

GEORGE W. MARSTON  
SAN DIEGO, CALIFORNIA

OFFICE WITH  
THE MARSTON COMPANY

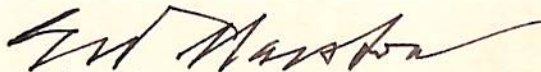
January 20, 1930.

Mr. Sidney A. Hill,  
Executive Secretary,  
Board of Park Commissioners,  
Balboa Park, San Diego.

My dear Mr. Hill:

I enclose letters of H. C. Trask and C. H. Purcell. Will you kindly have the Purcell letter copied for the files of the Park Board Office, keeping also the Trask letter there. Then I would thank you to send the original Purcell letter back to Mr. Trask at La Jolla.

Very truly yours,



GWM  
Enclosures 2

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JAN 21 1930

# League To Save Torrey Pines Park

P. O. Box 278, La Jolla, Calif.

January 16, 1930.

Mr. George W. Marston,  
San Diego Park Commission,  
Administration Building,  
Balboa Park, San Diego, Cal.

My dear Mr. Marston:

In compliance with the request you made this afternoon, I enclose herewith the original letter from Mr. C. H. Purcell, State Highway Engineer, and addressed to this League in answer to certain specific questions put to him.

As Mr. Shelton has probably told you, almost simultaneously with the receipt of this letter, he and I called upon Mr. Purcell and Mr. Meek, Director of Public Works, at Sacramento. In the course of our conversation with these gentlemen, Mr. Purcell expanded upon his letter, in the presence of and with the approval of Mr. Meek, substantially as follows:

At that time, no application had been received from the San Diego city authorities for aid from the state on the proposed cliff road, such aid presumably to be like that rendered on Rose Canyon, that is the state to pave after the city had prepared the sub grade. The state would not grant such a request for various reasons, prominent among them being the fact that their action in the Rose Canyon matter had brought upon them a deluge of applications from other municipalities for similar action and they could not afford to establish any further precedent, although they consider the northern entrance to San Diego to be somewhat in a class by itself, due to the great extent of city owned highway which in practical effect lies out in the country.

Mr. Purcell further stated that while they approved the grade and alignment of the proposed cliff loop, they did not regard it with the thirty foot pavement width as an adequate contribution to the solution of the problem of a new entrance to San Diego from the north. Further with regard to the objection to the Sorrento Canyon route that has been urged by Mr. Lockwood and others, Mr. Purcell's comment was that the State Highway Commission suggests that Mr. Lockwood go and look at the new high speed highway being built south from San Francisco along the peninsula and which for many miles is carried on fill over marsh land.

After Mr. Purcell's letter has served your purpose, will you be good enough to return it for our file?

Yours very truly

*H. K. Trask*  
H. K. TRASK

*Corresponding Sec. L. J. P. P.*

Sacramento, Calif.  
Dec. 12, 1929.

Mr. H. K. Trask,  
Secretary Pro Tem  
League to Save Torrey Pines Park  
P. O. Box 278,  
LaMolla, California.

Dear Sir:

Your letter of December 6 requesting certain information regarding our position on the new road through Torrey Pines Park, San Diego, received.

Question #1 you state that I am being quoted by the supporters of the proposed cliff road through Torrey Pines Park as being irrevocably committed to this 6623-foot link to eliminate the present Torrey Pines Grade as the only practicable method of elimination of this grade.

The Division of Highways is not committed, nor am I, to any particular route for the simple reason that this highway is within the city limits of San Diego and as such is a city problem. However, from an engineering standpoint, engineers of this office, District Engineer Cortelyou, and I, consider the proposed cliff route location as being the most direct and the best alignment of grade for reaching the elevation of the ridge to connect with the Rose Canyon project.

Question #2 you state that I am being quoted as having vetoed the route through Soledad Valley and thence up through Sorrento Canyon to a junction with the present route 101 at the intersection of Camp Kearney and Rose Canyon roads as at present located.

I have vetoed no route for the same reason as given in answer to question #1; i.e., ~~xxxx~~ this road is within the city limits of San Diego and we have no jurisdiction in the location. My opinion on this route has not been solicited. Our District Engineer, Mr. S. V. Cortelyou, is very familiar with the proposed route, as well as the route through Soledad Valley. It is our opinion that the Soledad Valley location does not possess as good alignment as the cliff route, the distance is greater, and does not offer the scenic possibilities that the cliff route does; also that the present route up the hill passing by the lodge would never make a satisfactory connection into San Diego on account of the steep grades and alignment.

Question #3 you state that I am quoted as being committed to plans for a viaduct in connection with this proposed cliff location, this viaduct to take the present road off on a tangent over the Santa Fe tracks by bridge and thence southerly along the approximate line of the present causeway, the whole to span the low ground at the mouth of

Sorrento Valley, north of Torrey Pines Park.

I understand this matter was informally discussed by Mr. Cortelyou, our District Engineer at Los Angeles, with San Diego authorities and is a project on the state highway which might be considered whether the route along the cliff or the route on the east side of the lodge through Torrey Pines Park up to the ridge was selected. In discussing this crossing Mr. Cortelyou no doubt had in mind a future solution of this problem. I have not discussed ~~this~~ matter with him.

Question #4, it is stated that the State Highway Department is committed to maintenance of the cliff road and the Rose Canyon road after these roads are completed.

There has been no commitment of any kind regarding the Torrey Pines road. Authority for taking over this road for maintenance can only be accomplished by vote of the Highway Commission. No recommendation for such a procedure has been made or considered by this office. In connection with the Rose Canyon road, agreement between the San Diego City Council and this department stipulates that upon the completion of the grading and paving of this section, the road will revert to the city authorities and thereafter be maintained by them.

Yours very truly,

Signed C. H. Purcell,  
State Highway Engineer.