

Copy of Resolution offered by Mr. Marston, February 24th, 1930.

"In January of this year, on the recommendation of Mayor Clark and Messrs. Harper and Marston, Col. W. W. Crosby was appointed Consulting Engineer for the Board of Park Commissioners in the matter of Torrey Pines Highways, and under date of February 20th he presented to the Board a comprehensive report which covers the whole situation.

On pages 20 and 21 of this report is a summary of the Engineer's conclusions, all of which have a direct or indirect bearing on the problem that is before the board. A briefer summary discloses the following facts and recommendations:

First: That there should be two distinct roads - one for commercial and speedy traffic and another for pleasure and scenic driving.

Second: That the location of the main traffic line through the park will seriously injure the park if the cliff route is taken, and that any other location in the park will "require large sacrifices" by the park.

Third: That the Soledad line as described in the report and accompanying map offers a complete and satisfactory solution of the Coast Highway problem (U.S. Route No. 101) between Six Points and Del Mar.

Fourth: That the present road through Torrey Pines Park can be improved at a moderate cost so that it will not only be an attractive pleasure way through the park, but also a fairly satisfactory traffic road until the valley road can be built; and also that it will always be the best main parkway line from which minor park roads can branch off.

March 11, 1929, Mr. John Nolen, the advisory landscape architect of our park board, submitted to us a "preliminary report on the general questions involved in the improvement of Highway facilities in the neighborhood of Torrey Pines Park." In this report, Mr. Nolen objected to the location of the road in the terrain east of Torrey Pines Lodge for two reasons: First, "because it is not a natural or good road location." Second, "because of its injurious effect on the park." These objections are amplified and endorsed by two pages of strong arguments.

At various times, Mr. Ralph D. Cornell, the advisory landscape architect of Miss E. B. Scripps for her Torrey Pines Tract, has expressed the opinion that "any additional road cut through Torrey Pines (other than the existing grade and central roadway) would be a scar and blemish to the Preserve," and that "a road in the Soledad Canyon section is inevitable and bound to come."

Similar expressions have also been received from Mr. Frederick Law Olmstead, Consulting Park Architect of the California State Parks Commission, and Mr. John White, Director of Sequoia National Park.

Last, but not least, Mr. John Morley, our own able and experienced Superintendent, has repeatedly and consistently stated that any traffic roadway through the park would undoubtedly injure it.

Therefore, in view of Col. Crosby's report and the support it has from experts and experienced executives, it is hereby resolved that the Board of Park Commissioners of the City of San Diego deny all requests for a Right of Way for a main traffic road through Torrey Pines Park."

Certified a true and correct copy of Resolution passed and adopted by the Board of Park Commissioners at a meeting held February 24th, 1930.