

COPY OF LETTER FROM COOK-HALL-CORNELL, Landscape Architects,
To CAPTAIN W. C. CRANDALL.

June
Sixteenth,
1 9 3 0.

Captain W. C. Crandall,
P. O. Box 494,
LaJolla, California.

My dear Captain Crandall:

In laying before you our ideas, suggestions and certain definite conclusions reached as a result of our climbing over the hills at Torrey Pines with you, and based on such topographic information as was available, Mr. Cornell has asked me to write this report, and if approved by him, will become our concurrent opinion.

The Torrey Pines Preserve is a real asset to Southern California, and its peculiar interest as the home of Torrey Pines gives the site a distinction that is national. The fact that this Park lies in the direct line of travel between LaJolla and Del Mar, two of our most attractive beach resorts, as well as on the existing great artery of travel between Los Angeles and San Diego, is of far-reaching importance, and yet this latter fact, insofar as it has already created a traffic congestion within the park, indicates the need of such an additional through artery of travel as will make for safety of automobiles, while preserving the choice features of the Park for those who would be glad to enjoy its charm, even though the distance traveled might be a mile farther. Such, in general, is the problem that now presents itself in the matter of determining a new road location to ensure a greater safety to travel, while preserving the best interests of Torrey Pines Park.

With the above in mind, and as the result of investigations and discussions from time to time during the past few years, and also, our physical investigation of conditions yesterday, which covers an analysis of the several projected road alignments, we are satisfied that the tentative profile marked on your map as "A" is undoubtedly the best approximate alignment for such a road as will answer the traffic needs and that it will be least destructive to the existing topographical conditions and parklike aspects of the preserve itself. This location will provide the required curvature on a fifteen hundred foot radius, with a gradient not to exceed six per cent. and, strange to say, in our preliminary opinion, will require a construction cost that is less than any of the other contemplated road locations.

The alignment "A" is, in our opinion, greatly preferable to alignment "B", in that the latter would call for a road causeway, with embankments of at least seventy-five feet in height, extending obliquely across the very center of one of the largest, widest and most truly picturesque canyons ~~is~~ in the whole park reservation. While alignment "A" would also create a causeway of perhaps almost the same height, this particular causeway would so curve as to eventually work into a happy topographic formation in relation to the general formation of the canyon, itself, with the result that the canyon would suggest from the Lodge site a naturalistic basin, which in time, with the minimum of planting, would become a ground formation without any appearance of artificiality. This northerly crossing of the canyon also occurs lower down in a position that will not destroy the sense of unity of this dominating canyon feature. In connection with alignment "A", which would necessitate perhaps taking off fifty feet of the entire top of the knoll above the two large rocks, we suggest having a large automobile parking area in order that the traveling public may be invited to stop there and get some faint idea as to what the Torrey Pines Park has to offer, thereby encouraging them to seek the greater beauty that lies along the present road to the Lodge; which road, in time, should become a park drive with a speed limited to fifteen miles per hour. It is our thought that location "A" could be so adjusted that at least the western half of the large rock mass might be saved. But if it came to a choice between the unity of the large canyon or the preservation of the rocks, we feel that the canyon is of far greater importance and value - the rocks, after all, being a minor topographical feature.

Referring to alignment "C", we cannot see any merit, at all, in such a location, which, beside the undoubtedly greater cost of construction, would make such tremendous side hill cuts and fills as to create permanent scars in the existing topography and do irreparable injury to the Park, itself. The cost of this alignment "C" would certainly be as much as alignment "A", and, in comparing the two, we can see no justification for such a road location.

Yours very truly,

COOK, HALL & CORNELL,
Landscape Architects,
City Planners.

Signed
George D. Hall,
Ralph D. Cornell.