signal located at a leveled terrace 100 feet below the lighthouse. Associated cistern and basin to hold 100,000 gallons constructed. 10,000 square foot "shed" created to collect water. Water was transported to fog signal through system of galvanized iron pipe, "securely fastened to the sides of the cliff." A wood chute carried coal to the fog signal. (HSR, p. 16). Rainshed collection system used until 1944 (HSR, p. 26). Evidence of the route of wooden coal chute and the water piping system is visible at present as remnant iron piping and anchors remain. The fog signal building was made obsolete in 1934 by the construction of a new fog signal adjacent to the lighthouse. (HSR, p. 22).

AD 1872	Damaged	Fire at fog signal building resulted in \$10,000 cost of repairs. (HSR, p. 17).
AD 1873	Damaged	Lack of water impaired function of the fog signal building. (Toogood, Vol. 1, p. 255).
AD 1875	Altered	Watershed enlarged by 15,000 square feet to collect more water for fog signal. Watershed covered with asphaltum. Still insufficient water to operate fog signal. (Toogood, Vol. 1, p. 255).
AD 1876 - 1875	Built	Telegraph communication system built between dwellings, lighthouse and fog signal.
AD 1877	Developed	Additional dangerous overhanging rocks blasted away from the fog signal site; face of the vertical rock cemented. (Toogood, Vol. 1, p. 256).
AD 1877 - 1890	Altered	Continued improvements to fog signal, more water storage, boilers replaced, replacement of whistles and sirens. Extensive repairs and improvements were made at the site between 1880-81 including the construction of storehouses additional watershed and water storage tanks and general improvements to the keepers' dwelling. (HSR, p. 20).
AD 1880 - 1881	Altered	Extensive improvements to lighthouse reservation made, including construction of storehouse, additional 9,000 square feet of watershed, an additional 40,000 gallon water storage tank, and general improvements to the dwellings' yards, roads, plank walks and fences due to extreme weathering. (Toogood, Vol. 1, p. 256-57).
AD 1885	Built	Two single-story keepers' cottages across from main keepers' dwelling constructed. (HSR, p. 20).
AD 1887	Built	Horse barn constructed on the approach road northeast of the keepers' dwelling. No longer extant. (HSR, p. 20).
AD 1889	Demolished	The site of the existing wood-frame Equipment Building has been the location of three structures. The first structure, an equipment shed (1870), was replaced by a coal and oil storehouse built in 1889 (or 1890) and demolished in 1928. (HSR, p. 19 and Toogood, Vol. 1, p. 261).

AD 1896	Built	35,000 gallon storage tank for the operation of the fog signal constructed (Toogood, Vol. 1, p. 262).
AD 1900	Built	6,000 square feet of watershed and new 25,000 gallon storage tank for the operation of the fog signal constructed. (HSR, p. 18 and Toogood, Vol. 1, p. 262).
AD 1902	Built	Two-story frame building for the U.S. Weather Bureau Station that served as a dwelling with a weather observatory on the upper floor constructed; building sited at the top of the stairs overlooking the lighthouse.
AD 1905 - 1910	Built	A concrete sidewalk was constructed around the lighthouse, following the octagonal footprint of the lighthouse.
AD 1906	Damaged	Damage occurred to the lighthouse due to the San Francisco earthquake. Repairs were made immediately.
AD 1907	Built	40,000-gallon redwood storage tank for the operation of the fog signal constructed. (HSR, p. 18 and Toogood, Vol. 1, p. 263).
AD 1910	Built	Concrete oil house measuring 10' x 11' built near the frame storage house. (HSR, p. 23). Now called the Transformer Building.
AD 1910	Established	Congress replaced the U.S. Lighthouse Service with the Bureau of Lighthouses, under the Department of Commerce and Labor.
AD 1915	Altered	Modern fog signal equipment installed, a Type G Diaphone run by 30 horsepower engines, a successful modification. (Toogood, Vol. 1, p. 265).
AD 1928	Built	Existing wood-frame Equipment Building, the third building to occupy that site constructed (HSR, p. 22). Note: Toogood dates this construction to February 1929. (Toogood, Vol. 1, p. 265).
AD 1929	Moved	The equipment that powered the fog signal on the lower terrace was moved to the Equipment Building at the lighthouse level. (HSR, p. 22).

AD 1929	Altered	The last 3.3 miles of road to the station was widened to 16 feet and laid new rock surface. (HSR, p. 32).
AD 1931	Altered	The Lighthouse Service improved the reservation road to a width of 18 feet with a decomposed granite surface. (HSR, p. 32).
AD 1934	Built	New fog signal building constructed 21 feet west of the lighthouse with another Diaphone mounted to the roof structure making the fog signal at the lower level obsolete. The Diaphone worked well but vibrated so heavily that it set off rock slides requiring the slope to be stabilized with many tons of cement. (Toogood, Vol. 1, p. 266).
AD 1939	Established	U.S. Lighthouse Service made part of the U.S. Coast Guard under the Treasury Department. (HSR, p. 21).
AD 1938 - 1939	Developed	PG& E brought electrical power to the station via lines and poles. (HSR, p. 22-23).
AD 1939	Altered	With the arrival of commercial electric power at the site, the Lighthouse drive mechanism and light source converted to electricity and the original engines were replaced with an electric motor and compressor obviating the need for oil storage and many hours of labor. (Toogood, Vol. 1, p. 267).
AD 1943 - 1952	Established	U.S. Army established and maintained a defense radar installation on the eastern end of the light station reservation constructing a well, 6,000 gallon water tank and pump, a barracks building, garage, recreational building, radio building, and power building. All of these buildings were demolished by 1952. (Toogood, Vol. 1, p. 268).
AD 1949	Established	The station acquired a radio beacon to assist navigation. (Toogood, Vol. 1, p. 267).
AD 1959	Altered	Wood stairway replaced with 304 concrete steps and a cart track in the same location but with two ramps. Electric winch and cart system for hauling equipment installed. (HSR, p. 24).

Point Reyes Lighthouse
Point Reyes National Seashore

AD 1960	Demolished	Original keepers' dwellings, including the two keepers' cottages across from main keepers' dwelling demolished and replaced with new keepers' dwellings with an apartment complex (site of the original keepers' dwelling) on the west side of the road and a 5-car garage (site of the cottages) on the east side of the road. (HSR, p. 24).
AD 1960	Demolished	In the 1960s, U.S. Weather Bureau Station (1902) at the top of the stairs overlooking the lighthouse demolished. (HSR, p. 26).
AD 1972	Established	Parklands assembled and GGNRA established.
AD 1975	Retained	The use of the lighthouse as a navigational aid made obsolete when the lighthouse was automated as part of a nationwide modernization program.
AD 1975	Built	New Automated Aids Building west of the lighthouse for the automated beacon constructed by the Coast Guard. New concrete stair and ramp to building constructed. Concrete sidewalk from the equipment building to the lighthouse deck constructed.
AD 1975	Established	83-acre station reservation transferred to the National Park Service for inclusion in Point Reyes National Seashore. (HSR, p. 25).
AD 1977	Built	Safety barriers, restroom building, and Visitor Center constructed. Site opened to the public. (HSR, p. 25).
AD 1977	Demolished	Concrete observation deck built by NPS on the foundation of the demolished (1960s) Weather Bureau station at the top of the stairs overlooking the site.
AD 1995	Altered	Windows replaced in the 1960 residential apartment building. (Architectural plans titled "Window replacement, Lighthouse apartments" by National Park Service, Point Reyes National Seashore Archive.)
AD 2001 - 2003	Altered	Ice plant at the bluffs and from the cliff faces removed.

AD 2005	Built	Septic tank installed in the vicinity of the residential apartment building. The sloping hillside to the northwest of the residential building is the site of two related leach fields.
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Physical History:

1854-1977

In 1854 planning began for the construction of a light station at Point Reyes when Congress appropriated \$25,000 for the undertaking. Title litigation and ownership disputes delayed the sale to the U.S. government until 1869. The earliest structures within the light station reservation were built in 1870, though the first construction related to the site was a three-mile road from Drakes Bay terminating at the site of the keepers' dwelling.

In the late 19th century, the continuation of the road from Olema to the site, a distance of approximately 20 miles, was characterized by poor conditions. The road consisted of dirt, sand, and some planking. The portion of the road closest to the lighthouse was sandier and more difficult to negotiate. In January 1870 site work began to level the topography for circulation through the site and for construction of a lighthouse and fog signal. In the same year a dwelling for the keeper was built and the lighthouse was erected. The lighthouse was in service within two months time, indicating the government's eagerness to establish the site and protect seagoing commercial interests. In 1871 the coal-fired, steam-powered fog signal and associated cisterns and basins to hold 100,000 gallons were constructed including a 10,000 square foot rainshed to collect water. The fog signal was plagued by problems of operation and required constant repair and upgrade over a nearly 60-year period including the addition of significant amounts of cemented square footage to create a water catchment system to collect water for full power.

The light station required an incredibly complex infrastructure. Many support buildings and outbuildings were necessary to allow the lighthouse and fog signal and to make life bearable at a brutal site. The 1880s and 1890s saw the construction of two single-story keepers' cottages across from main keepers' dwelling, a horse barn, blacksmith shop, equipment sheds, coal and oil storehouses, water tanks, chutes, and wind protection features, such as wooden bulkheads, wind fences and planked walks around the dwellings to control blowing sands.

Perpetual modification of the water system continued throughout the late 19th and early 20th centuries including constant upgrades and the construction of 35,000 gallon, 40,000 gallon, and a 25,000 gallon storage tanks and many thousands of square feet of watershed.

Evolving technology resulted in changes to the infrastructure, which typically meant that less manpower was required to run the light station. One such example was the installation of modern fog signal equipment in 1915, a Type G Diaphone. Powered by an engine, it eased the use of water and coal at the fog signal building.

Concurrent with technological modifications and upgrades were infrastructure upgrades. In 1927 the road was widened and resurfaced except for the last 3.3 miles to the lighthouse. In 1929 the county widened this stretch to 16 feet and laid new rock surface. In 1931 the Lighthouse Service improved the reservation road to a width of 18 feet with a decomposed granite surface. (HSR, p. 32).

In 1934 another Diaphone mounted to the new fog signal roof near the lighthouse made the lower level obsolete. With the arrival of commercial electric power in 1939, the lighthouse drive mechanism and light source converted to electricity and the original engines were replaced with an electric motor and compressor obviating the need for oil storage and many hours of labor. In 1949, the station acquired a radio beacon to assist navigation.

Besides the initial involvement of the U.S. Lighthouse Service, other governmental agencies have had a presence at the site. The U.S. Weather Bureau Station maintained a weather observatory with quarters for over half a century. During World War II, the U.S. Army established and maintained a defense radar installation on the eastern end of the light station reservation, constructing a well, 6,000 gallon water tank and pump, a barracks building, garage, recreational building, radio building, and power building. All of these structures were demolished by 1952.

The 1960s were a time of change at the site. All the keepers' quarters dating from the 1870s and 1880s were razed. Replacement housing, designed by the architectural firm of Wurster, Bernardi, and Emmons, and a garage were constructed in the original residential location. The U.S. Weather Bureau Station (1902) located at the top of the stairs overlooking the lighthouse was also demolished. The site lost some of its rustic character when the wood stairway was rebuilt in concrete and a new railing along the stairway was installed. The Coast Guard demolished the 1934 fog signal building to install a more modern structure (the Navigational Aids Building). Objections to the destruction of historic features at the site reportedly resulted in the eventual rebuilding of the signal building in a similar aesthetic but with a new automated light mounted on the roof. (Toogood, Volume 2, p. 244).

Another pivotal period in the light station history was the mid-1970s when the lighthouse was automated as part of a nationwide modernization program in conjunction with other significant events. The U.S. Coast Guard transferred ownership of the light station to the National Park Service opening the site for greater public visitation, reflecting a change in use and expanding the function of the site to one of education, interpretation, recreation, and tourism.

When the light station was transferred to the National Park Service in 1975, many of the 19th century structures and features had already been demolished or were left to deteriorate, including the old fog signal building on the lower terrace, the coal chute down the slope to it, most of the water tanks, all the original dwellings and the associated planked walks, wind fences, wooden bulkheads (a wind protection feature), the wooden steps to the lighthouse, the horse barn, the blacksmith shop, coals sheds, and other unidentified buildings. (Toogood, Vol. 1, p. 267).

In 1977, a former utilitarian garage, the Multi-Purpose Building was used as the Lighthouse Visitors Center. Other physical changes made at the site during this period include amenities for the public such as restrooms and safety guardrails with chain link fencing. Concrete sidewalks from the equipment building to the lighthouse deck also enabled safer circulation. A concrete observation deck built by NPS on the foundation of the demolished Weather Bureau Station provided a perfect viewing and picnic spot overlooking the lighthouse and the Point.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Today, the light station reflects many of the qualities that characterized it during the period of significance. The extant historic structures, including the Lighthouse Tower, the Equipment Building, the Transformer Building, the Multi-Purpose Building, and a number of smaller utility buildings, help convey the design, character, and functional relationships of the light station. The water catchment and storage system needed to power the steam fog signal in the light station's early decades is visible in two large concrete catchments and two cisterns, as well as a number of remnant fixtures of the water conveyance system. The extensive blasting and shaping of the point's rock surface is a testament to the challenges of building at such an inhospitable location. Furthermore, historic patterns of spatial organization, circulation, and vegetation remain discernable, providing a physical context for the site's buildings and structures and helping to convey the site's design, feeling, and historic associations. These qualities are further enhanced by the natural setting of the light station, which has changed little since the historic period.

In addition to the buildings and structures that more prominently tell the story of the history and development of the Point Reyes Light Station, a number of important landscape features also convey the significance of the site. Some of the most significant of landscape features are the rain sheds and cisterns that historically provided water for the steam powered fog signal at the terrace below the lighthouse. These structures formed a part of a complex and ever-improving water catchment system included many components that now remain as landscape features and remnants of what once was required to operate the fog signal.

Construction of the catchment system exploited the topography of the site, using the slopes to catch water. Building the cemented surfaces was labor intensive and resulted in large-scale interventions to the landscape. In 1875 an asphalt-covered watershed was enlarged by 15,000 square feet to collect more water. Continued improvements included an additional 9,000 square feet of watershed, an additional 40,000 gallon water storage tank, a 35,000 gallon storage tank in 1896, a 6,000 square feet of watershed and new 25,000 gallon storage tank for in 1900, and a 40,000 gallon redwood storage tank in 1907.

The cisterns and rain-shed features of 1871-1890 remain compelling components of the landscape. The 18,000 square foot concrete watershed and 100,000 gallon brick and cement cistern identified by the above ground dome are located at the top of the stairs on the south side of the road. The site's most impressive cut stone retaining wall is the south-facing wall of the cistern that drops below the path level following the cliff face.

Other landscape features that contribute to the significance of the site include those related to the rock blasting and site work to create level sites for construction such as the flat terraces for the lighthouse and the fog signal or for circulation, as at the route of the trail to the original fog signal site. Also found throughout the site are foundations and concrete slabs, remnant brick and concrete stairs that relate information about the scale or orientation of demolished buildings. Remnants of the cast iron boiler at

the lower fog signal terrace and all the remnant ironwork that supported piping and chutes to get water and coal to the site illustrate the need for resources to power the fog signal, as do the pump houses and water tanks. Retaining walls, both of cut stone or dry laid rock, and rock fill convey the difficulty of building on a remote and hilly site. In 1870 extensive site work was required to level the hilly site for construction. Blasting through solid rock to manipulate the topography of the site left exposed rubble and created jagged formations. Physical evidence and documentation confirms that concrete was used extensively as an erosion control measure and for safety against falling rock.

The light station has remained in continuous operation through its period of significance and beyond. As the technology of coastal navigational aids evolved, the light station changed to keep up with modern needs. These changes have included conversion of the drive mechanism for the light and the oil lamp to electricity when power reached the point in 1939. The fog signal also responded to the evolving technology, being regularly updated to make it more effective and efficient. Some of the older wooden structures, such as the long wooden stair to the lighthouse tower, were replaced with concrete to make them more durable in the harsh elements of the point. These changes, however, do not substantially diminish the historic character of the site. Through its extant buildings and structures, designed topography, patterns of spatial organization and circulation, and natural setting, Point Reyes Light Station continues to present a coherent picture of a late-nineteenth- and early-twentieth-century light station and its importance to coastal navigation.

Landscape Characteristic:

Spatial Organization

The spatial arrangement of Point Reyes Light Station reflects the constraints imposed by the topography of the point, a long narrow peninsula with steep slopes and bluffs on either side. The structures and facilities of the light station are organized along a central circulation axis that runs from the light station road and terminates at the lighthouse tower (Figures 1 and 2). Structures, such as the light keepers' residence, garages and storehouses, and the equipment building, were built along and close to the central path, strung out over more than 1,500 feet. Two watersheds were built on the higher ground to the south of the axis, and one was placed on the rocky outcrop at the head of the stairs. Other infrastructure, like water tanks and pump houses, were placed where most practical, but none were far from the central axis. The result is a long linear string of development that runs along the ridge to the point.

Although the overall organization of the light station is strung out along a central axis, the constraints of the landform necessitated a clustered development. Clusters, such as the light keepers' residence, the Weather Bureau site, and the lighthouse tower cluster, are relatively densely developed, with structures built quite close to one another. Dramatic elevation differences throughout the site enhance the feeling that structures are built on top of each other. This is most noticeable at the top of the stairs where the water tank and watershed structures tower over the Multi-Purpose building and the Overlook at the Weather Bureau site, and at the lighthouse tower cluster, where the terraces step down the steep slope creating a three-dimensional "stacked" effect.

The site's spatial organization is centered on the road bisecting the light station reservation.

The road provides vehicle access to the Weather Bureau site, but today primarily serves pedestrians. Beyond the Overlook at the Weather Bureau site, the path is strictly pedestrian, composed of a series of steps and ramps that lead down to the lighthouse tower site. The axial road alignment runs on a roughly northeast to southwest diagonal configuration. The road is a fairly straight stretch gently rising from the parking lot to the concentration of structures grouped near the keepers' dwelling terminating at another concentration of structures near the lighthouse. There are no intersections.

The overall spatial organization of the site has not changed significantly since the period of significance. The long, linear arrangement and tight clusters help convey the challenges and constraints of building at such an extreme location. The spatial organization of Point Reyes Light Station contributes to the historic character of the site and helps convey its significance. The light station retains a high degree of integrity in terms of its spatial organization.

Landscape Characteristic Graphics:



Figure 1. View of linear path down to the Lighthouse, the Equipment Building and the Transformer Building also visible in the distance



Figure 2. View of linear development of the site, the Multi-Purpose Building (now the Visitor Center) visible in the center

Cluster Arrangement

Cluster arrangement within a landscape refers to the location and patterns of buildings, structures, and associated spaces. The Point Reyes Light Station can be divided into two clusters based on location, function and period of development. The cluster containing the lighthouse tower is located on a rocky exposed promontory 240 feet above the ocean. This cluster consists of structures directly related to the fog signal and light operation and includes the lighthouse tower and fog signal site, the equipment building, and the transformer building (Figure 3). These were structures directly related to the light and the fog signal operation.

Nearly 1,000 feet to the east and 300 feet higher on the point is the cluster of structures that includes the residential apartment complex, garage, and various storage structures. These were placed higher on the point in a location that was less exposed than the lighthouse tower and fog signal. Protection from the elements was further afforded by a windbreak of Monterey cypresses. Structures for fuel and coal storage, as well as the water catchment and storage structures, were also built around this upper cluster. Today, this cluster includes the multi-unit residence, garage, multi-purpose building, pump houses, storage houses, and watersheds and cisterns.

Presently, the cluster arrangement at Point Reyes Light Station conveys the functional and

spatial grouping of structures and uses at the site during the historic period. This impression is emphasized by the tight grouping of the clusters necessitated by both efficiency of uses and by the rugged terrain. The lighthouse tower cluster, conspicuous from the top of the site, particularly presents a cohesive picture of the historic light station and helps to convey the historic character of the site. The light station retains a high degree of integrity in terms of its cluster arrangement.

Landscape Characteristic Graphics:



Figure 3. View from the Overlook of the cluster of buildings at the Lighthouse, the rocky outcropping at right is a remnant resulting from intensive blasting at the site

Land Use

Land Use is defined by the principal activities that have influenced the landscape as a result of human activity. The Point Reyes Light Station has assisted ships navigating the coast since initial construction in 1870. It was established to warn mariners of local hazards and to communicate with passing ships; the use has always been related to communication or information gathering in one form or another. Changes in technology have affected the buildings and the site but the primary function of the site has remained consistent, to provide warning and guidance to passing ships.

The site's topography, significantly higher than the peninsula connecting it to the mainland, geography, exposure and orientation to the water, and absence of development in close proximity are factors that all serve to make it a natural choice as a site for communication.

Telegraph communications and experiments with wireless telegraphy occurred as early as the 1880s and 1890s. In 1949, the light station acquired a radio beacon to assist navigation. For a 9-year period from 1943-1952, the Department of War, United States Army established and maintained a defense radar installation at the light station's eastern end. Beyond the light station's eastern border a group of small outbuildings supporting utilities and antennas and bounded by a chain link fence serve as an active communications site.

The U.S. Coast Guard transferred ownership of the light station to the National Park Service resulting in greater public visitation, reflecting a change in use and expanding the function of the site to one of education, interpretation, recreation, and tourism.

Nearby agricultural and ranching uses on adjacent lands imparted a rustic character that was consistent with that of the site. Although the light station site has evolved over time to include new land uses, both on site and in adjacent lands, understanding the historic land use as a navigational aid has not been compromised and are contributing cultural landscape characteristics to the overall site.

Natural Systems and Features

Natural systems and features include the natural aspects that have influenced the development of a landscape. Natural systems and features establish a physical context for the cultural landscape features of the Point Reyes Light Station. Collectively, the climate, topography and vegetation found at Point Reyes create a place where the location of a lighthouse was necessary.

The site responded to the natural systems and features of the area. The site is known for high winds and fog that is especially heavy during the summer. Geographically prominent, the Point Reyes peninsula was determined to be the best site on the West Coast for a light station. . Because the fog on the Pacific Coast occurred at a higher elevation than on the Atlantic Coast, the Point Reyes light station, like other stations along the California coast, was sited at a lower elevation. Because the site is frequently shrouded in heavy fog, it was determined that the ideal site for the lighthouse tower had to be low on the cliffside, 225 feet above sea level, and well below the bluffs. Siting the lighthouse tower lower on the cliff proved advantageous to signal below the fog. This response to the natural setting was a solution consistent with other light station sites on the California coast.

The fog signal was located at a lower level of the site, 100 feet below. The extensive blasting and shaping of the point's rock surface required for both these level areas is a testament to the challenges of building at such an inhospitable location. The rugged topography of the Point Reyes peninsula necessitated drastic rock blasting and site grading to make a flat space upon which to set the light tower's foundation and the fog signal below.

The site of the dwelling was located inland approximately 450 feet to give the house more protection from the strong winds that characterize the Point's natural setting. Few trees existed historically on the wind swept cliffs.

Wind patterns vary throughout the year, with strong summer westerly winds developing during the afternoon as warm air in the Central Valley to the east rises and cool air from the Pacific Ocean moves inland. The presence of high pressure over the ocean and low-pressure system in the Central Valley produces airflow generally from the west or northwest along the central and northern California coast. Nocturnal and wintertime land breezes tend to blow in the opposite direction of this pattern, extending miles offshore during the colder months of the year until daytime heating reverses the flow.

The summer wind patterns create an elevated temperature inversion, which often occurs along the West Coast. Marine air trapped below warmer inland air is condensed into fog and low dark clouds, typical in May through October, the warmer months of the year. Low clouds usually form offshore and move into coastal areas during the evening hours; as the land heats up in the morning, the clouds burn off.

The coastal location creates extremes in the climate at the site of the light station. The natural systems and features as a whole have not changed, and the climate and geology which shaped the way in which the light station site was formed and constructed remain today as they did during the period of significance. As such, they retain their integrity and are contributing cultural landscape characteristics.

Buildings and Structures

The lighthouse tower is located on a rocky exposed promontory 240 feet above the ocean. The equipment building (referred to as the power house in the National Register nomination) and the transformer building are also located at the level of the lighthouse tower, in close proximity. The remainder of the light station's buildings are located at the top of the point 300' above the lighthouse tower.

A flight of concrete stairs and series of ramps drop 300 feet from the top of the point to the lower level where the lighthouse tower and adjacent buildings are located. This concentration of historic buildings is clustered at the lower level. As stated in the National Register nomination, when viewed from the top of the site, this cluster of buildings presents a cohesive picture of the historic light station and retains a high level of architectural integrity.

Several original buildings of the light station are no longer standing. The most significant of these include the 1871 fog signal and the keepers' dwellings, the main house (1870) and two cottages (1885), demolished in 1960. Other structures no longer extant include the stairs and coal chute to the original fog signal building and the winch and car used to send supplies down to the lighthouse from the top of the site.

Contributing Features

Lighthouse Tower (1870)

Measuring 35 feet in height, the lighthouse tower is a 16-sided pyramidal tower with three levels (Figure 4). Of iron plate construction, it is bolted to a concrete base. Its proportions are considered squat in contrast to the lighthouses of the East Coast, but its overall form is well

suited to California's rocky shoreline. The lantern, the glazing of which has been replaced with Plexiglas, is topped with an iron and copper roof. A pair of narrow balconies encircles the exterior of the tower at the first and second levels. Not only the centerpiece of the site, the lighthouse tower is the oldest remaining structure at the light station and retains a high level of architectural integrity. (No. 5, Historic Base Map, Toogood).

Equipment Building (1928)

Also referred to in the National Register nomination as the Power House/Equipment Building/Fog Signal Building, the Equipment Building, a single-story, wood-frame structure, was the third building to occupy this site (Figure 5). The first structure, an equipment shed (1870), was replaced by a coal and oil storehouse built in 1889, which was in turn demolished in 1928. (HSR, p. 19). The Equipment Building was intended to house the machinery to operate the fog signal at the lower terrace of the site, 100 feet below. Though modified, it retains a high level of architectural integrity and contributes to the significance of the site. (No. 6, Historic Base Map, Toogood).

Transformer Building (1910)

A small-scale, single-story nearly flat-roofed utilitarian building of fireproof concrete construction, this structure measures only 10 x 11 feet but occupies a prominent site near the base of the stair (Figure 6). It retains a high level of architectural integrity and contributes to the significance of the site. (Note: the National Register nomination incorrectly lists the construction for this building as 1934.) (No. 7, Historic Base Map, Toogood).

Fuel & Paint Storage Building (1900)

This small-scale, single-story, utilitarian building with a gabled roof is of wood-frame construction (Figure 7) and was intended as a storehouse for fuel and oil. Located immediately adjacent to the road, it has a brick and concrete foundation and measures 6 x 8 feet. It is presently surrounded by a non-contributing chain link fence. (No. 20, Historic Base Map, Toogood).

Pump House (1934)

This small-scale, single-story, utilitarian building with a gabled roof is of wood-frame construction and measures 6 x 8 feet (Figure 8). Although the building appears to be in the same location as a pump house shown in historic documents, it is in very good condition and may be a replacement structure of a similar size. No documentation has been found that confirms this however. (No. 19, Historic Base Map, Toogood).

Multi-Purpose Building (1900) – now the Lighthouse Visitor Center

Historically used as a garage, the building has been referred to as the Multi-Purpose Building but was converted for use as the Visitors Center in 1977. It is a single-story, wood-frame building with horizontal wood siding and a gabled roof. (No. 17, Historic Base Map, Toogood).

10,000 sf Watershed and Cistern (1871)

A complex and ever improving water catchment system included many components that remain as landscape features. In 1871 a cistern and basin capable of holding 100,000 gallons was constructed together with a 10,000 square foot cement rainshed to collect water. These features are located at the top of the stairs on the south side of the road and are identified by the above ground dome (Figure 9). The site's most impressive cut stone retaining wall is the south-facing wall that drops below the road level following the cliff face. The cisterns and rainshed features of 1871-1890 remain compelling components of the landscape. (Note: the National Register nomination incorrectly lists the construction date as 1874.) (No. 22, Historic Base Map, Toogood).

Cistern and Watershed (1898)

Prominently located at the top of the stairs to the lighthouse, the cistern is the cylindrical concrete tank atop the outcropping at the top of the stairs. (Note: the National Register nomination incorrectly lists the construction date as 1896.) (No. 14, Historic Base Map, Toogood).

6,000 sf Watershed (1900)

Dating to 1900, 6,000 square feet of cemented watershed to the east of the original watershed represented an expansion of the existing system. (No. 33, Historic Base Map, Toogood).

Trail to the Fog Signal Level (1871)

The route of the trail to the original fog signal building is easily readable. The path formed by grading and site work is extant and conveys the historic arrival sequence. Sections of wood stair remain, but are in poor condition. Other constructed elements of the trail include remnant rubble retaining walls, large expanses of thin concrete coatings, which served as erosion control for the blasted hillsides, remnant ironwork, iron pipes and iron anchors. (No. 2, Historic Base Map, Toogood).

Water Catchment System

The water catchment system includes all the identified cisterns and watersheds. It is comprised a number of components, many of which remain today as landscape features. A cistern and rainshed were constructed in 1871 to collect water and transport it through pipes to the steam powered fog signal. Surfaces were laid with cement and over the years, the system was improved upon to include an additional 15,000 square feet for the watershed, an additional 40,000 gallon water storage tank, a 35,000 gallon storage tank in 1896, a 6,000 square feet of watershed and new 25,000 gallon storage tank for in 1900, and a 40,000 gallon redwood storage tank in 1907.

The cisterns and rainshed features of 1871-1890 remain compelling components of the landscape. The 18,000 square foot concrete watershed and 100,000 gallon brick and cement cistern, characterized by its dome rising above ground, are located at the top of the stairs on the south side of the road.

Retaining Walls

Constructed in 1870, the two-tiered retaining wall behind the site of the keepers' dwelling measures 217 feet in length (Figures 10 and 11). It was constructed of granite with concrete repairs that were scored to maintain the look of faced stone.

The site's most impressive cut stone retaining wall is associated with the cistern; it is the south-facing wall that drops below the path level following the cliff face near the top of the stairs.

Water Tanks

A wood water tank (Figure 12) is located on the east side of the road that divides the reservation site. Although the structure appears to be in the same location as a water tank shown in historic documents, it is in good condition and may be a replacement structure. No documentation has been found that confirms this however. (not shown, Historic Base Map, Toogood).

Overlook/Foundation of the Weather Bureau Building

This observation deck now serves as a visitor overlook at the top of the stairs to the lighthouse. It was the site of the Weather Bureau Building (1902-1960s). At present it is surrounded by guardrails with chain link fencing and has picnic tables. Obsolete steps related to the Weather Bureau Building are located at the southwest corner of the deck.

Non - Contributing Features

Multi-Unit Residence (1960)

Designed by the San Francisco architectural firm of Wurster Bernardi and Emmons in 1960, this multi-unit, two-story residential apartment building (Figure 13) was erected on the site of the original keepers' dwelling. Of wood-frame construction, it was designed as family quarters for Point Reyes Light Station. Since an intensive survey or evaluation of any specific building was outside the scope of this project, it has not been fully evaluated. The building retains its original use and some level of architectural integrity, even though the windows were replaced in 1995. (No. 25, Historic Base Map, Toogood).

Garage/Shop Building (1960)

This single-story building can accommodate 5 cars and a small workshop (Figure 14). Located on the east side of the road, this building is consistent in construction and character with the multi-unit residence facing it. This 5-car garage was built on the site of the keepers' cottages (1885).

(Location of No. 18, Historic Base Map, Toogood. Identified as the site of a planked terrace that is no longer extant.)

Navigation Aids Building (1975)

The Coast Guard's Navigational Aids Building dates to 1975 and was designed to resemble an older structure. It is a single-story structure of CMU construction with a gambrel roofline and divided light windows (Figure 15). The building sits below the lighthouse, out of sightlines when viewed from above, but it is physically connected to the lighthouse complex by an older wood chute now used for conduit. The light equipment mounted to the roof is consistent with the historic use of the site. It is non-contributing due to its date of construction. (No. 4, Historic Base Map, Toogood).

Pump House (late 20th century)

The easternmost building of the site, this structure is located on the south side of the road to the site. It is a small-scale, single-story, utilitarian building with a gabled roof, and it is of wood-frame construction (Figure 16). It is non-contributing due to its date of construction. (near site of No. 30, Historic Base Map, Toogood).

Pump House (after 1980) (garage foundation and pump house)

Located at the base of the rocky outcropping at the top of the concrete stairs, this small-scale wooden feature has a gable sloping roof (Figure 17). It is related to the National Park Service period. The pump house was constructed on the concrete foundation of the Weather Bureau garage. It is non-contributing due to its date of construction. (not shown, Historic Base Map, Toogood).

Restrooms (1975)

Constructed as part of the Lighthouse Visitors Center, this one-story, wood-frame design closely matches the utilitarian architectural style of the site. It is non-contributing due to its date of construction. (not shown, Historic Base Map, Toogood).

Concrete Stairway (1959)

The original stairway to the lighthouse was a wooden structure. It remained in use with repairs until 1959 when it was removed and a new concrete stairway with ramps was installed (Figure 18). The new stairway follows the route of the original stair. (No. 11, Historic Base Map, Toogood).

Winch Car Track (c. 1966)

Used to send supplies to the lighthouse below, the original winch and car was manually operated and was located at the top of the stairway. The location became the site of an electrical winch and cart system for hauling equipment installed in 1966. According to the National Register Nomination, the car and winch are no longer in use and the car has been removed. The winch apparatus is located in a wood locker at the top of the stair.

Wood Locker (exact date unknown, NPS era, after 1975)

Located at the top of the stair to the lighthouse, directly below the rocky outcropping and cistern, this small-scale, utilitarian feature is a storage locker constructed of wood with a slightly sloping roof. It is probably related to the winch apparatus and likely date to the period when the National Park Service took over the site. (not shown, Historic Base Map, Toogood).

Character-defining Features:

Feature: Lighthouse Tower
Feature Identification Number: 133252
Type of Feature Contribution: Contributing

Feature: Equipment Building
Feature Identification Number: 133254
Type of Feature Contribution: Contributing

Feature: Transformer Building
Feature Identification Number: 133256
Type of Feature Contribution: Contributing

Feature: Fuel & Paint Storage Building
Feature Identification Number: 133258
Type of Feature Contribution: Contributing

Feature: Multi-Purpose Building
Feature Identification Number: 133260
Type of Feature Contribution: Contributing

Feature: 10,000 sf Watershed and Cistern
Feature Identification Number: 133262
Type of Feature Contribution: Contributing

Feature: Cistern and Watershed
Feature Identification Number: 133264
Type of Feature Contribution: Contributing

Feature: 6,000 sf Watershed
Feature Identification Number: 133266
Type of Feature Contribution: Contributing

Feature: Trail to the Fog Signal Level
Feature Identification Number: 133268
Type of Feature Contribution: Contributing

Feature: Retaining Walls
Feature Identification Number: 133270
Type of Feature Contribution: Contributing

Feature: 10,000 sf Watershed and Cistern
Feature Identification Number: 133272
Type of Feature Contribution: Contributing

Feature: Water Tanks
Feature Identification Number: 133274
Type of Feature Contribution: Contributing

Feature: Overlook/Foundation of the Weather Bureau Building
Feature Identification Number: 133276
Type of Feature Contribution: Contributing

Feature: Multi-Unit Residence
Feature Identification Number: 133278
Type of Feature Contribution: Non Contributing

Feature: Garage/Shop Building
Feature Identification Number: 133280
Type of Feature Contribution: Non Contributing

Feature: Navigational Aids Building
Feature Identification Number: 133282
Type of Feature Contribution: Non Contributing

Feature: Pump House
Feature Identification Number: 133284
Type of Feature Contribution: Non Contributing

Feature: Pump House
Feature Identification Number: 133286
Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 4. View of the Lighthouse Tower, the side of the Equipment Building is visible at the right



Figure 5. View of the Equipment Building, the Transformer Building is visible at the left



Figure 6. View of the Transformer Building, the Equipment Building is visible at the left and the Concrete Stairway is in the background



Figure 7. View of Fuel and Paint Storage Building



Figure 8. View of the 1934 Pump House with Multi-Purpose Building visible to the left



Figure 9. View of 10,000 sf Watershed and Cistern with dome visible in the center



Figure 10. View of two tier retaining wall below Multi-Unit Residence



Figure 11. View of two tier retaining wall below Multi-Unit Residence



Figure 12. View of wood Water Tank, with Pump House visible in the foreground



Figure 13. View of the Multi-Unit Residence, the Multi-Purpose Building is visible in the background



Figure 14. View of the Garage / Shop Building



Figure 15. View of the Navigational Aids Building



Figure 16. View of easternmost Pump House, with wood Water Tank visible in background



Figure 17. View of westernmost Pump House, near top of Concrete Stairway



Figure 18. View of the Concrete Stairway from the top, the Lighthouse and the Equipment Building are visible in the distance.

Circulation

Circulation is defined as spaces, features and applied material finishes which constitute systems of movement in a landscape. All access to and from site and circulation through the Point Reyes Light Station is achieved by the main approach road that leads to the lighthouse via a paved road from the modern parking lot to the 1959 concrete stair.

From Olema, Sir Francis Drake Boulevard connects to the site, a distance of approximately 20 miles, passing the historic farms and ranches of the Point Reyes Peninsula. Vehicle access for visitors ends at the parking lot. Access to the site for pedestrians is via the road from the parking facilities beyond the gate. Just past the parking lot, a painted yellow line divides the double-lane road. Before nearing the cypress trees, the road transitions to a narrower, paved, single-lane road, which is wide enough to accommodate vehicles but is more informal in feeling. The views from this area are of Long Beach to the north.

The progression from the light station boundary to the lighthouse changes in character at several segments. The segment in front of the residence accommodates vehicles but is principally pedestrian in character. After passing the residence and continuing toward the lighthouse the road tapers and transitions to a pedestrian path leading to the 1959 concrete stair to the lower site. While concrete sidewalks at the lower level of the light station were added in 1910, the circulation through the complex has remained intact from the original linear

configuration and contributes to the integrity of the setting.

The trail that leads to the old fog signal site remains below the Lighthouse. The trail consists of a winding path that cuts through blasted rock north of the Lighthouse and makes a sharp southward cut down to the old fog signal site below. It is in poor condition, having been minimally used or maintained in recent years.

Topography

Topography is the three-dimensional configuration of a landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect). The coastline around the Golden Gate is defined by two headlands: the Presidio of San Francisco to the south and the Marin Headlands to the north. The topography of the Marin Headlands is typically defined by rolling hills, but near the water's edge, the land terminates in rocky outcroppings.

Point Reyes lies at the tip of a narrow peninsula, which projects approximately 10 miles into the Pacific Ocean. The point itself is significantly higher than the peninsula connecting it to the mainland and gives spectacular views, especially from the lighthouse at its highest point. At Point Reyes, sheer cliffs that drop to the ocean below the hillsides are prone to slides and falling rocks. The highest point of the site is approximately 500 feet above sea level.

The Point Reyes Light Station occupies the westernmost tip of a peninsula. Because of the site's natural topography, including its steep slopes and bluffs, narrow point, and exposed outcroppings, this area underwent extensive modification. Blasting and leveling of the rocks allowed easier access to the site by grading a route down the cliff to the lighthouse site and leveling the lower site for the lighthouse construction. The steep jagged cliffsides resulted from blasting, leveling and grading, fundamentally changing the natural topography. The cliff features contribute to the development and significance of the site. The manipulation of the topography, such as the building pads, concrete foundations created for various structures and the cuts and fills are still intact and contribute to the setting of the site.

The features that contribute to the significance of the site include those related to the rock blasting and site work to create level sites for construction such as the flat terraces for the lighthouse and the fog signal or for circulation, as at the route of the trail to the original fog signal site. Two principal terraces were carved out of the solid rock cliff, one at 100 feet above the sea level for the fog signal and the other at 240 feet above the sea level for the lighthouse.

Grading for the residential area, garden and parking area resulted in flat sites. The road cut in the area of the residence resulted in a steep slope up along the south side of the road.

Concrete/Cement

In 1870 extensive site work was required to level the hilly site for construction. Blasting through solid rock to manipulate the topography of the site left exposed rubble and created jagged formations. Even after the 1871 construction of the coal-fired, steam-powered

fog signal at the terrace below the lighthouse, unstable overhanging rocks required further blasting. Toogood notes that when the overhanging rocks were blasted away from the fog signal site in 1877, the face of the vertical rock was cemented as a safety measure. Further, in 1934, rockslides caused by intensely vibrating machinery required the slope to be stabilized with many tons of cement.

Evidence of concrete coated surfaces (Figure 19) are visible around the tip of the point and in the area of the fog signal terrace at the lower level confirming the use of concrete for erosion control and safety. Other small concrete remnants include poured concrete elements that served as bases for supporting wood posts located throughout the site.

The drastic manipulation of the site's topography is still intact and contributes to the historic setting of the light station.

Landscape Characteristic Graphics:



Figure 19. View of cementitious coat used as erosion measure

Small Scale Features

Fencing

From the first establishment of the light station site, whitewashed picket fences were characteristic of the site and are still a feature at the present time. A similar type of fencing still exists in the area of the residence and along the northwestern edge of the road through the

site to the Visitor Center. Chain link fence in a nearly continuous alignment following the circulation path from the garage to the lighthouse is a non-contributing feature. Other wood horizontal fencing exists throughout the site; all is modern and non-contributing, though compatible with the overall character of the site.

Benches and Tables

Two benches and several picnic tables are located throughout the site. All are modern additions and non-contributing, though compatible with the overall character of the site.

Granite Survey Monument

A granite boundary marker is located at the district boundary. The marker is a contributor to the district, but was not documented as part of the CLI. It will need to be documented and assessed in the future.

Vegetation

Though altered, the Marin headlands retain much of the native California coastal vegetation: oak-madrone woodlands, grasslands, and chaparral shrub. In the 19th century, non-native grasses were introduced on the peninsula to support cattle, which had destroyed the native grasslands by overgrazing. The following vegetation and plant materials characterize the light station site: few trees, low-growing coastal scrub that grow low to the ground, grasslands, exotics and invasives. Monterey cypress (*Cupressus macrocarpa*) trees were introduced to serve as a windbreak sometime before 1957, when they first appear on a drawing. Historic drawings from 1957 and 1959 both show 14 cypress trees in a planting area east of the keepers' residence. Six of the trees are in rough alignment with the east elevation of the residence. At the fence that defines the planted area, the line of trees turns approximately 90 degrees toward the east to follow the topography in an east-west direction. These linearly-planted cypress trees are still evident, although several trees are missing from middle of the east-west line of trees (Figures 20).

Within the vicinity of the residence the following plants are found: ice plant (*Carpobrotus edulis*), huckleberry (family Ericaceae), hebe shrub (*Hebe buxifolia*) and other flowers at the keepers' dwelling, such as pelargonium (*Pelargonium*) and red hot poker (*Kniphofia uvaria*). The garden and grass lawn in front of the residence has been a feature of the site since construction, though the specific plantings may have changed. The back lawn covers the septic tank area. The existing plantings are compatible with the site.

In the late 1990s, a survey of vegetation indicated that the most frequently occurring plants at the light station site are grass, lupine (genus *Lupinus*, family Fabaceae), and ice plant. The most common invasive exotic at the site is ice plant, a succulent that stores water in swollen leaves or stems, enabling it to survive after being uprooted. It grows low to the ground and blankets the dunes, crowding out native plants, and stabilizing sand. In the 1960s the Park Service planted invasives, ice plant and European beach grass (*Ammophila arenaria*), to stabilize the environment and curb erosion, but these species have been found to have a negative impact on the area. Documentation does not indicate how much ice plant was planted at the site for erosion control purposes but over 800 acres presently exist. Further removal is

planned, as the ice plant is non-contributing.

Approximately a dozen species of rare plants are found at the light station including: Checker Lily (*Fritillaria affinis*), coast rockcress (*Arabis blepharophylla*), Northcoast phacelia (*Phacelia insularis*), rein orchid (*Piperia elegans*), starwort (*Stellaria littoralis*), Blasdale bentgrass (*Agrostis blasdalei*), perennial Goldfields (*Lasthenia macrantha*), dwarf cud weed (*Hesperis matronalis*), Point Reyes Blennosperma (*Blennosperma nanum*), Franciscan thistle (*Cirsium andrewsii*), and Owl's clover (*Triphysaria floribunda*).

Landscape Characteristic Graphics:



Figure 20 View of the line of Monterey cypresses along path looking northeast

Views and Vistas

The Point Reyes Light Station is characterized by wide-open views of the Pacific Ocean from the height of the headlands. Since the purpose of the site was to aid passing ships in navigation, views to the site from the water, and vice versa, were crucial to the function of the site.

As the approach road nears the residence, views are framed by hillside to the east and cypress grove on the west. The views and vistas to beaches and cliffs are framed by the grove of cypress trees (Figures 21) from the main approach road in the area of the keepers' residence.

Other defining open vistas of the ocean from the top of the stairway toward the lighthouse and

the full view of the ocean to the west are characteristic of the site. The views to and from the Point Reyes Light Station contribute to the setting and significance of the site.

Landscape Characteristic Graphics:



Figure 21. View of Long Beach visible through line of Monterey cypress trees

Archeological Sites

The entire site has the potential to yield historic archeological information. The likely areas of concentrated archeological interest are the old fog signal site, the site of the residences and areas of underground historic piping and utilities related to the water catchment systems.

Also found throughout the site are foundations and concrete slabs, remnant brick and concrete stairs that relate information about the scale or orientation of demolished buildings. At the fog signal site, remnants of the cast iron boiler at the lower fog signal terrace and all the remnant ironwork that supported piping and chutes to get water and coal to the site illustrate the need for resources to power the fog signal, as do the pump houses and water tanks.

The historic debris that litters the fog signal site, loose bricks, wood planks with traces of paint, coal, remnant glass from the lighthouse windows, wood stairs, and iron bolts is full of clues as to the history of the site. This historic debris is mixed with non-historic debris that has accumulated in the years since the period of significance.

Dump sites and scatter sites are known to be located in the area behind the residence. The dump sites have not been mapped, nor have the boundaries been defined. Resources have been found in this area. The potential for historic archeological remains in this area is high.

Just beyond the location of the dumps sites, four chimneys of brick and concrete construction are randomly sited toward the base of the slope. Of tapered shape, the chimneys were likely hauled to the present location circa 1960 and are most likely related to the demolition of the original keepers' residence. The chimneys appear in their current location in a 1999 aerial photo and survey of the site undertaken by the engineering firm, Psomas.

Fog Signal Building Site

The level terrace that was formed for the Fog Signal Building remains (Figure 22). Although the building itself became obsolete in 1934 and is no longer extant, many elements remain that convey the exact site, scale, and orientation of the fog signal structure, including the stone retaining walls, and brick building foundation with concrete slab. Remnants of the cast iron boiler, the concrete bases for the boiler, the drainage channels that ran beneath the building, the concrete slab flooring, and the brick foundations below the building and those related to the stair and landings at the lower fog signal terrace remain. Remnant ironwork that supported piping and chutes to get water and coal to the site remain.

The historic debris that litters the site, including loose bricks, wood planks with traces of paint, coal, remnant glass from the lighthouse windows, wood stairs, and iron bolts, provides information relating to the site's use and history. The entire site has the potential to yield historic archeological information.

Foundations

Foundations and piers of various water and fuel storage tanks, both concrete and brick, are found throughout the site. Some retain ironwork.

Foundations and piers of other various unidentified resources, both concrete and brick, are also found throughout the site and are contributing. Modern erosion features, constructed of pipes and wood planks, occur throughout the site but are non-contributing.

Wash House

A small set of brick stairs remains near the site of the non-extant wash house, or laundry building, along the east side of the concrete stairs that lead to the lighthouse. These are contributing features.

Coal Chute and Water Piping System Remnants

Evidence of the route of a wooden coal chute and the water piping system is visible at present as remnant iron piping and anchors remain. A remnant of a cast iron boiler is also visible; it is related to the fog signal building site.

Character-defining Features:

Feature: Fog Signal Building Site

Feature Identification Number: 133296

Feature: Foundations

Feature Identification Number: 133298

Type of Feature Contribution: Non Contributing

Feature: Wash House

Feature Identification Number: 133300

Type of Feature Contribution: Contributing

Feature: Coal Chute and Water Piping System Remnants

Feature Identification Number: 133302

Type of Feature Contribution: Non Contributing

Landscape Characteristic Graphics:



Figure 22. View of the site of the Fog Signal Building

Condition

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 09/25/2008

Impacts

Type of Impact: Exposure To Elements

External or Internal: Internal

Treatment

Treatment

Approved Treatment Document Explanatory Narrative:

The draft Point Reyes National Seashore General Management Plan and Environmental Impact Statement (GMP/EIS) has not yet been finalized, but is nearing completion. The GMP is anticipated to be released in fall/winter 2008/2009 for public review. This document will provide the approved landscape treatment for the Point Reyes Lighthouse.

Approved Treatment Completed: No

Bibliography and Supplemental Information

Bibliography

Citation Title: For a full bibliography, see the Supplemental Information Section.

Supplemental Information

Title: Additional Photographs

Description: Additional contemporary photographs are compiled in a PDF file that can be accessed by contacting the regional CLI Coordinator or the park cultural resources management staff.

Title: Bibliography

Description: Cultural Landscapes Inventory (CLI) Professional Procedures Guide, National Park Service, Washington, DC, 2001.

List of Classified Structures (LCS) inventory of historic structures for Point Reyes National Seashore.

Livingston, Dewey and Dave Snow. Historic Structures Report: The History and Architecture of the Point Reyes Light Station. Point Reyes National Park, National Park Service, 1990.

National Register Nomination: Point Reyes Light Station, 1991.

National Register Nomination: Light Stations of California, 1990.

Golden Gate Point Reyes General Management Plan Environmental Analysis. U.S. Department of the Interior, National Park Service, Denver Service Center, 1980.

Toogood, Anna Cox. Historic Resource Study, A Civil History of Golden Gate National Recreation Area and Point Reyes National Seashore, California. 2 vols., U.S. Department of the Interior, National Park Service, Denver Service Center, 1980.

Title: Maps, drawings, plans, and photographs consulted

Description: Lighthouse water system [Thrust Block details, Pump House details]. National Park Service, cartographer. [Technical drawing]. 60,052 ed. Point Reyes National Seashore; 1982 Jul. 1 sheet(s); 24" x 36" ANCS+ CAT#: PORE 8482. Call Number: Item no. 4040/ RBCS Flat file: Folder 132. Point Reyes National Seashore Archive.

New family quarters for Point Reyes Lighthouse by Wurster Bernardi and Emmons, cartographer. [Blueprint]. M-03-1-0 ed. U.S. Coast Guard; 1959 Aug 9. 3 sheet(s); 20" x 36" ANCS+ CAT#: PORE 8482. Call Number: Item no. 4260/RBCS Flat file: Folder 137. Point Reyes National Seashore Archive.

Point Reyes Lighthouse [Aerial photograph]. PSOMAS, cartographer. [Photographic print]. Sacramento, CA: PSOMAS; 1999. 1 sheet(s); 24" x 37"; 1":100'. ANCS+ CAT#: PORE 9722. Call Number: Item no. 1650/ RBCS Flat file: Folder 44. Point Reyes National Seashore Archive.

Point Reyes Lighthouse reservation [Site map]. U.S. Coast Guard, cartographer. [Blueprint copy]. 1880 Nov 30. 2 sheet(s); four copies of sheet 1; 16" x 22" ANCS+ CAT#: PORE 8482. Call Number: Item no. 3870/ RBCS Flat File: Folder 125. Point Reyes National Seashore Archive.

Point Reyes Light Station air receiver building [Technical drawings]. U.S. Coast Guard, cartographer. [Blueline copy]. 2nd, revised September 15, 1938 to show wiring ed. 1934 Apr 4. 1 sheet(s); 1 copy; 24" x 16" ANCS+ CAT#: PORE 8482. Call Number: Item no. 4240/ RBCS Flat file: Folder 134. Point Reyes National Seashore Archive.

Point Reyes Light Station, General Plan and concrete stairs and details [Technical drawings]. U.S. Coast Guard, 12th District, cartographer. [Blueline copy]. D-998-05 ed. 1972 Aug 25. 1 sheet(s); sheet 5 of 26; 24" x 36"; ½":1". ANCS+ CAT#: PORE 8482. Call Number: Item no. 4840/ RBCS Flat file: Folder 139. Point Reyes National Seashore Archive.

Point Reyes Light Station site plans. U.S. Coast Guard, cartographer. [Hand drawn site plan]. San Francisco, CA: U.S. Coast Guard; c1957. 1 sheet(s) ANCS+ CAT#: PORE 8482. Call Number: Item no. 4060/ RBCS Flat file: Folder 132. Point Reyes National Seashore Archive.

Point Reyes Light Station stairway ramp [Site plan]. U.S. Coast Guard, cartographer. [Blueprint copy]. E-02-1-1 ed. San Francisco, CA: U.S. Coast Guard; 1957. 1 sheet(s); 29" x 33"; ¾":1". ANCS+ CAT#: PORE 8482. Call Number: Item no. 4820/ RBCS Flat file: Folder 139. Point Reyes National Seashore Archive.

Point Reyes Light Station stairway ramp [Technical drawings]. U.S. Coast Guard, cartographer. [Blueprint copy]. C-02-2-0 ed. San Francisco, CA; 1959. 1 sheet(s); 18" x 34"; 1":1". ANCS+ CAT#: PORE 8482. Call Number: Item no. 4810/ RBCS Flat file: Folder 139. Point Reyes National Seashore Archive.

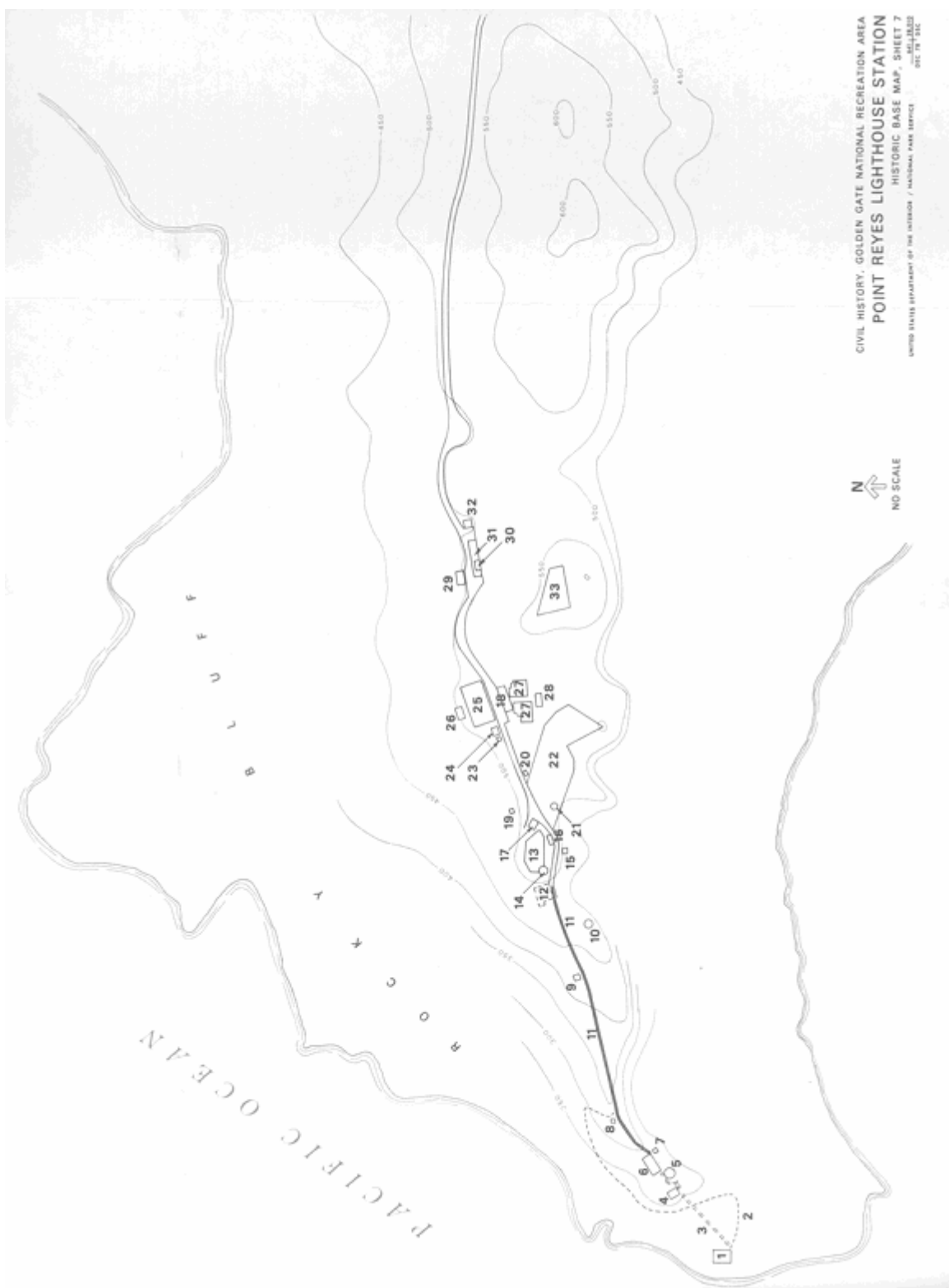
Twelfth Lighthouse District, iron lighthouse at Point Reyes California, 1870 [Technical drawings]. U.S. Coast Guard, cartographer. [Blueline copy]. 1870. 1 sheet(s); 14":1". ANCS+ CAT#: PORE 8482. Call Number: Item no. 4850/ RBCS Flat file: Folder 139. Point Reyes National Seashore Archive.

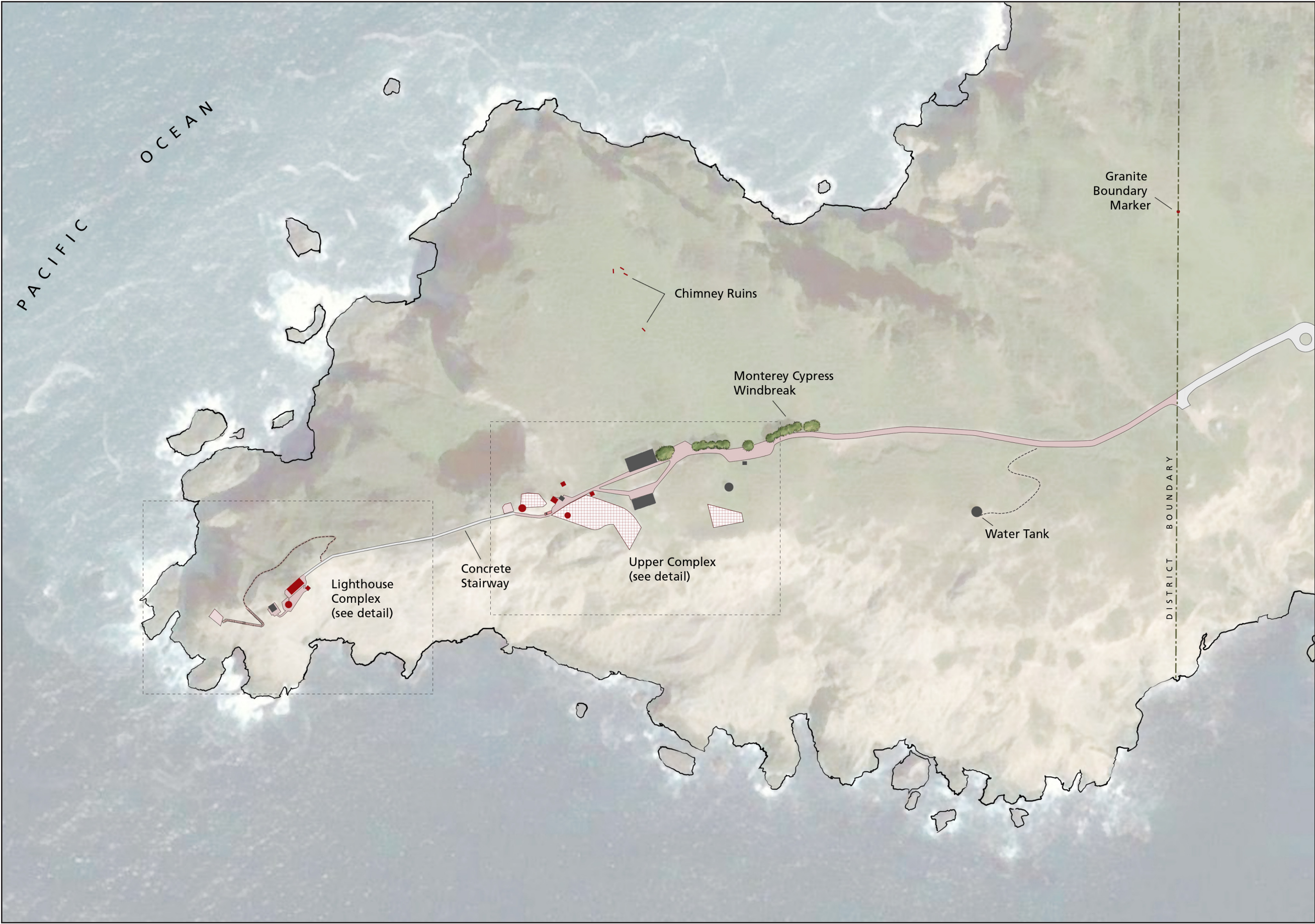
Window replacement, Lighthouse apartments [Architectural plans]. National Park Service, cartographer. [Blueline]. 612/60,157 ed. 1995. 2 sheet(s); 24" x 36" ANCS+ CAT#: PORE 8482. Call Number: Item no. 4130/ RBCS Flat file: Folder 135. Point Reyes National Seashore Archive.

Title: Toogood Reference Map

Description: From: Toogood, Anna Cox. Historic Resource Study, A Civil History of Golden

Gate National Recreation Area and Point Reyes National Seashore, California. 2 vols., U.S. Department of the Interior, National Park Service, Denver Service Center, 1980.



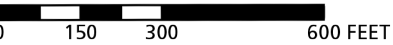


SUPPLEMENTAL
INFORMATION

Existing Conditions Map

Site map showing Point Reyes Light Station in 2006.

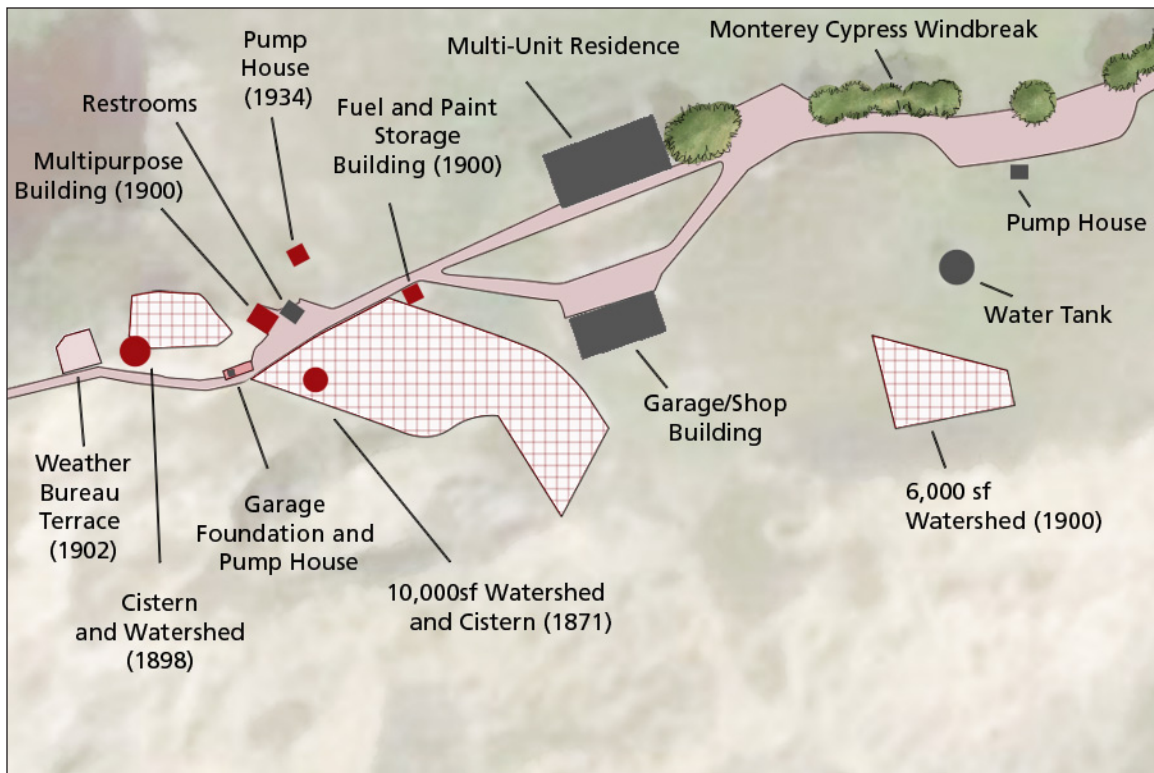
CONTRIBUTING	NON-CONTRIBUTING
Buildings and Structures	
Circulation and Terraces	
Water Catchments	



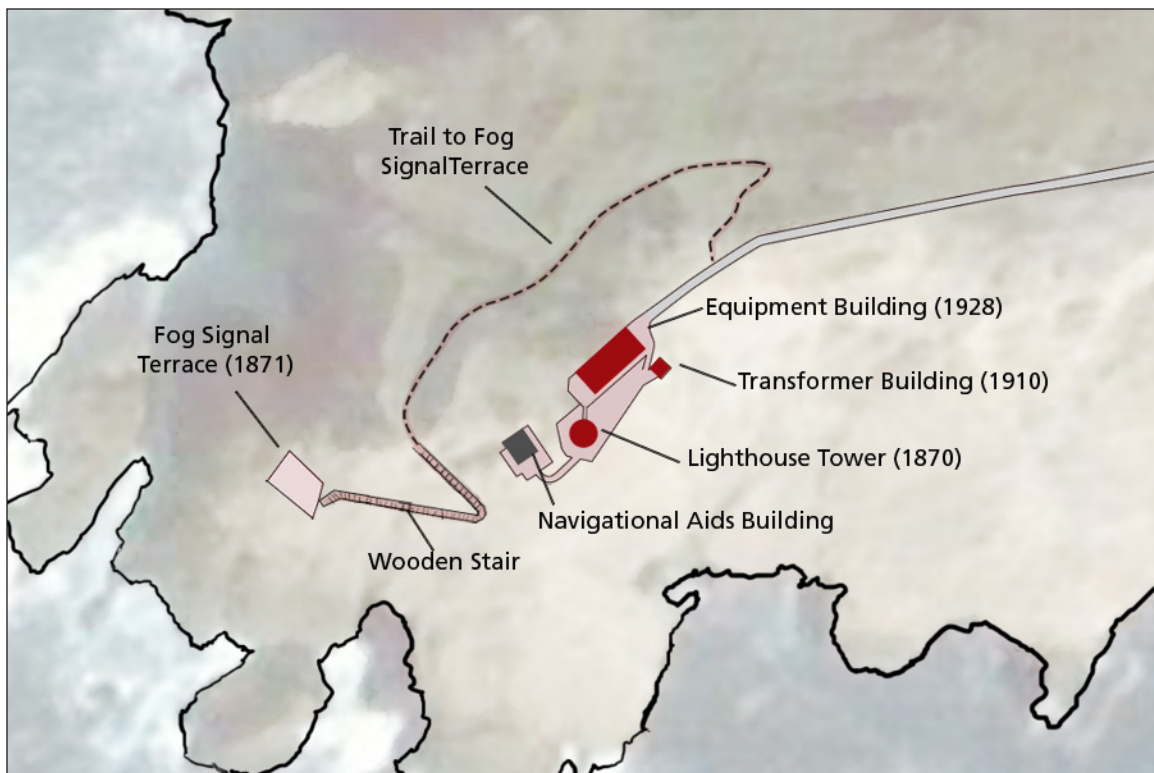
Cultural Landscapes Inventory
Point Reyes Light Station

National Park Service
Pacific West Region
Cultural Landscape Program





Detail site map of contributing (red) and non-contributing (grey) features in the upper cluster at Point Reyes Light Station. Source: field observation. (PWRO 2006)



Detail site map of contributing (red) and non-contributing (grey) features in the lower cluster at Point Reyes Light Station. Source: field observation. (PWRO 2006)



Figure 1. View of the Fog Signal terrace formed by blasting at elevation below the Lighthouse



Figure 2. View of Cistern and Watershed



Figure 3. View of 6,000 sf Watershed



Figure 4. View of the Trail to the Fog Signal site



Figure 5. View of the Water Catchment System



Figure 6. View of the Overlook / Foundation of the Weather Bureau Building



Figure 7. View of Wood Locker, with concrete walls and catchment system in background



Figure 8. View of path cut into slope, non-contributing fencing is visible at the right and part of the water catchment system is visible in the distance



Figure 9. View of road cut into slope, line of Monterey cypress trees is visible at the right



Figure 10. View of fencing and bench along stairway down to Lighthouse



Figure 11. View of the garden at the Multi-Unit Residence, the line of Monterey cypress trees is visible in the background



Figure 12. View of vegetation at the Multi-Unit Residence, including hebe shrub (*Hebe buxifolia*)



Figure 13. View of Long Beach visible through line of Monterey cypress trees



Figure 14. View of concrete pier remnant



Figure 15. View of chimney remnant, with Multi-Unit Residence in background



Figure 16. View of modern erosion feature



Figure 17. View of brick steps at Wash House site

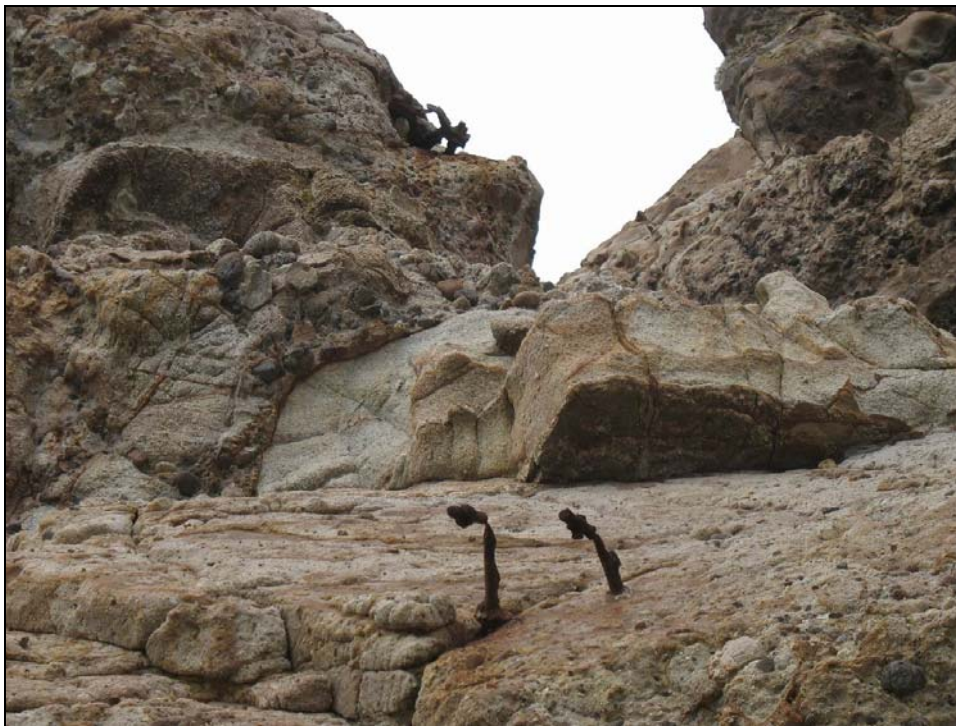


Figure 18. View of iron remnants of Water Piping System



Figure 19. View of cast iron boiler remnant at Fog Signal Building site