

Memo

LaJolla - June 14, 1930 (Saturday)

Met with Mr. Lockwood at Torrey Pines Lodge and spent several hours working out a possible solution of a road on the east side of Torrey Pines Park. After going over the line already surveyed by Mr. Lockwood, I made certain suggested changes which would place the road a little bit farther ~~xxx~~ to the east than he had it, in order that that portion of the road lying within Miss Scripps' property would not cut across some eroded territory near the Painted Canyon, and ~~xxxx~~ also would not necessitate the removal of more than one or two Torrey Pine trees on that portion of the road. The portion of the road in Miss Scripps' property would lie well and would not destroy practically any of the trees or any of the eroded parts; and, being on the lower flat, would not, in my opinion, be harmful in appearance. This road, then, would go directly across the little valley south and east of the picnic lodge, hitting into the ninth ridge on the south portion, and thence going through a sharp cut in a southerly direction until intercepting the present Torrey Pines road just north of the reservoir. This road would have a fill of some 65 or 70 feet as it crossed the center of this little valley. From the road itself, those traveling on it would be able to see the eroded rock on the west rim, and also two outstanding rocks on the east rim. It is contemplated to plant trees and shrubbery at the base and on the sides of the hill, so as to hide out as much as possible the fill across the valley.

Sunday, June 15 - At 9:30 a.m. I met Mr. Marston, Mr. Lockwood being present, and described to him the road that I had just outlined. Mr. Marston stated that he felt he would be in favor of the road; that before giving an absolutely final opinion, he wished to see Mr. Leroy Wright. Apparently it was not the road that he had in mind, but the legality and statements made in the resolution prepared by Mr. Byers (Assistant City Attorney) which is to be presented for action before the Park Board on Thursday afternoon next. In other words, Mr. Marston feels, I think, that he is being asked to "eat more crow" than he likes; but is relying upon the advice of Mr. Wright relative to the matter. He stated that this matter would be taken up on Tuesday with Senator Wright.

At 11:00 o'clock Mr. Cornell and Mr. Hall of Cook-Hall & Cornell Co., had arrived at the Torrey Pines Lodge. With them I took up the matter of this adjusted road, taking up all of the various considerations relative to it. In their opinion, they felt that it would be better to sacrifice the routes on the east rim and to place the road practically along the lines indicated by the last survey; ~~xxxxxxx~~ and that this line should be produced a little further on tangent towards the south and come into the rim on the east side, so that the fill would be a little closer to the eastern rim; and, as a portion of it would be on a curve, that it would have a more pleasing effect than to have a straight line dam across the little valley.

After dinner I suggested that we take a look on the other side of the park, so as to get an idea of the park as a whole. This idea was gladly accepted; and, as we got down on the west side of the park, it was suggested that they would like to look over "that Cliff Line Road," although I had not thought they would care to see it. I therefore took them along the Cliff Line route; and when we got down the base of the cliff, sliding down the toe on the north end and stopping on the center line of the Cliff Road, Mr. Hall remarked that that was "a beautiful lay-out" --- he didn't know anything about the geology or the engineering features and cost; but that, as a by-passing for Torrey Pines and for a wonderful view, he certainly thought that was a nice layout. Mr. Cornell then looked at me and said "Mr. Crandall, you know that I have always been against the Cliff Road," but he said, "Do you mind if I change my mind?" I said, "No, I don't mind if you change your mind, although it is uncomfortably late just now, as I don't think it wise to re-open the subject." He said, "Of the roads you have shown us today, I think this road would do the least damage to the park, would by-pass the park and that it would be a beautiful road. He also stated that he did not know about the geology or engineering features and was thinking of it only as a matter of a road. In going over the Cliff Road, I spoke about how we had expected to take care of drainage; and Mr. Hall said he saw no reason why it would not be taken care of, if handled in that manner. It was clearly evident to me that, so far as they were concerned, no difficulties would have been encountered, so far as maintenance and operation are concerned.

It developed during our friendly conversation that Mr. Hall had remarked on the way down, how fine it ~~would~~ would be to have a road extending along the back and along the face of the cliff, much farther down than was suggested by us; and while we were walking along the cliff on the upper part, he spoke of what a fine thing it would be if there might be a cliff drive entirely along the cliff, just as we contemplated many years ago-- this drive, of course, to be a park drive and for ~~maximum opportunity~~ giving the opportunity to see the scenic draws and canyons which occur between Torrey Pines and the Biological Station.

Monday morning, June 16 - Mr. Lockwood was in the office, and I went over with him the maps and asked him to work up two propositions to the south of Miss Scripps' property, i.e., one which would go across the valley as he had contemplated on his map; and a second to make a swing or curve on 1500-ft. radius towards the east rim; so that the two propositions may be submitted to the Park Commission, thus giving them a choice. He has gone to Torrey Pines to work on the proposition.

W. C. Crandall.