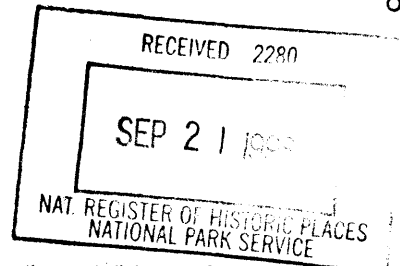


United States Department of the Interior  
National Park Service



1248

# National 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 Torrey Pines Park Road

other names/site number Roosevelt Memorial Drive

## 2. Location

street & number Torrey Pines State Reserve  not for publication

city or town San Diego  vicinity

state California code CA county San Diego code 073 zip code 92037

## 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] SHPO August 12, 1998  
Signature and title of certifying official/Title Date  
California Office of Historic Preservation  
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 certifying official/title Date  
\_\_\_\_\_  
State or Federal agency and bureau

## 4. Certification

- I hereby certify that the property is:
  - 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:)

[Signature] Signature of the Keeper Date of Action  
Edson H. Beall 10.22.98

Torrey Pines Park Road  
Name of Property

San Diego, CA  
County and State

**5. Classification**

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Number of Resources within Property

Contributing	Noncontributing
_____	<u>2</u> buildings
_____	_____ sites
<u>1</u>	_____ structures
_____	_____ objects
<u>1</u>	<u>2</u> Total

Category of Property (Check one box)

- building(s)
- district
- structure
- object

Non-contributing buildings are  
modern park kiosk and restroom

Name of related multiple property listing  
(Enter "N/A" if property is not part of a multiple  
property listing.)

Number of contributing resources previously  
listed in the National Register 0

**6. Function or Use**

Historic Functions (Enter categories from instructions)

Cat: Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sub: Road-related (Vehicular)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (Enter Categories from instructions)

Cat: Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Sub: Road-related (Vehicular)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

Architectural Classification (Enter categories from instructions)

Cat: N/A  
Sub: \_\_\_\_\_

Materials:

Foundation: \_\_\_\_\_  
 Roof: \_\_\_\_\_  
 Walls: \_\_\_\_\_  
 Other: Concrete  
Composition Asphalt  
 \_\_\_\_\_  
 \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

❖ See attached Continuation Sheets

Torrey Pines Park Road

Name of Property

San Diego, CA

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

Transportation

Engineering

Period of Significance

1915-1933

Significant Dates

1915

Completion and Grading of Road

1933

Retouring of Major Traffic to Adjacent Torrey Pines Grade Road

Significant Persons

N/A

Architect

Unknown

Builders

Unknown

Cultural Affiliation

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See attached Continuation Sheets

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey
#
recorded by Historic American Engineering Record
#

Primary location of additional data:

- State Historic Preservation Office
Other State Agency
Federal Agency
Local government
University
Other

Name of repository:

California Department of Parks and Recreation
San Diego Coast District
9609 Waples Street, Suite 200
San Diego, CA 92121

Torrey Pines Park Road  
Name of Property

San Diego, CA  
County and State

**10. Geographical Data**

Acreage of Property 4 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

❖ See Attached Continuation Sheet

1 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

❖ See Attached Continuation Sheet.

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

❖ See Attached Continuation Sheet.

**11. Form Prepared By**

name/title Alexander D. Bevil/Historical Consultant

organization For California State DPR/San Diego Coast District date March 29, 1998

street and number 4752 Mt. Longs Drive telephone (619) 569-1486

city or town San Diego state CA zip code 92117

**Additional Documentation**

(Submit the following items with the completed form.)

**Continuation Sheets**

❖ See attached Continuation Sheets

**Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map showing the boundaries of the property, footprints and locations of all counted resources, and an indication of important landscape resources. Please make sure to provide a scale and north arrow.

**Photographs**

Two sets of black and white photographs representative of the property.

❖ See attached Continuation Sheets

Additional items (Check with the SHPO or FPO for any additional items.)

Two copies of the completed National Register form.

One to five color slides picturing the major elevation(s) and significant features of the property.

Names and complete mailing addresses of all fee simple owners of the property.

❖ See attached Continuation Sheets

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National Park Service

# National Register of Historic Places Continuation Sheet

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Torrey Pines Park Road  
San Diego County, CA

## NARRATIVE DESCRIPTION

The historic "Gateway to San Diego," Torrey Pines Park Road is an approximately 2-mile long two-lane road that extends from the base of Torrey Pines Grade to a point at the southern boundary of Torrey Pines State Reserve. Traveling entirely through the Reserve, the road is maintained by the California Department of Parks and Recreation. The road is currently divided by use into two sections: a northern, asphalt macadam-covered public access route; and a concrete-paved southern limited-access use service road. The road's northern entry is by means of an elongated ell coming off the south-traveling lanes of North Torrey Pines Road. The ell is divided into two separate lanes by a 47 foot by 13 foot-landscaped island. The island itself divides the two lanes into entry [north of the island] and exit [south of the island] lanes. North of the entry is a large wooden sign indicating the entrance to Torrey Pines State Reserve. The sign and its surrounding landscaped area divides the north entry into Torrey Pines Park Road from the southern end of a parking strip running parallel to Torrey Pines State Beach some 20 feet below and to the west. Historical maps indicate that the parking strip and the north entrance to Torrey Pines Park Road were once connected as part of the original two-lane 1915-1933 Coast Highway.<sup>1</sup> Around 1932-1933 that part of the coast highway north of the present entry onto Torrey Pines Park Road was altered to accommodate the installation of the new, wider 4-lane North Torrey Pines Road highway.<sup>2</sup> Traces of the original Coast Highway's 1915-era concrete pavement can still be seen incorporated into the road south of the reserve entry sign. However, the next 1,000 feet of roadway south of the sign has been altered. Widened and resurfaced in 1991, it no longer resembles the earlier two-lane road.<sup>3</sup> Added to the road are public beach and parking lot access, heavy curbing, and islands for a centrally located entry kiosk and neighboring comfort station buildings.

Approximately 400 feet south of the entry kiosk is a T-intersection that directs traffic eastward into a large parking lot or southward along Torrey Pines Park Road. Immediately south of the intersection, the road is divided by another landscaped island. The approximately 20 foot by 40 foot-curbed island also separates the road into separate entry and exit lanes. Cars traveling down Torrey Pines Grade out of the Reserve use the 12-foot wide lane east of the island, while those continuing up the grade use the opposite 12-foot wide west lane. Curving eastward, the road reaches another dividing island. Here cars travelling downgrade must proceed along the north lane, while those heading upgrade must travel along the opposite south lane. Located on either side of the island are twin, tubular steel triangular gates. They can be used to close the road to traffic after closing time.

Immediately southwest of the island is a narrow ledge, separated by a thick curb, that contains a number of picnic tables and bicycle rests. These too are of relatively recent vintage, and should not be considered as contributing to the road's historical integrity. However, the ledge affords a commanding view of the section of Torrey Pines State Beach directly below Torrey Pines Cliff. Some 25 feet east of the picnic ledge is a 20-foot wide entry to a dirt service road that curves down to the beach. A low tubular steel triangular gate keeps this closed to unauthorized vehicles.

Some 57 feet past the island, the road narrows to a roadway approximately 25 feet wide. From here the road travels from an elevation approximately 60 feet above sea level, up a winding, serpentine roadway to a point some 320 feet above sea level. Approximately one mile in length, this part of the road is distinguished by an asphalt-base blacktop road surface divided by

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# National Register of Historic Places Continuation Sheet

Section number 7 Page 2

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Torrey Pines Park Road  
San Diego County, CA

## Narrative Description (Continued)

a dashed yellow paint lane divider. The approximately 4 inch blacktop, which is of fairly recent vintage [less than 20 years old], extends out horizontally some 7 feet wider than the road's original 18-foot wide concrete pavement below.

While the road's original concrete pavement hides beneath the asphalt blacktop, historically, the width of the road's 25-30 foot right-of-way has remained constant. This can be verified by visual observations of the embankments and shoulders along the road and according to oral and historical records. For example, conversations with park personnel, members of the Torrey Pines Association, the Torrey Pines Docent Society, and the La Jolla Historical Society garnered information about a D-shaped parking/observation area along the road. Apparently it was a popular stopping point where motorists could purchase items from a roadside stand.

One of the unique features of the road is the virtual lack of shoulders. In some sections, the edge along the road drops off precipitously along steep cliffs or arroyos. Because of this, there is an almost imperceptible transition between the man-made road and its natural surroundings. From a point near the base of Torrey Pines Grade, to a point near its crest, several low discontinuous concrete curbs run along the roadway. Along the curbs are several storm drains that lead into galvanized steel culverts under the roadbed. Seven in number, the storm drains appear original due to their position along the roadway and the use of cobblestones in a number of them. Cobblestone, which added a bit of rusticity, was a favorite feature of cement work done prior to World War I. On average, the drains consist of a basin some 11 feet long, by 3 feet wide, with a sloping bed graduating from street-level to 2 feet deep. At their deepest point are small, 2 foot by 2-foot sumps that allow water to flow directly into the mouths of the 1½ foot-wide galvanized steel culvert pipes that direct effluent under the pavement. Directly opposite the drains, on the other side of the roadbed, the pipes extend out over the embankments where they direct the flow out and away from the road.

Traveling some 200 feet up the grade from the last dividing island, the road meets a sharp, looping right-hand curve. Continuing upward another 996 feet the road meets a series of S-curves. As they do on others along the road, the roadbed banks slightly into each turn. Historic photographs indicate that a 4-5-foot high split-rail wooden barrier fence once ran along the lower curve's outer perimeter; but it has since been removed.<sup>4</sup> A key feature along this stretch of road is the retention of a mature Torrey Pine tree along the left shoulder. Some 658 feet past the tree, the road reaches an abrupt u-shaped hairpin curve. After the turn, it continues another 422 feet before coming to the fore-mentioned parking/observation area. Measuring some 143 feet long by 32 feet at its widest point, the decomposed granite-covered D-shaped area serves as a parking area for visitors to enjoy the scenery or walk along the nearby *Guy Fleming Trail*. The area offers a spectacular view of the ocean and the Del Mar Highlands to the north. A barrier fence, made of a length of ½" steel cable running through ten 4 x 4 posts, delineates the parking area's northern boundary. Directly opposite the parking/observation area, a major cut in the face of the sandstone cliff can be seen. Approximately 107 feet southwest of the cut, travelling along the embankment, is another cut in the hillside. Marked by an "AREA CLOSED" sign, it was used as an auxiliary entry road to the Guy L. Fleming House on the terrace overlooking the road.<sup>5</sup>

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## National Register of Historic Places Continuation Sheet

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Torrey Pines Park Road  
San Diego County, CA

### Narrative Description (Continued)

Continuing another 422 feet up the grade, the road curves to the left and travels upward in a southerly direction to the crest of Torrey Pines Grade. Historic photographs also reveal that a 4-5-foot high split-rail wooden barrier fence once ran along this curve's outer perimeter.<sup>6</sup> However, it too was removed. In its place are a number of low, concrete bumpers between the road's western edge and a very short, sandy shoulder. Although there are no shoulders to stop along, motorists traveling along the curve can peer out of their cars' windows over a deeply eroded plateau leading to the cliff's edge. Some 500 feet or so past the curve is the entrance of a dirt service road to the left. The dirt road's 35-foot wide entry leads northward some to the 71-year-old *Guy L. and Margaret E. Fleming House*, which is now used as a on-site ranger residence. During the time of the road's construction (1915), workers allegedly used the Fleming House site as a quarry to obtain road-making material.<sup>7</sup> However, while there are no historical photographs showing this to be true, a curious feature found in the road's concrete matrix may support their statements. The road's concrete matrix is composed of rounded gravel and fragments of seashells mixed in with a portland cement binder. Geologically, the area around the Fleming House is a thick layer of red-brown sand and gravel. If the sand and gravel were the right type to be used to make the concrete there might have been a rock crusher and cement mixing machine at the quarry site. Digging through the nearby hillside, workers would have found sufficient raw material to provide the then-standard proportion of sand to crushed and round gravel aggregate.<sup>8</sup> However, the Clairemont Terrace on which the aggregate was mined is not known for deposits of prehistoric seashells. The incorporation of seashells into the concrete matrix may have come from ancient Indian shell middens found at the quarry site. Dating from 8,300 to 2,000 years B.P, shell middens have been located on the high plateaus throughout Torrey Pines Reserve. Piles of discarded seashells were deposited by native peoples who had gathered and collected the shellfish for food from the rocky shoreline or protected lagoon below. As workers quarried the sand and gravel at the Fleming cabin site, they may have inadvertently uncovered and incorporated one or more ancient shell middens into the aggregate's matrix.<sup>9</sup> Another possible scenario is that the material for mixing the concrete was mined near the base of the road and trucked up Torrey Pines Grade to the Fleming House site, where it was mixed into concrete. A map produced by Guy L. Fleming in 1929 indicates that the present parking lot east of the entry kiosk was an "old pit."<sup>10</sup> Cut out of a prehistoric sand dune along an ancient shoreline, it would have been the perfect source of sand, wave-weathered gravel stone, and, inadvertently, scattered seashell deposits. Known as the *Del Mar Formation*, fossil oyster beds are a prominent feature from deposition in protected bays, lagoons, or estuaries along the shoreline.<sup>11</sup>

Past the entry to the Fleming House service road, the main road straightens out past *High Point*, a tall knoll to the left, and the entrance to the *Parry Grove Trail* to the right. From here the road continues upward along a slight curve another 792 feet to the *Torrey Pines Lodge Visitor Center and Ranger Station*. At this point, the road parallels the building's western retaining wall up to the entrance to its south parking lot. Between the retaining wall and the road's southeastern edge is an approximately 3-foot wide concrete swale leading northward to another concrete culvert basin. An interesting feature of the swale is that it is lower than the road and reveals an approximately 4-inch thick section of the road's original concrete pavement underneath the overlying asphalt. This is one of four areas of the blacktop-covered roadway where the original concrete pavement shows through. The first is located approximately 70 feet upgrade from the beach access road. The second is some 970 feet further up the road coming out of the hairpin turn. The exposed pavement reveals an interesting feature. Parallel lines were scored into the pavement's surface to afford better traction to cars careening around the

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## National Register of Historic Places Continuation Sheet

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Torrey Pines Park Road  
San Diego County, CA

### Narrative Description (Continued)

dangerous curve. The third section of exposed concrete pavement is just past the "D"-shaped turnout/view point. These points are important for revealing and proving the existence of the historic pavement under the existing blacktop. Past the point where the Torrey Pines Lodge's retaining wall ends, is a 3-way intersection. The intersection's east arm opens out into the Lodge's south visitor parking lot's northwest entrance. Two narrow neon orange traffic tubes or "candles" block and direct traffic from the road's right lane into the parking lot. They are used to direct visitors into the parking lot. The blacktop-coated roadway continues 81 feet southward to a T-intersection. Here, the intersection serves three purposes. First, it directs traffic out of the Lodge's south visitor parking lot's southwestern exit and northward down the grade. Second, it directs traffic out of the parking lot directly across the road into a nearby auxiliary parking lot. Third, it carries traffic heading out of the auxiliary parking lot's northeast exit lane. And finally, it carries traffic coming out of the auxiliary parking lot's southeast exit onto the road. At this point the two-lane asphalt-covered public access road ends.

Leveling out slightly past the auxiliary parking lot, the road continues in a southeasterly direction along the apex of a high ridge. Along this route, the road is no longer covered in asphalt, except for a few patched areas along the way, but reveals its original 1915-era concrete pavement. Despite its age, the pavement is in fairly good condition. After traveling some 1,267 feet, the 18-foot-wide road begins a leisurely, slightly banked S-curve further eastward. Because of the height of its right-of-way, the road offers another spectacular view of the plateau leading west to the cliff and the North Torrey Pines Road cut to the east. After a distance of some 528 feet, the road meets up with the 35-foot wide asphalt-covered entry to another auxiliary service road. Extending some 300 feet northeasterly away from the main road, it dead-ends at a park service area. Clustered around the dead end is a service shed, mobile home trailer, and supply bins. The road and service area are of recent vintage, and are not associated with the historic right-of-way. However, because they are located far enough back from the road, they do not interfere visually with the main road. Continuing past the side road, the Torrey Pines Park Road travels another 2,323 feet to the southern boundary of Torrey Pines State Reserve. Here, at a point some 100 feet north of a steel pipe gate, the concrete pavement comes to an abrupt end.

Once connected to North Torrey Pines Road, the concrete pavement has been severed and covered by a low dirt embankment.<sup>12</sup> Due to the lowering and widening of the latter, Torrey Pine Park Road's southern terminus actually ends in mid-air! A 3-foot high steel I-beam rail, set on thick redwood posts and a low, thick earthen embankment block the road. At a point some 12 feet southwest of where the concrete pavement meets the barrier, an asphalt blacktop-covered section of road extends southward to a tubular steel barrier gate. Used to prevent access of non-authorized automobile traffic into the Reserve, the gate also delineates the Reserve's southern-most boundary. Outside the gate, the asphalt road continues along the northeastern boundary of the City-owned Torrey Pines Municipal Golf Course, where it is absorbed into a wider parking area.

Despite the alterations done at the road's two junctions at either end, and the covering of the public access section with asphalt blacktop, Torrey Pines Park Road continues to imbue the same feeling of danger and wonder as it did over 83 years ago. Although no longer used as a through road, it still plays an integral part in the interpretation and maintenance of Torrey Pines State Reserve.



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Torrey Pines Park Road  
San Diego County, CA

### Narrative Description (Continued)

#### Endnotes

<sup>1</sup> "Block Map of the City of San Diego," 1924, revised 1926, San Diego Historical Society Research Library and Archives—Map Collection, San Diego, California; and Tax Factors, Inc., "Map of San Diego Pueblo Lands," 1929, on file at the San Diego County Office of Land Use and Planning, San Diego, California.

<sup>2</sup> United States Geographical Survey Map—Del Mar Quadrangle, 7.5 Series, 1943, on file at the San Diego Public Library—California Room, San Diego, California.

<sup>3</sup> Ranger Robert Wohl, interview with author, Torrey Pines State Reserve, June 1997-May 1998.

<sup>4</sup> "Coast Highway, Near La Jolla, Cal." Postcard, ca. 1910. From the collection of Judy Schulman, Torrey Pines Docent Society.

<sup>5</sup> Ibid.

<sup>6</sup> Carl L. Hubbs, Thomas W. Whitaker and Freda M. H. Reid, Torrey Pines State Reserve: A Scientific Reserve of the Department of Parks and Recreation, State of California (La Jolla: Torrey Pines Association, 3rd Edition, 1991), 27.

<sup>7</sup> John Fleming [son of Guy L. Fleming], interviews with author, November-December 1997; and Margaret Fleming Allen, "Growing up among the Pines," in Inside La Jolla, 1887-1987, ed. La Jolla Historical Society (La Jolla: Author, 1986), 76.

<sup>8</sup> H. Elting Breed, "Building Concrete Roads on Grades," The American City [Town and Country Edition], 18 (June 1916): 12.

<sup>9</sup> Hubbs et al, 69, 78 and 80.

<sup>10</sup> Guy L. Fleming, "Map of Pueblo Lots 1338-1339—Property of Ellen B. Scripps," 19 December 1929. On display at the Torrey Lodge Visitor Center and Ranger Station, Torrey Pines State Reserve.

<sup>11</sup> Hubbs et al, 71-73.

<sup>12</sup> United States Geographical Survey Map—Del Mar Quadrangle, 1943.

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## National Register of Historic Places Continuation Sheet

Section number 8 Page 1

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Torrey Pines Park Road  
San Diego County, CA

### NARRATIVE STATEMENT OF SIGNIFICANCE

The historic "Gateway to San Diego," Torrey Pines Park Road is closely tied to San Diego's early highway, real estate, and park development. Initiated by pioneer real estate developer Ed Fletcher in 1906, it was co-funded by Edward W. and Ellen B. Scripps. The road reflects their lifelong vision and leadership in helping to develop San Diego County's early highway network. Completed in 1915, the two-lane concrete highway represents the highest form of contemporary American road building at the time. The use of poured portland cement concrete in its construction represents the material's growing popularity for use on America's public roads during the early part of the 20<sup>th</sup> century. An integral part of the new coast highway between Los Angeles and San Diego, the road helped to reduce the driving distance between Los Angeles and San Diego, thereby increasing commercial and tourist traffic between the two cities. As a result, it was directly responsible for increasing residential and commercial development in a number of coastal San Diego County communities, particularly Del Mar, La Jolla and Pacific Beach. Passing through stands of rare Torrey Pine trees, the approximately 2-mile section of the highway known as Torrey Pines Road was a major factor in the evolution of Torrey Pine Park into the Torrey Pine Preserve. The road also played an important part in the location and building of the historic Torrey Pines Lodge and the nearby Guy L. and Margaret E. Fleming House. Built in 1923 and 1927, respectively, they continue to contribute to the area's conservation and interpretation. Even after 1933, when a newer highway nearby diverted a major portion of the road's traffic, Torrey Pines Park Road continued to serve as a diversionary scenic drive for the next 27 years. Since its acquisition as part of the transference of Torrey Pines Preserve to the California Department of Parks and Recreation in 1959, the road is no longer used as a through road. However, it still plays an integral part in the interpretation and maintenance of Torrey Pines State Reserve as the Reserve's only public means of entry and exit.

### HISTORICAL BACKGROUND

Although San Diego was linked to Los Angeles along the coast by a stage route, by the beginning of the 20<sup>th</sup> century, it was soon becoming apparent to San Diegans that it was woefully inadequate for automobile travel. The narrow, bumpy dirt road was often impassible during the rainy season, and produced clouds of dust during the hot, dry summer months. Plans to improve the route began in 1906 when Ed Fletcher, general manager of the Los Angeles-based *South Coast Land Company*, became deeply involved in developing the northwestern coastal region of San Diego County.<sup>1</sup> As the company's San Diego representative, Fletcher saw improved roads as an added inducement in attracting visitors to the area. He regarded Del Mar, with its excellent rail connections to both San Diego and Los Angeles, as the lynchpin to the area's development. However, as an avid pioneering motorist, Fletcher regarded improved highways, as well as railroads, as critical to the town's growth. Despite their \$1,000 to \$3,000 price tag, noisy undependable engines, and stiff suspensions, by 1906 the automobile represented the wave of the future.<sup>2</sup>

However, as already mentioned, the only way to get to Del Mar from San Diego by car was along the old dirt stagecoach road. Traveling along El Camino Real, the historic route linking California's Spanish missions, an early motorist would have to drive north from Old San Diego through Rose and Sorrento canyons. At the junction of Sorrento and McGonigle [today Carmel Valley] roads, the road forked westward for a mile along the northern marshes of Peñasquitos Lagoon. Running along McGonigle Road, he had to drive up a steep incline onto the Del Mar highlands. From the north, motorists

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# National Register of Historic Places Continuation Sheet

Section number 8 Page 2

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Torrey Pines Park Road  
San Diego County, CA

## Historical Background (Continued)

driving south from Los Angeles followed the coast road south from San Juan Capistrano Beach to Oceanside, and then along the coastal towns of Carlsbad and Encinitas to Del Mar. Unfortunately, both routes crossed many marshes and estuaries, and often washed out completely in spots during the rainy season.<sup>3</sup> Most motorists preferred a dryer inland route from Los Angeles to Poway, by way of Pomona, Temecula, and Escondido. Driving down through the Poway pass, they headed across Miramar Ranch into Murray Canyon, where they entered Mission Valley. From here they followed the San Diego riverbed to the Hospital or 6<sup>th</sup> Avenue Grade. Up and over the crest, it was some three miles downgrade to San Diego's business district. Barring major breakdowns, the 180-mile route took two full days to travel.<sup>4</sup>

Between January 25 and 26, 1906, the *Southern California Automobile Club* held Southern California's first sanctioned road race over the inland route. Buoyed by the race's success [only eight of the thirty cars entered broke down] the club asked the San Diego County Board of Supervisors to begin construction of a more direct highway connection to Los Angeles. With typical hyperbolic boosterism, the *San Diego Union* editorialized that "three thousands [sic] of automobilists will be glad to pay tribute to San Diego if the coast road between San Diego and Los Angeles, regarded as the most beautiful drive in the world, can be graded or otherwise improved." Not to be outdone, the president of the Automobile Club, William M. Garland, added that, "next to bringing Owens River water to Los Angeles..., the road project to San Diego was the most important enterprise for Southern California. By September, the *San Diego Chamber of Commerce* was urging the construction of a public highway from San Diego to Los Angeles.<sup>5</sup>

Realizing that the County, perennially strapped for funds, was unable to build the road at this time, Fletcher took it upon himself to initiate building that part of the road from Del Mar as far south as Torrey Pines Park. Dedicated in 1899, the 369-acre park contained some of the rarest trees in the world, the *Pinus torreyana*.<sup>6</sup> In 1908, Edward W. Scripps and his sister Ellen had funded the paving of a dirt road from downtown La Jolla to the park. As the founders/owners of the nationwide Scripps newspaper chain, both E. W. and Ellen B. Scripps had virtually unlimited funds at their disposal. After the road's completion, the January 1, 1909 issue of the *San Diego Union* reported that, "through their generosity, Miss Ellen and E. W. Scripps . . . have caused to be created a splendid boulevard to the historic Torrey Pines, one of the most attractive scenic drives in this country."<sup>7</sup> Besides being a means of providing public access to the park, the new road was part of a network of roads initiated and built by E. W. Scripps either privately or as the County Highway Commissioner.

The owner of the huge Miramar Ranch, E. W. Scripps had graded a road [today's Miramar Road] westward from his ranch house to La Jolla, so that he could drive his automobile to his sister Ellen's beach-front house. He also financed the construction of roads south and north, respectively, from his ranch to San Diego and Escondido. It was along these two roads that the participants in the 1910 road race from Los Angeles to San Diego would travel. In appreciation for his efforts in expanding the county's road network, in 1909 the County Board of Supervisors appointed Scripps one of three County Highway Commissioners. Under the direction of newly appointed County Highway Engineer Austin Fletcher [ex-Chief Engineer of Massachusetts and Ed Fletcher's cousin], they were responsible for laying out and constructing some 1,250 miles of roads with \$2 million of county funds. Although they served without compensation, Scripps and the other commissioners, John D. Spreckels, and A. G. Spalding, made sure that the roads ran to and through their own personal properties.<sup>8</sup>

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Torrey Pines Park Road  
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### Historical Background (Continued)

While less outgoing than her brother, Ellen Browning Scripps has left San Diego with a far greater legacy. An ardent conservationist and philanthropist, Miss Scripps was directly responsible in preserving Torrey Pines Park. Between 1908 and 1912, she bought land directly adjacent to and north of the park that contained large stands of Torrey pines. It was her wish that the land be held in trust for public education and recreation. It, along with the parkland to the south, would be used as an outdoor museum of native flora, fauna, and natural geology. With her purchase of the lots adjacent to the park, Ellen B. Scripps initiated the combined administration of both the park and her lands as the Torrey Pines Preserve.<sup>9</sup> Her personal involvement reflects her life-long commitment to philanthropy in San Diego. For over 40 years, she devoted her life and personal fortune to local philanthropic causes. As co-founder of the Scripps newspaper chain, she had acquired a large personal fortune. Arriving in San Diego in 1890, she immediately set about using her wealth to better her adopted community. Miss Scripps did not believe in charity, though. Instead of handouts, she directed that her fortune be used to "create an environment in which people could become more worthy participants in the life of the community." Among her concerns were the quest for better education, health, citizenship, and recreation. self-improvement "in which people could help themselves." Of her many gifts are the Bishop's School, Women's Club Building, and library in La Jolla. Up until her death in 1932, she also gave generous donations to seed the San Diego Zoo, the Scripps Institution for Biological Research [later the Scripps Institution of Oceanography], and the Scripps Memorial Hospital and Research Clinic.<sup>10</sup>

During the grading of Torrey Pines Park road up from La Jolla, Ed Fletcher approached E. W. Scripps to continue the road through to Del Mar. Fletcher had already established a working relationship with Scripps when he sought to have them locate the Marine Biological Association's laboratory [the forerunner of the present Scripps Institution of Oceanography] at Del Mar. Both Fletcher and E. W. Scripps planned and financed the new road's construction. Fletcher had convinced the South Coast Land Company to invest in half the cost, while Scripps would pay the remaining half. *The Southern Trust and Commerce Bank of San Diego* underwrote a loan for the construction of an \$8,000 wooden trestle bridge across the mouth of Los Peñasquitos Creek. A short time later, the County of San Diego paid off the loan and incorporated the new road into its highway system.<sup>11</sup>

Completed in 1910, the newly graded northern extension of Torrey Pines Park Road now reached beyond Torrey Pines Park north to the Del Mar city limits. Automobile traffic could now travel out of Del Mar, down a much easier grade, easterly along the old McGonigle Road before jogging southwest to the shoreline. Entering the northern limits of the City of San Diego, they went under the Santa Fe Railroad overpass and crossed over the recently built Los Peñasquitos Creek bridge. From here the road ran due south, paralleling the beach along an elevated sand ridge between it and the Peñasquitos lagoon/marsh area. Reaching a point directly below the northwestern base of Torrey Pines Cliffs, motorists took a sharp left turn up Torrey Pines Grade. After traversing four additional U and S-shaped turns, they reached the crest some 350 feet above sea level. From this point the road met the Scripps-built park road and continued south some three miles along a high ridge east of Torrey Pines Cliffs before reaching a three-way junction with Miramar and Biological Grade roads. The latter snaked down along the southern end of the cliffs to the flat alluvial plain along the La Jolla Shores area. After a mile or so it rose again up and to the southwest along a coastal terrace for another mile into downtown La Jolla. Passing through La Jolla's business district, the road continued south as the "Ocean Highway" through the beach front communities of Bird Rock and Pacific Beach. At the latter, motorists could head due east along the northern marshes of Mission Bay to the old

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stagecoach road out of Rose Canyon, and then travel south along Mission Bay's eastern shoreline to the San Diego River. Crossing Old Town Bridge, the road continued approximately three miles south, along La Jolla Avenue, Winder, and India streets, finally reaching downtown San Diego at the foot of Broadway next to the Santa Fe Depot.<sup>12</sup>

Although the new road provided through automobile travel from Del Mar to downtown San Diego, the unpaved dirt road offered little improvement over the old stage road.<sup>13</sup> Motorists could still get bogged down in axle-deep mud during rainy weather. Even during the dry season road conditions were poor; cars speeding over the dry road produced clouds of dust. At first, motorists wore goggles and protective clothing, or shielded themselves in closed chauffeur-driven limousine cars. As cars became more numerous, their owners' attention shifted from seeking personal protection to correcting the source of the dust itself—the unpaved dirt road.<sup>14</sup> In 1909, following an overall national trend of road improvement, San Diegans voted to have the county issue \$1,250,000 in road improvement bonds.<sup>15</sup> Augmenting this was the concurrent passage of the State Highway Act of 1909. The first California state highway bond act, it made money available for highway improvements. This was followed in 1913 by an act of the state legislature requiring the registration of all motor vehicles, with the fees going toward maintaining the new highway system.<sup>16</sup>

A good portion of the funds went into paving Torrey Pines Road from Biological Grade Road to Del Mar.<sup>17</sup> The material chosen to pave the road was portland cement concrete. The use of poured concrete for road pavement followed a nationwide trend toward modern road building. Throughout the country municipalities realized that horse-drawn traffic was becoming obsolete. Statistically, motor-driven trucks, instead of wagons, were being used more and more for short hauling freight between farm and market. Heavily laden trucks and fast moving automobiles also created a demand from their drivers for better and more durable road surfaces.<sup>18</sup>

Prior to 1910, most American roads were built to facilitate slow-moving horse-drawn carts or wagons. Except in wet weather or on sharp turns, iron-shod horses' hooves and narrow iron wagon wheels had a minimal effect on dirt roads. However, the narrow tires of fast moving cars sucked dirt and gravel off unpaved roads, causing deep ruts. Also, an automobile's sharply turning front wheels often dug deeply banked transverse pockets at most road junctions or curves. After a winter's storm, a disturbed road surface turned invariably into a mass of deep mud, miring cars up to their axles. To the motorists chagrin, a local farmer or rancher, using a team of horses, and charging highwayman prices, would offer to tow his car out of the muck.<sup>19</sup> Even hard-packed crushed rock and asphalt-covered macadam roads succumbed to the automobile. Narrow spinning car and truck tires broke their surfaces, exposing and tossing aside the aggregate below.<sup>20</sup> While asphalt-covered macadam roads, introduced in 1906 and still used today, were seen as a marked improvement, the recommended choice for high-speed automobile traffic was the concrete road.<sup>21</sup> Therefore, despite its steep incline up Torrey Pines Grade, engineers recommended concrete pavement over a macadam, brick, or granite block-paved road.<sup>22</sup>

The paving of Torrey Pines Road in 1915 represented the highest form of American highway road building at the time. While there are no descriptions of how the road was paved, contemporary accounts of other road building projects can shed some light on the process. First, surveyors and engineers would determine the type and load characteristics of the soil along the road's proposed right-of-way. Second, workers would clear away any brush and trees. Typically, mule-powered

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### Historical Background (Continued)

grading equipment would be used to level off and scrape the roadway down to the subsoil. During this time the graders filled in low spots along the route. Workers also laid culverts, or big drainpipes, beneath the roadbed. Located at critical points, the culverts carried rainwater under the road, preventing it from washing out. Drainage ditches along the roadside led to concrete collection boxes that directed the water into the culverts. These can still be found along the road up Torrey Pines Grade. After compacting the subsoil with metal rollers, workers applied a base of sand and stone aggregate over the roadbed. This protected the surface layer of concrete pavement from moisture and added to the road's overall stability.<sup>23</sup>

After the road was graded, leveled, and the culverts installed, wooden forms were erected for pouring the curbing and surface pavement. Workers then poured, screed, and floated portland cement concrete into the forms. Specifications called for one part high-quality portland cement, one and one-half parts clean sharp sand, and three parts broken stone or gravel, ranging in size from ½ to 1 inch in diameter. Mixed with water in mechanical "batch" mixers on-site, the concrete was typically poured into 25 by 15-foot sections. While most concrete-surfaced roads in the northeast or midwestern states at the time were at least 7-inches thick by 16-feet wide, California's road standards were notably different. Road surfaces there were normally three inches lower and narrower by one foot.<sup>24</sup> The Torrey Pines Park Road appears to have deviated from the norm. Along the stretch of roadway south of the *Torrey Pines Lodge Visitor Center and Ranger Station*, the concrete pavement is as much as 18-feet wide.

Acting as a binding agent, portland cement concrete formed a viscous matrix bonding the sand and stone aggregate onto the road's graded dirt surface. According to contemporary road building techniques, workers would have poured and screed, or leveled, the concrete up from the northwest base to the top of Torrey Pines Grade. This technique allowed for the proper screeding of the road surface. At the same time, it was also recommended that a reasonably dry concrete mix be used to prevent the concrete from sloughing or accumulating by gravity downgrade during the screeding process. Another way of preventing sloughing was to set 9 by 12-inch "non-creepers" or footings into the road in between sections of pavement. These also prevented the concrete slabs from "creeping" down the hillside. To provide for a smooth ride, joint material was placed about a half-inch below the surface at each junction. The concrete was then screed and floated, or smoothed, over the top of the joint, providing for a smooth continuous road surface. Care was given to allow for the minimum amount of screeding and floating as possible. Too much would bring the finer concrete particles to the top, causing too smooth a surface, which allowed car and truck tires to lose purchase. Once set, the surface was then brushed with a coarse broom to provide a rough surface to improve tire traction up and down the grade.<sup>25</sup> The only maintenance then recommended on the road was the treatment of cracks and pit holes. These were bound to happen sooner or later, depending on the character of the subsoil, aggregate, and temperature at the time of pour. A crew of two or three men, with a cart and a tar kettle, could clean the cracks and fill them with hot tar, dry sand or clean, dry stone chips.<sup>26</sup> The preferred method along the Torrey Pines Park Road appears to be the former. Asphalt tar patches can be seen all along the exposed concrete pavement south of the Visitor Center.

A curious feature of the road's makeup is the incorporation of seashells and rounded gravel in the concrete matrix. These suggest that the material for making the concrete might have been found and produced on-site. In 1921, Ellen B. Scripps engaged horticulturist Guy L. Fleming as Custodian of the newly combined Torrey Pines Preserve. Fleming built a simple

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cabin in the Scripps tract near the road's crest. According to Guy Fleming's children, the cabin sat in a hollowed out quarry site once used to provide paving material for the road.<sup>27</sup> However, there are no historical photographs yet discovered that show this to be true. That is not meant to suggest that the site wasn't used as a quarry. Geologically, the area around the Fleming House is a thick layer of red-brown sand and gravel. Apparently the sand and gravel was of the right type to be used to make the concrete. More than likely there could have been a rock crusher and cement mixing machine at the quarry site. Digging through the nearby hillside, workers would have found sufficient quantities of raw material to provide the then-standard proportion of sand to crushed and round gravel aggregate.<sup>28</sup> However, the Clairemont Terrace on which the aggregate was mined is not known for deposits of prehistoric seashells. The incorporation of seashells into the concrete matrix may have come from ancient Indian shell middens found at the quarry site. Dating from 8,300 to 2,000 years B.P., shell middens have been located on the high plateaus throughout Torrey Pines Reserve. Piles of discarded seashells were deposited by native peoples who had gathered and collected the shellfish for food from the rocky shoreline or protected lagoon below. As workers quarried the sand and gravel at the Fleming cabin site, they may have inadvertently uncovered and incorporated one or more ancient shell middens into the aggregate's matrix.<sup>29</sup> Another possible scenario is that the material for mixing the concrete was mined near the base of the road and trucked up Torrey Pines Grade to the Fleming House site, where it was mixed into concrete. A map produced by Guy L. Fleming in 1929 indicates that the present parking lot east of the entry kiosk was an "old pit."<sup>30</sup> Cut out of a prehistoric sand dune along an ancient shoreline, it would have been the perfect source of sand, wave-weathered gravel stone, and, inadvertently, scattered seashell deposits. Known as the *Del Mar Formation*, fossil oyster beds are a prominent feature from deposition in protected bays, lagoons, or estuaries along the shoreline.<sup>31</sup>

The paving of Torrey Pines Road with portland cement was one of the first uses of that material on a public road in the United States. Only six years earlier, on April 20, 1909, the first use of poured portland cement concrete for a public right-of-way had occurred in Wayne County, Michigan. A one-mile stretch of concrete was laid along Woodward Avenue, a county road connecting Detroit with the Michigan State Fairgrounds. Prior to making their specifications, the Wayne County Road Commissioners inspected other concrete roads in neighboring Windsor, Ontario. Three years earlier, in 1906, the Canadian town had been the first municipality in North America to pave streets extensively with portland cement concrete. This was 42 years after the first use of portland cement concrete pavement at Inverness, Scotland in 1865. While the city of Connersville, Indiana poured a section of concrete alleyway in 1890, credit for the first concrete street pavement in the Western Hemisphere goes to Bellefontaine, Ohio. On June 13, 1891, crews poured a 10 by 200-foot long concrete strip on the west side of Main Street, replacing a macadam pavement in front of the county courthouse.<sup>32</sup>

Another factor influencing the use of concrete in the paving of the Torrey Pines Road was the impetus given to modernizing California's highway system. Under the direction of Austin Fletcher, now chief Highway Engineer, the California State Division of Highways ambitiously sought to crisscross the state with over 1,300 miles of concrete-paved highways. As a result, in 1912 California incorporated the new Del Mar to San Diego coast route into the State Highway system. Known as Routes 1 and 2, the State paved the remaining dirt portions of the road from Del Mar to Encinitas with an asphalt macadam surface. The following year, the State paved these over with concrete some four inches thick and fifteen feet wide. Renamed Highway 101, by March 1915 the entire road was completely paved with concrete all the way from Biological

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Grade to Los Angeles.<sup>33</sup> However, a large portion of the road south of Biological Grade was still dirt road. To rectify this, in 1919 that the San Diego County Board of Road Commissioners asked the County Board of Supervisors to issue bonds to finance the improvements.<sup>34</sup> Again, this was supplemented by a State bond of \$15,000,000 to add additional mileage to the State's highway system.<sup>35</sup>

Lobbying for the road's completion was newly appointed member of the County Board of Road Commissioners, Ed Fletcher. Like Scripps before him, the public recognized his vision and take-charge leadership. His involvement in highway development, at the public as well as the private levels, reflected his life-long commitment to developing San Diego County's resources to their highest potential.<sup>36</sup> Fletcher had immigrated to San Diego in 1888. The ambitious 15-year-old Massachusetts native soon found himself a job as a produce salesman. A few years later, he went into business for himself in the wholesale fruit and vegetable business. Traveling through San Diego's dusty back roads, Fletcher believed that, with a guaranteed supply of water, San Diego's interior would develop into a profitable cornucopia of citrus and vegetable farms. From 1901 to 1905, Fletcher began purchasing choice farmland throughout San Diego. However, he soon realized that there was more money to be made in speculative real estate than there ever could be growing and selling produce. After developing a small subdivision in southeast San Diego in 1905-06, he became manager and San Diego agent for the South Coast Land Company. Fletcher was involved in developing the company's huge tract of land from South Oceanside to Del Mar. A subsidiary of the *Pacific Electric Railway Company*, its directors hoped to benefit from the railroad's proposed extension from Los Angeles to San Diego.<sup>37</sup>

Besides expanding the company's holdings around Del Mar, Fletcher was personally responsible for laying out the towns of Solana Beach and Rancho Santa Fe. During this time he was also involved in developing real estate holdings east of San Diego between La Mesa and El Cajon. In 1901, with borrowed money, he and his partner William S. Gross had purchased and developed the old Villa Carro Ranch near La Mesa into the hilltop community of Grossmont. As part of the area's promotion, they donated the site of the Grossmont Union High School, and built a large cobblestone and concrete amphitheater at the top of Mt. Helix, which is still used today for Easter sunrise services.<sup>38</sup>

More than anyone else involved in San Diego real estate, Fletcher realized that it was water, more than railroad or highway systems, that was the key to San Diego's development. Part of his job at South Coast Land Company was acquiring land along the San Luis Rey River to develop hydroelectric power for the railroad. Despite the eventual abandonment Pacific Electric's plans to extend its line to San Diego, Fletcher went on to devote his career to land and water development. He is directly responsible for buying and promoting six potential dam sites in San Diego County. His organization of several water districts associated with the water impounded by the dams led to the development of numerous agricultural and residential communities. Among these are the Del Mar-Solana Beach-Rancho Santa Fe triangle and the Grossmont-Mt. Helix area.<sup>39</sup>

With the abandonment of plans to get another railway into San Diego, Fletcher redirected his efforts toward highway improvement. An ardent motorist, he foresaw the private automobile, not the railroad or streetcar, as the means for developing San Diego's backcountry. Besides co-financing the construction of the Torrey Pines Road, Fletcher also



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promoted the construction of a direct highway route from Arizona to San Diego. He personally funded the building of a wooden plank road over sand dunes, a bridge across the Yuma River, and a highway between Gila Bend and Casa Grande, Arizona. The route lobbied by Fletcher would become part of the Lee Highway, an all-weather route from Washington, D. C. to San Diego. On November 23, 1923, the people of San Diego dedicated a bronze plaque in his honor on a milestone denoting the highway's western terminus. It stands today at Horton Plaza Park, in the heart of downtown San Diego. Three years later, President Calvin Coolidge designated the road as National Highway Route 80—the first national highway connecting the two coasts and the only one ending in San Diego. The Lee Highway, along with Coast Highway 101, would be important contributing factors to San Diego and Southern California's growth.<sup>40</sup>

On the strength of his commitment to San Diego County's growth, San Diegans voted "Colonel" Ed Fletcher [he held the rank of lieutenant colonel in the State militia] to the state senate. During his three terms [1934-1945], State Senator Fletcher promoted legislation favorable to the region. He initiated legislation that created the San Diego County Water Authority that brought Colorado River water to San Diego. After retiring from the state senate, Col. Fletcher returned to his true calling—real estate development. One of these, "Fletcher Hills," was one of San Diego's earliest postwar suburban developments.<sup>41</sup>

The completion of the road's paving in 1915 conveniently coincided with the opening of the Panama-California Exposition in Balboa Park. Organized to promote San Diego's importance as the first American port of call for ships entering the Pacific Ocean by the recently completed Panama Canal, the exposition attracted over 3 million visitors, many of which came via car or bus along the coast highway.<sup>42</sup> Other factors would contribute to the road's importance as an integral link in San Diego's economy. World War I had brought millions of federal dollars into San Diego for harbor and military projects. After the war, local boosters, like the *San Diego-California Club*, sought to attract new residents by inaugurating a nation-wide campaign to promote San Diego as a place to "live, work, and play." With the 1919 completion of the *San Diego & Arizona Railway* to Yuma, Arizona, San Diego now had a direct rail link to the rich Imperial Valley and eastern markets.<sup>43</sup> The new railway, plus the completion of the *Lee Highway* in 1923, helped to stimulate the movement of goods and visitors to San Diego. Investors built new warehouses, banks, and other buildings throughout downtown San Diego. These, plus \$8,000,000 invested by the federal government in additional harbor improvements and naval facilities, transformed San Diego into a major Pacific Coast naval base and regional shipping center. Stimulated by a booming local and national economy, over 60,000 new arrivals flocked to the city. By the mid-1920s, San Diego's population would nearly double from 75,000 to over 145,000. Real estate investors built impressive new hotels, apartments, and housing tracts to accommodate them. With the increase in the local tax base, San Diego was able to finance upgrades to its infrastructure, which included sewer and water main extensions, and new street and highway improvements.<sup>44</sup>

Augmenting San Diego's postwar population boom were thousands of vacationers. Reading the San Diego-California Club's promotional material, they were attracted to San Diego's balmy climate, particularly along its beaches. Always ready to take advantage of the situation, local real estate developers had built hundreds of small cottages and bungalows throughout the coastal communities. The majority of their tenants were arriving by automobile.<sup>45</sup> Mass production techniques pioneered by the *Ford Motor Company* had transformed the car from a temperamental rich man's toy into a

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relatively reliable means of middle-class transportation. By 1923, one out of every four American families owned a car, which was on its way to becoming an integral part of everyday life. Automobile touring, particularly on Sundays, was a favorite family pastime. Especially now that the coast highway was completely paved, motorists drove all the way down from busy Los Angeles with beaches, parks, and historic sites among their favorite San Diego destinations.<sup>46</sup> Hundreds of motoring tourists, drawn towards beachfront communities like La Jolla and Pacific Beach, as well as those driving commercial vehicles, would negotiate the twisting hairpin curves up the steep Torrey Pines Grade. *Renamed Roosevelt Memorial Drive* [in honor of the late Theodore Roosevelt], visitors and locals alike began to regard the road, especially the section entering Torrey Pines Preserve, as the "Gateway to San Diego."<sup>47</sup>

The increase in automobile traffic along Torrey Pines Park Road sparked an interest in building a visitor center near the crest of Torrey Pines Road. Again, Ellen B. Scripps played a major role. In 1922, she persuaded the City Park Commission to match her \$5,000 donation toward its building. Designed by local architects Richard Requa and Herbert L. Jackson, the Southwestern Pueblo Revival style Torrey Pines Lodge sits just to the east of the junction between the southern end of Torrey Pines Grade and the northern end of Torrey Pines Park Road.<sup>48</sup> Since its opening in Spring 1923, the Lodge has been an extremely popular tourist attraction, allowing the motoring public a place to stop and enjoy one of the most breathtaking views in San Diego County. The front parking lot was often full of parked cars and motor coaches.<sup>49</sup> Many came just to enjoy the delicious meals served by the Lodge's managers, John C. and Frances Burkholder. Noted for their delicious pastries and desserts, the Burkholders were hosts to busloads of passengers traveling on the Grey, Tanner, and La Jolla Stage bus lines running between San Diego and Los Angeles.<sup>50</sup>

Not everyone, however, greeted automobile tourists with open arms. La Jollan residents and business owners were vociferous about "High-powered cars are tearing up and down throughout the land, and old ladies and hens are darting back and forth before and after them—often almost under them—as they [the cars] romp about our streets, and speed along our highways scornful of street corners and pedestrians."<sup>51</sup> In addition to speeding cars, La Jollans were equally concerned about trucks passing through their community. Besides slowing traffic, these heavily laden vehicles, with their thick, solid tires, were tearing up the pavement. Trucks heavier than one-ton loaded were soon banned from crossing the Peñasquitos Creek Bridge for fear of its collapse. In addition to the heavier trucks, large passenger busses also posed a threat. Although the threat was not so much their damaging the pavement, the ponderous 20 to 30 passenger busses did regularly crowd passing motorists off the road.<sup>52</sup>

Safety became an ever-increasing issue as cars and trucks became faster and heavier. More and more accidents were occurring as cars and trucks either careened off the sharp turns or crashed into the marsh below as their brakes burnt out negotiating Torrey Pine Grade's sharp turns and steep incline.<sup>53</sup> Concerned citizens suggested that the road be bypassed in favor of a straighter one along the northwest cliff face. Equally concerned were local environmentalists who chafed at the idea of defacing one of the most beautiful scenic wonders in the world for the sake of the automobile. They felt that the new road should completely bypass the preserve, traveling past the Peñasquitos Lagoon to Sorrento Valley Road. There it could proceed up a lesser grade into and through Rose Canyon, and emerge along the eastern boundary of Mission Bay on its way to downtown San Diego. La Jollans were concerned that this route would again isolate their community and threaten its

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tourist-oriented economy. They were assuaged by backers of the Sorrento/Rose Valley route who said that La Jolla was such a popular destination that motorists would go out of their way to reach it.<sup>54</sup>

A compromise was reached in 1928 when City Manager Fred M. Lockwood proposed that a new road be built slightly inland from the Lodge. The new route would start where the old coast highway left Del Mar near the city limits. From here it would pass over both the Santa Fe Railroad tracks and the mouth of the Peñasquitos Lagoon on two brand new reinforced concrete bridges. The new road would be laid parallel to the old road down the beach. However, less than a quarter of a mile from the foot of Torrey Pines Grade, the highway veered to the southeast. Cut through a canyon along the northeast side of the Torrey Pines promontory, the road reconnected with the old road near the southeastern end of the Preserve. The new multi-lane highway then proceeded south along the old right-of-way of the Torrey Pines Road to the junction of the Biological Grade Road, Miramar Road, and La Jolla Canyon Road. Running south along a new right-of-way into Rose Canyon, it became part of the highway into downtown San Diego.<sup>55</sup>

Completed in 1933, the new North Torrey Pines Road bypassed its steep and winding predecessor. While connected to the new highway, the old Torrey Pines Park Road [no longer referred to as the Roosevelt Memorial Drive for reasons unknown], took on the qualities of an abandoned oxbow lake. No longer the "Gateway to San Diego," it was cut off from the main flow of traffic and relegated to a secondary road. This, plus the Depression of the 1930s, greatly reduced the number of visitors. In hindsight, though, this probably helped to protect the Preserve from extraneous traffic and the problems inherent with it.<sup>56</sup>

For the next 20 years the road served as a secondary road through Torrey Pines Park. On May 7, 1959 the City of San Diego transferred title of the Torrey Pines Preserve to the State of California. Renamed the Torrey Pines State Reserve, it was recognized as a Natural Landmark in 1978.<sup>57</sup> Disconnected from North Torrey Pines Road at its southern end, the old road was used for park purposes only. Divided into two sections, half the road serves as an asphalt-covered public access road, while the other is a limited access road used by park personnel. The public access half runs along the old road's right-of-way up from the base to the crest of Torrey Pines Grade slightly past the Torrey Pines Lodge [converted into the Reserves' ranger headquarters and visitor center]. The remaining section continues south from the Lodge to the Reserve's southern boundary. At this point the concrete pavement ends some 100 feet north of a locked metal gate separating the Reserve from the neighboring *Torrey Pines Municipal Golf Course*. A length of asphalt-covered macadam road connects the concrete pavement to a service road running past the gate and parallel to the new North Torrey Pines highway and along the golf course's adjacent eastern boundary. The low metal gate prevents private automobiles from entering the Reserve.

In 1991, to facilitate public access to the Reserve, the California Department of Parks and Recreation remodeled the northwestern entrance to Torrey Pines Park Road. Stretching from the intersection of the road with North Torrey Pines Road to the left hand curve at the base of Torrey Pines Grade, work included widening the road to include separate entry and exit lanes, divider islands, new concrete entry kiosk and comfort station islands, the paving of an adjacent parking lot with concrete, and other landscape improvements.

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## National Register of Historic Places Continuation Sheet

Section number 8 Page 11

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Torrey Pines Park Road  
San Diego County, CA

### Historical Background (Continued)

While these improvements have significantly altered this section of the road's historical integrity, the remaining sections of Torrey Pines Park Road have retained a substantial amount of their historical integrity. Although paved with asphalt, the drive up Torrey Pines Grade passes through the same right-of-way cut through the cliffs between 1906 and 1910. Also, beneath the blacktop is the road's original portland cement concrete pavement. As it did in 1923, the road plays an important part in transporting visitors to Torrey Pines Lodge as well as to other points of interest. Traveling along the winding road, motorists continue to experience the same feeling of danger and wonder as others did over 83 years ago.

### National Register Criteria Considerations for the Torrey Pines Park Road

1. A The approximately 2-mile stretch of road known as Torrey Pines Park Road is associated with events that have made a significant contribution to the broad patterns of San Diego and Southern California's history. In particular, the road is closely tied to San Diego's early highway, real estate, and park development. Initiated by pioneer San Diego real estate developer Ed Fletcher in 1906, the road was co-funded by Edward W. and Ellen B. Scripps. The road's completion in 1915 reflects their lifelong vision and leadership in helping to develop San Diego County's early highway network.

An integral part of the new coast highway between Los Angeles and San Diego, the road reduced the driving distance between Los Angeles and San Diego. Known as the "Gateway to San Diego," it substantially increased commercial and tourist traffic between the two cities. As a result, it was directly responsible for increasing residential and commercial development in a number of coastal San Diego County communities, particularly Del Mar, La Jolla and Pacific Beach. Passing through stands of rare Torrey Pine trees, the road was a major factor in the evolution of Torrey Pine Park into the Torrey Pine Preserve. The road also played an important part in the location and building of the historic Torrey Pines Lodge and the nearby Guy L. and Margaret E. Fleming House. Built in 1923 and 1927, respectively, they continue to contribute to the area's conservation and interpretation. Even after 1933, when a newer highway nearby diverted a major portion of the road's traffic, Torrey Pines Park Road continued to serve as a diversionary scenic drive for the next 27 years. Since its acquisition as part of the transference of Torrey Pines Preserve to the California Department of Parks and Recreation in 1958, the road is no longer used as a through road. However, it still plays an integral part in the interpretation and maintenance of Torrey Pines State Reserve as the Reserve's only public means of entry and exit.

2. C Torrey Pines Park Road embodies the distinct characteristics of a type, period, and method of construction. The exposed sections of concrete pavement, drains, and culverts represent the highest form of contemporary American road building at the time. Also, the use of poured portland cement concrete in its construction represents the material's growing popularity for use on America's public roads during the early part of the 20<sup>th</sup> century.

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# National Register of Historic Places Continuation Sheet

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Torrey Pines Park Road  
San Diego County, CA

## Historical Background (Continued)

### Endnotes

- <sup>1</sup> Ed Fletcher, Memoirs of Ed Fletcher (San Diego: Pioneer Printers, 1952), 117.
- <sup>2</sup> Ibid. 119; and Ray Spangenburg and Diane K. Moser, The Story of America's Roads (New York: Facts on File, 1992), 44 and 48.
- <sup>3</sup> Fletcher, 126-127; and Nancy H. Ewing, Del Mar: Looking Back (Del Mar: The Del Mar Historical Society, 1988), 129-130.
- <sup>4</sup> Richard F. Pourade, Gold in the Sun, The History of San Diego Series. San Diego: The Union-Tribune Publishing Company, 1965), 83.
- <sup>5</sup> Ibid.
- <sup>6</sup> Carl L. Hubbs et al, Torrey Pines State Reserve: A Scientific Reserve of the Department of Parks and Recreation, State of California (La Jolla: Torrey Pines Association, 3rd Edition, 1991), 11 and 14.
- <sup>7</sup> Patricia A. Schaelchlin, La Jolla: the Story of a Community, 1887-1987 (San Diego: Friends of the La Jolla Library, 1988), 23.
- <sup>8</sup> Fletcher, 277; Bertram B. Moore, "History of Road Development in San Diego County," in History of San Diego County, ed. Carl H. Heilbron (San Diego: The San Diego Press Club, 1936), 384; and Gilson Gardner, Lusty Scripps: the Life of E. W. Scripps [1854-1926] (New York: Vanguard Press, 1932), 126.
- <sup>9</sup> Hubbs et al, 15; and Guy L. Fleming, "Patriarchs of Ancient Forest Are Preserved at Torrey Pines," San Diego Union, 1 January 1924, 3.
- <sup>10</sup> Raymond Starr, "Philanthropy in San Diego, 1900-1929," Southern California Quarterly 71 (Summer/Fall 1989) Special Issue: "A History of Philanthropy in Southern California," 238-239; and Schaelchlin, 126-129.
- <sup>11</sup> Ewing, 130; and Fletcher, 130.
- <sup>12</sup> Ibid.; and Joyce, J. L. [Automobile Club of Southern California], "Southern California Highway Conditions," San Diego Union, 5 January 1919, 3.
- <sup>13</sup> "Coast Highway, Near La Jolla, Cal.," postcard, ca. 1910, from the collection of Judy Schulman, Torrey Pines Docent Society.
- <sup>14</sup> Albert C. Rose, Historic American Roads: from Frontier Trails to Superhighways (New York: Crown Publishers, 1976), 80; and John Robinson, Highways and Our Environment (New York: McGraw-Hill, 1971), 42.
- <sup>15</sup> Bertram B. Moore, The Early History of San Diego County: the Story of San Diego's Roads (San Diego: San Diego County Surveyor's Office, 1951), 14.
- <sup>16</sup> Jeanette E. Schulz, Davis Subway, Yolo County, California, National Register of Historic Places Nomination, 29 September 1997, section 8, 10. On File at the California State Office of Historic Preservation, Sacramento, California.
- <sup>17</sup> Moore, 384; Ewing, 130; and Hubbs et al, 18.
- <sup>18</sup> H. Elting Breed, "Building Concrete Roads on Grades," The American City [Town and Country Edition], 18 (June 1916): 11 and 12.
- <sup>19</sup> Robinson, 36 and 38.
- <sup>20</sup> Ray Spangenburg and Diane K. Moser, The Story of America's Roads (New York: Facts on File, 1992), 49; and Pourade, 132.

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Torrey Pines Park Road  
San Diego County, CA

### Historical Background (Continued)

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- <sup>21</sup> Rose, 84-85.
- <sup>22</sup> Breed, 11.
- <sup>23</sup> Spangenburg and Moser, 60; and Breed, 11 and 12.
- <sup>24</sup> Spangenburg and Moser, 49; and Charles E. Foote, "The Use of Concrete in the Construction of Roads," Scientific American Supplement No. 1995 77 (28 March 1914): 200.
- <sup>25</sup> Spangenburg and Moser, 60; and Breed, 11 and 12.
- <sup>26</sup> The County Engineers, "The Building and Care of Concrete Roads," The American City 14 (June 16): 621; and "How to Maintain Concrete Roads and Streets," Scientific American Supplement 82 (16 December 1916): 387.
- <sup>27</sup> Margaret Fleming Allen, "Growing up among the Pines," in Inside La Jolla, 1887-1987, ed. La Jolla Historical Society (La Jolla: Author, 1986), 76; and John Fleming, interview with author, November-December 1997.
- <sup>28</sup> H. Elting Breed, "Building Concrete Roads on Grades," The American City [Town and Country Edition], 18 (June 1916): 12.
- <sup>29</sup> Hubbs et al, 69, 78 and 80.
- <sup>30</sup> Guy L. Fleming, "Map of Pueblo Lots 1338-1339—Property of Ellen B. Scripps," 19 December 1929. On display at the Torrey Lodge Visitor Center and Ranger Station, Torrey Pines State Reserve.
- <sup>31</sup> Hubbs et al, 71-73.
- <sup>32</sup> Moore, 384; and Rose, 85.
- <sup>33</sup> Moore, 384; Ewing, 130; Hubbs et al, 18; and Foote, 200.
- <sup>34</sup> Foote, 200; Joyce, 3; and Moore, "The Story of San Diego's Roads," 15-16.
- <sup>35</sup> Schulz, "Davis Subway," section 8, 10.
- <sup>36</sup> Moore, "The Story of San Diego's Roads," 16.
- <sup>37</sup> Fletcher, 102 and 76; "Pioneer Developer Stricken Monday; Ten Children at Side," San Diego Union, 13 October 1955, A4; and Clare Crane, San Diego Families—Our Heritage and Legacy (San Diego: San Diego Historical Society, 1981), n.p.
- <sup>38</sup> "Pioneer Developer Stricken. . .," A4; and Crane, n.p.
- <sup>39</sup> Fletcher, 102; "Pioneer Developer Stricken. . .," A4; and Crane, n.p.
- <sup>40</sup> Fletcher, 338 and 3340; "Pioneer Developer Stricken. . .," A4; and Richard F. Pourade, The Rising Tide: Southern California in the Twenties and Thirties, the History of San Diego Series (San Diego: The Union-Tribune Publishing Company, 1967), 86 and 87.
- <sup>41</sup> "Pioneer Developer Stricken. . .," A4; and Crane, n.p.
- <sup>42</sup> Florence Christman, The Romance of Balboa Park (San Diego: San Diego Historical Society), 35 and 53.
- <sup>43</sup> O. W. Cotton, "The History of Real Estate in San Diego County," in History of San Diego County, ed. Carl H. Heilbron (San Diego: The San Diego Press Club, 1936), 182.
- <sup>44</sup> *Ibid.*, 182; and Raymond Starr, San Diego: a Pictorial History (Norfolk/Virginia Beach: The Donning Company, 1986), 146, 158-159.

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Torrey Pines Park Road  
San Diego County, CA

### Historical Background (Continued)

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<sup>45</sup> Ewing, 161; Schaelchlin, 27, 69-71; Pat Dahlberg, "Village Cottages Leave Traces of Yesteryear," La Jolla Light, n.d., n.p., on file at the La Jolla Historical Society; and Raymond Starr, San Diego: a Pictorial History (Norfolk/ Virginia Beach: The Donning Company, 1986), 146, 158-159.

<sup>46</sup> Gorton Carruth, What Happened When: a Chronology of Life and Events in America (New York: Harper & Row, 1989), 265-267; and Kevin Starr, Material Dreams: Southern California Through the 1920s (New York: Oxford University Press, 1990), 86 and 96.

<sup>47</sup> Pourade, The Rising Tide, 36; "Block Map—City of the City of San Diego," 1924, revised 1926, San Diego Historical Society Research Library and Archives—Map Collection; and "The Torrey Pines Lodge Is Formally Presented to City," La Jolla Light, 13 April 1923, 1.

<sup>48</sup> Hubbs et al, 18; and "Torrey Pines Lodge Is Formerly Presented to City," 1.

<sup>49</sup> "Torrey Pines Lodge," c. 1923, Margaret Fleming Allen Collection, La Jolla Historical Society Research Archives—Photograph Collection.

<sup>50</sup> Allen, 77; and John Fleming, interview.

<sup>51</sup> Schaelchlin, 175.

<sup>52</sup> "Overloaded Trucks Tearing Highways, Officials Declare," San Diego Union, 10 January 1922, 1.

<sup>53</sup> John Fleming, interview.

<sup>54</sup> Schaelchlin, 175; and "Opposes New Road Through Preserve at Torrey Pines," San Diego Union, 3 November 1928, 9.

<sup>55</sup> "Lockwood Plan for Torrey Road Considered Best," San Diego Union, 2 November 1928, 19; Tax Factors, Inc. "Map of San Diego Pueblo Lands," 1929, on file at the San Diego County Office of Land Use and Planning, San Diego, California; United States Geographical Survey Map—Del Mar Quadrangle, 7.5 Series, 1943, on file at the San Diego Public Library—California Room, San Diego, California; and "Street Map of San Diego," City Planning Commission, 1953, on file at the San Diego Public Library—California Room.

<sup>56</sup> Schaelchlin, 174; John Fleming, interview; and Margaret Fleming, Transcript of Taped Interview, La Jolla, 25 January 1972, 5-6, La Jolla Historical Society Research Archives.

<sup>57</sup> Hubbs et al, 16 and 19.

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Torrey Pines Park Road  
San Diego County, CA

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Torrey Pines Park Road  
San Diego County, CA

**UTM COORDINATES**

Zone 11

	<b>Easting</b>	<b>Northing</b>
1	475800	3642940
2	475829	3642940
3	475945	3643000
4	476060	3642840
5	476000	3642780
6	476720	3642720
7	476190	3642625
8	476290	3642580
9	476220	3642565
10	476160	3642520
11	476138	3642470
12	476160	3642400
13	476270	3642360
14	476340	3642358
15	476440	3642260
16	476600	3642060
17	476760	3642000
18	477070	3641565
19	477130	3641470

**BOUNDARY DESCRIPTION**

Torrey Pines Park Road is an approximately 2-mile long 2-lane roadway that extends through the southwestern section of Torrey Pines State Reserve. Starting at a point at the base of Torrey Pines Grade [at the northwesterly portion of Pueblo lot 1338 of the City of San Diego], the road winds its way up a steep grade into the northeasterly corner of Pueblo Lot 1337. From here the road levels out along a high, flat ridge and traverses diagonally northwesterly to southeasterly through Pueblo Lot 1336. The road ends abruptly midway through Pueblo Lot 1336 at the southern boundary of Torrey Pines State Reserve. The road's boundary extends lengthwise along its 17-20 foot wide right-of-way from its intersection with North Torrey Pines Road to a tubular steel gate that delineates the boundary between Torrey Pine State Reserve and the City-owned Torrey Pines Municipal Golf Course. The road's boundary extends laterally out from the road's paved edge to the man-made cuts and narrow graded shoulders. It also includes, but does not extend past any openings along the road used to access or exit driveways to parking lots or other man-made structures.

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## National Register of Historic Places Continuation Sheet

Section number 10 Page 2

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Torrey Pines Park Road  
San Diego County, CA

### **BOUNDARY JUSTIFICATION**

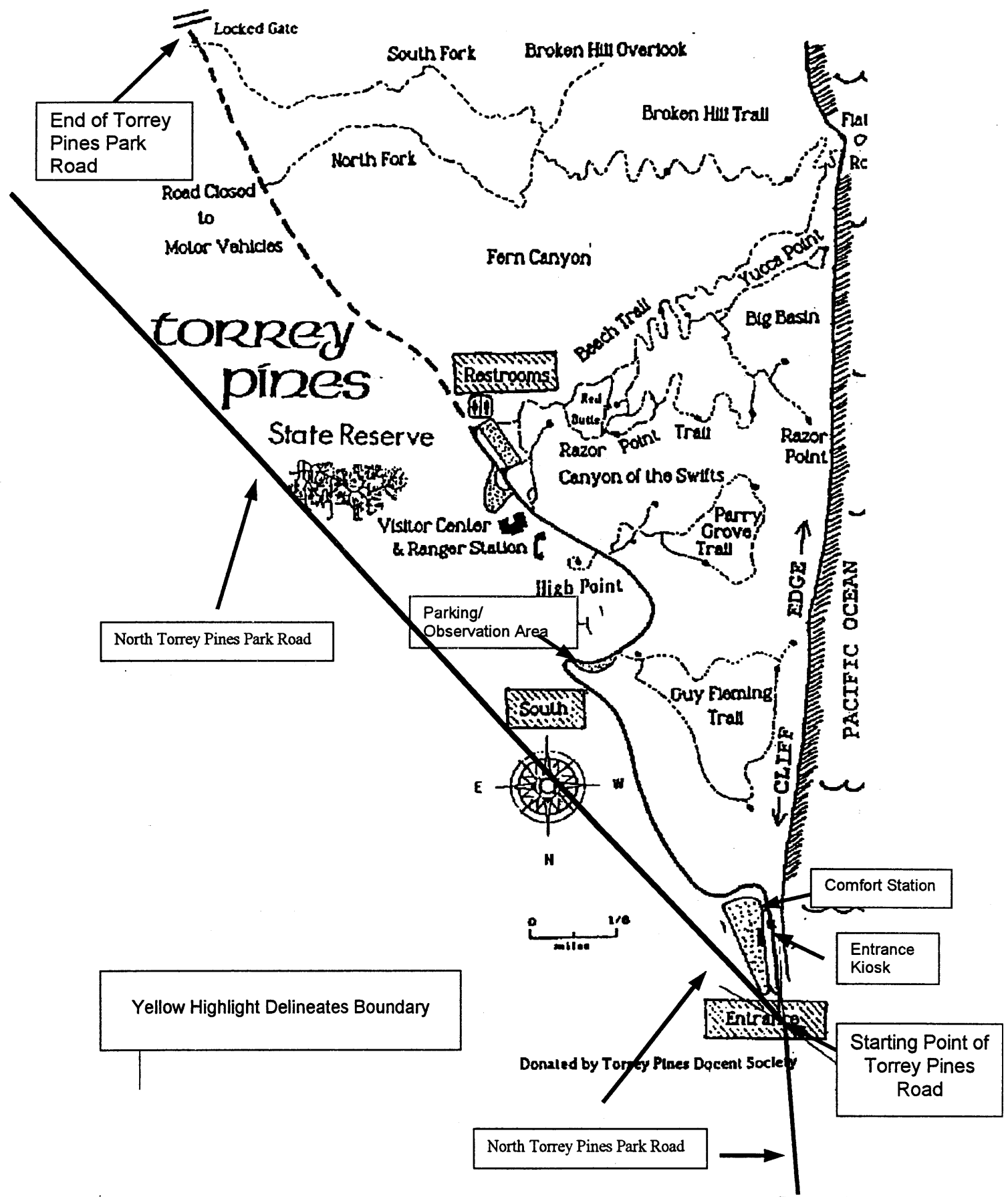
The road's boundary follows the historic right-of-way created during the road's grading and paving from approximately 1906 to 1915, and follows closely the transition area between the road's shoulders and the natural landscape. In addition, the boundary's justification and route through Torrey Pines State Reserve is based on historic and contemporary road and property assessment maps on file at the City and County of San Diego.

### **Names and Mailing Address of the Fee Simple Owner of the Property**

State of California  
Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, CA 9442896

Attachment 1  
(Maps)

# Attachment 1a—Sketch Map



End of Torrey Pines Park Road

Road Closed to Motor Vehicles

*torrey pines*  
State Reserve

North Torrey Pines Park Road

Parking/Observation Area

Yellow Highlight Delineates Boundary

North Torrey Pines Park Road

Torrey Pines Park Road  
San Diego County CA

Comfort Station

Entrance Kiosk

Entrance

Starting Point of Torrey Pines Road

Donated by Torrey Pines Decent Society

Locked Gate

South Fork

Broken Hill Overlook

Broken Hill Trail

North Fork

Fern Canyon

Beach Trail

Big Basin

Flat Rock

Restrooms

Red Butte

Razor Point Trail

Razor Point

Canyon of the Swifts

Parry Grove Trail

Visitor Center & Ranger Station

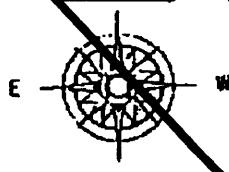
High Point

EDGE

PACIFIC OCEAN

Guy Fleming Trail

South



0 1/8  
miles

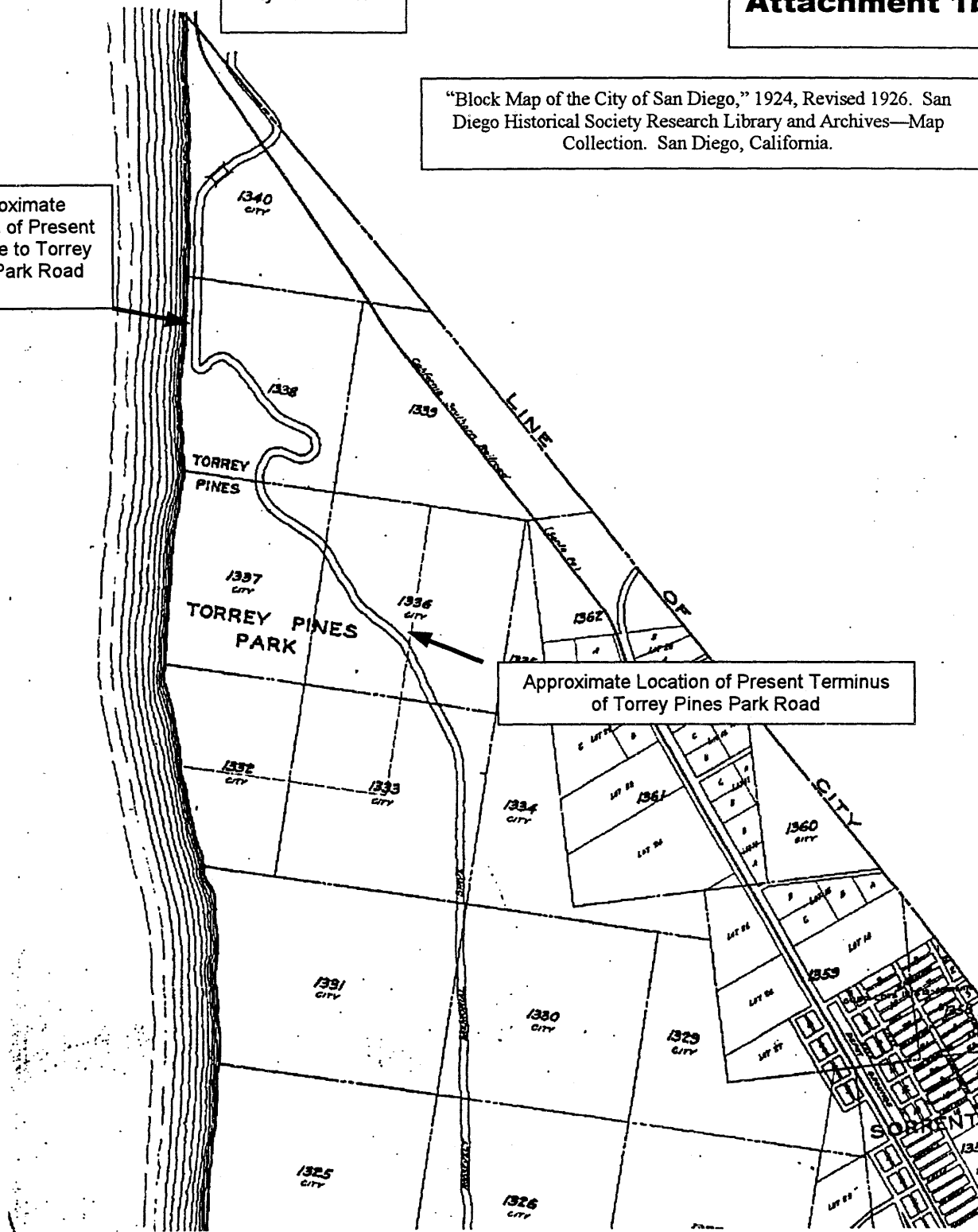
City of Del Mar

**Attachment 1b**

"Block Map of the City of San Diego," 1924, Revised 1926. San Diego Historical Society Research Library and Archives—Map Collection. San Diego, California.

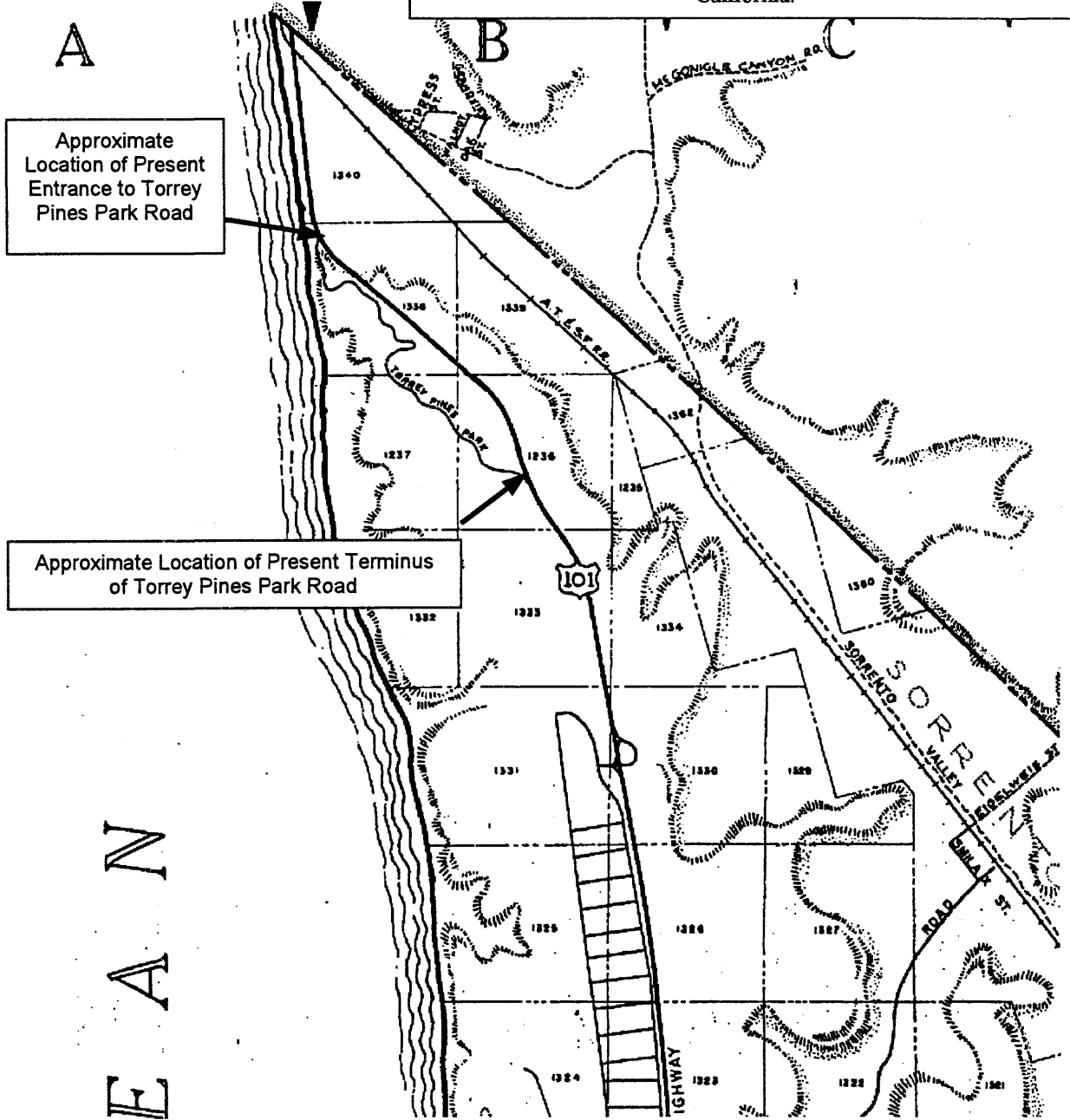
Approximate Location of Present Entrance to Torrey Pines Park Road

Approximate Location of Present Terminus of Torrey Pines Park Road



Torrey Pines Park Road  
San Diego Co. CA

"Street Map of San Diego." City Planning Commission, 1953. On File at the San Diego Public Library—California Room. San Diego, California.

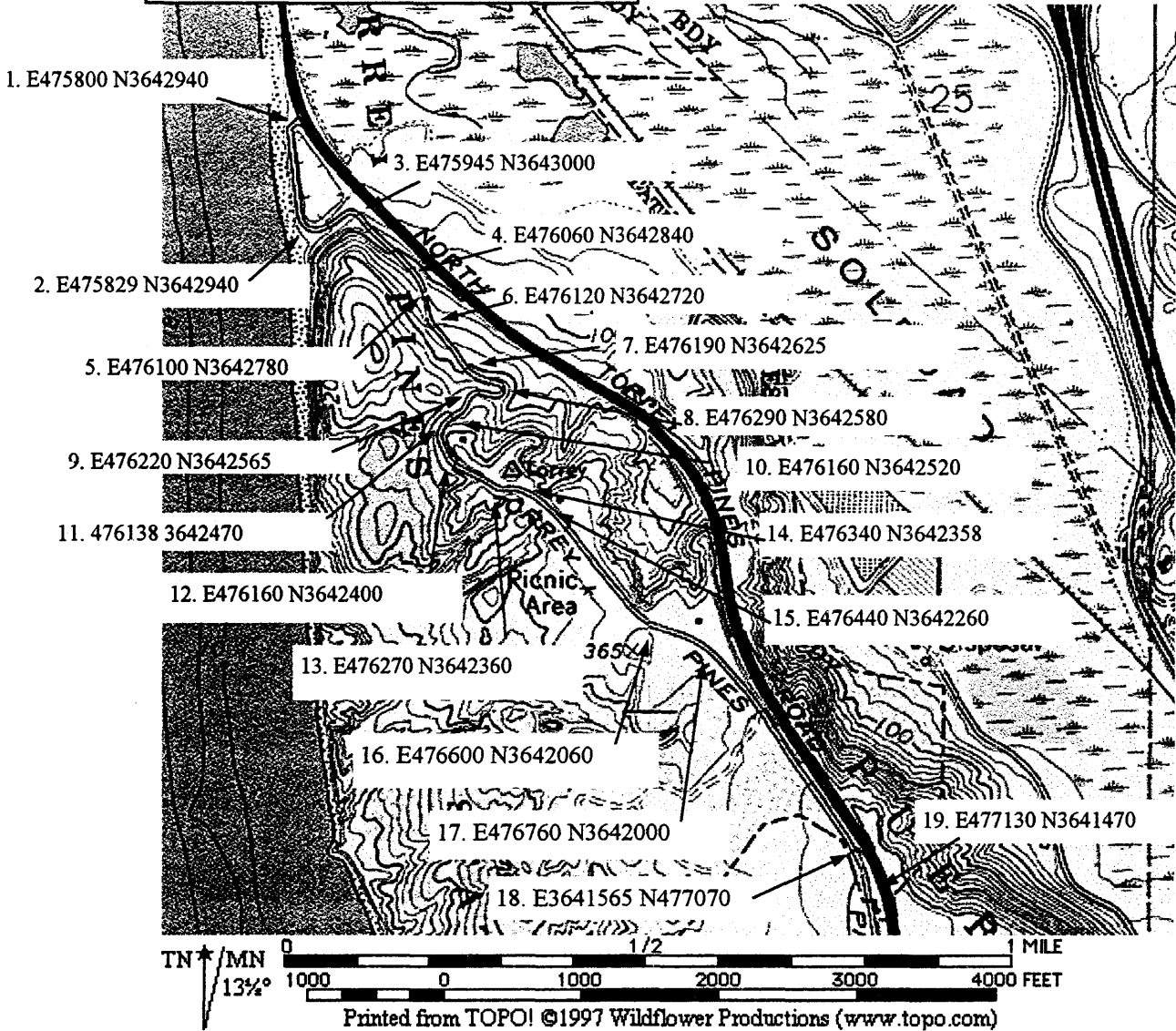


Torrey Pines Park Road  
San Diego County  
CA



**USGS Map—7'5 Series  
Del Mar Quadrangle  
UTM Coordinates for Torrey Pines Road**

**Attachment 1d**



*Torrey Pines Park Road  
San Diego Co.  
CA*

Attachment 2  
(Photographs)

Torrey Pines Park Road  
San Diego Co  
CA

Attachment 2a



COAST HIGHWAY, NEAR LA JOLLA, CAL.

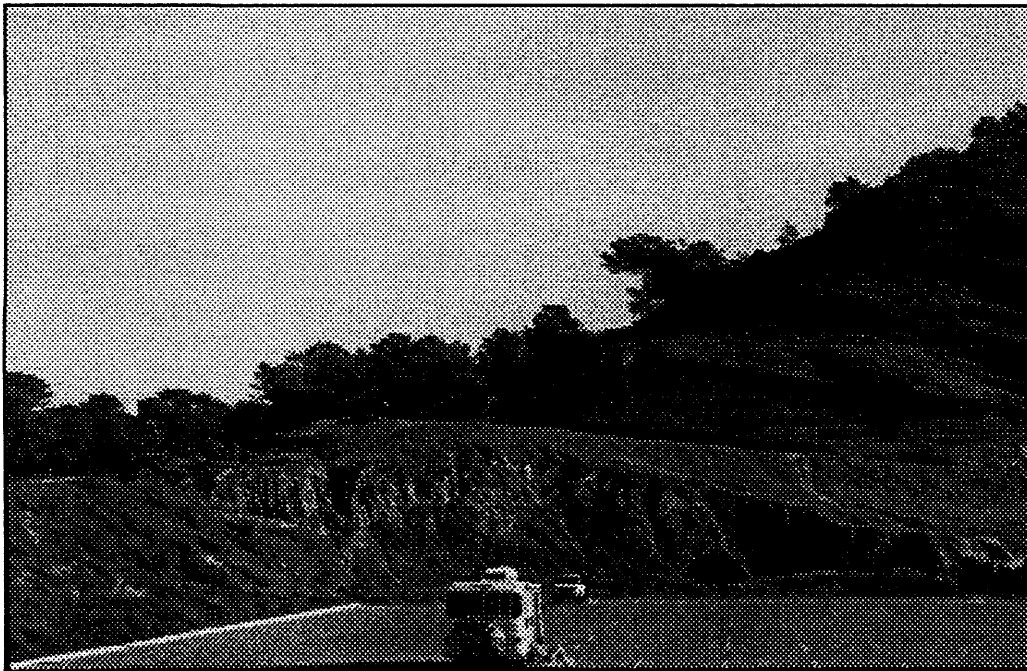
"Coast Highway, Near La Jolla, Cal."

Postcard, ca. 1910

From the collection of Judy Schulman. Torrey Pines Docent Society

View Looking Northwest overlooking North "S" Curves along Torrey Pines Grade

Torrey Pines Beach, Peñasquitos Lagoon and Estuary, and Del Mar Highlands in Distance



Torrey Pines Park Road

First Curve and Approach to Torrey Pines Grade

View Looking Northeast from lower Parking Lot

Photograph Taken by Alexander D. Bevil

April 1998

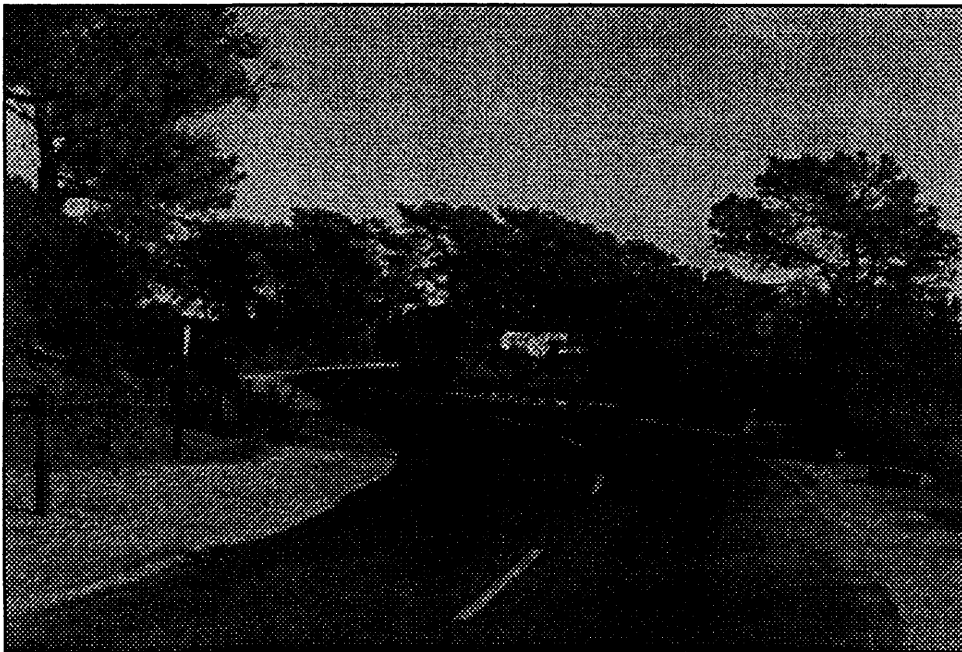
*Torrey Pines Park Road  
San Diego Co.*

Attachment 2b



Torrey Pines Park Road  
View Looking Southeast

First Curve Up Grade  
Photograph Taken by Alexander D. Bevil  
April 1998

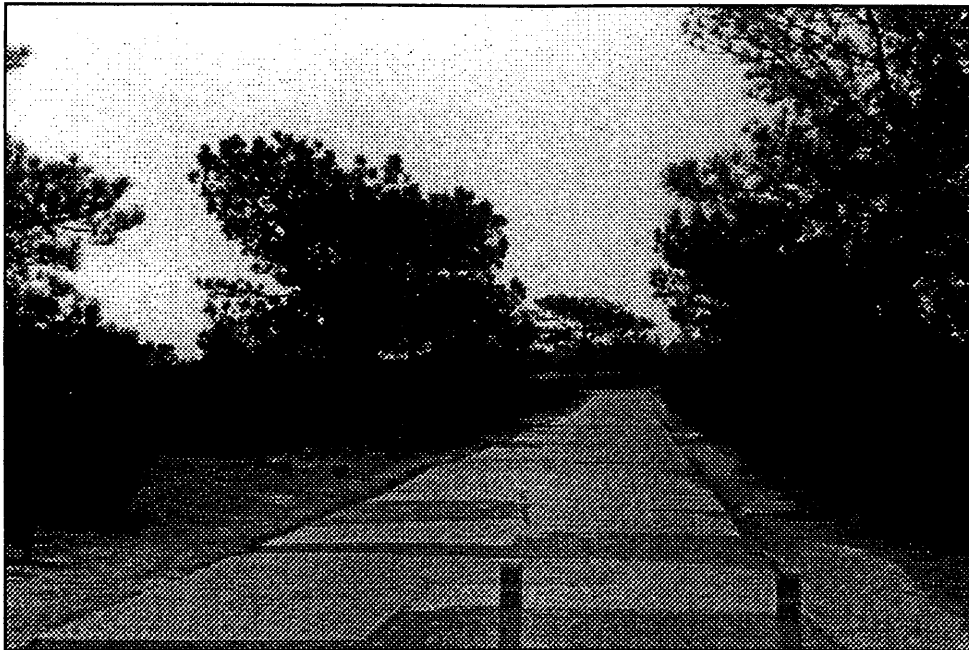


Torrey Pines Park Road  
View Looking Southeast

S-curve Approaching High Point and Entrance to Guy  
L. Fleming Residence at Left. Torrey Pines Lodge in  
Distance  
Photograph Taken by Alexander D. Bevil  
April 1998

*Torrey Pines Park Road  
San Diego Co.  
CA*

Attachment 2c

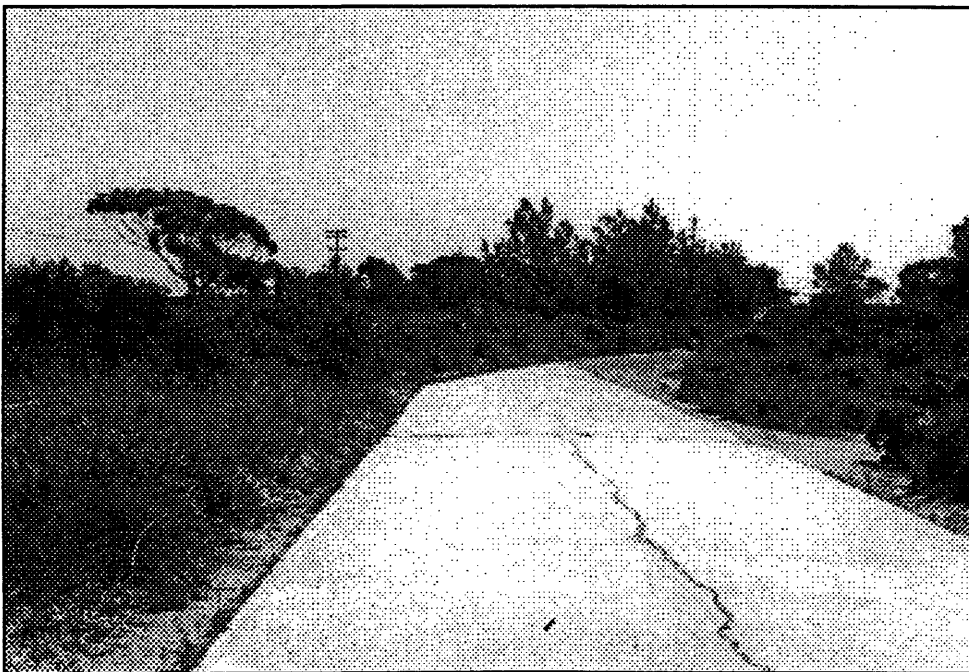


Torrey Pines Park Road

View Looking South

Beginning of Concrete Pavement South of Torrey Pines Lodge

Photograph Taken by Alexander D. Bevil  
April 1998



Torrey Pines Park Road

View Looking Southeast

Terminus of Concrete Pavement

Photograph Taken by Alexander D. Bevil  
April 1998

*Torrey Pines Park Road  
San Diego Co.  
CA*