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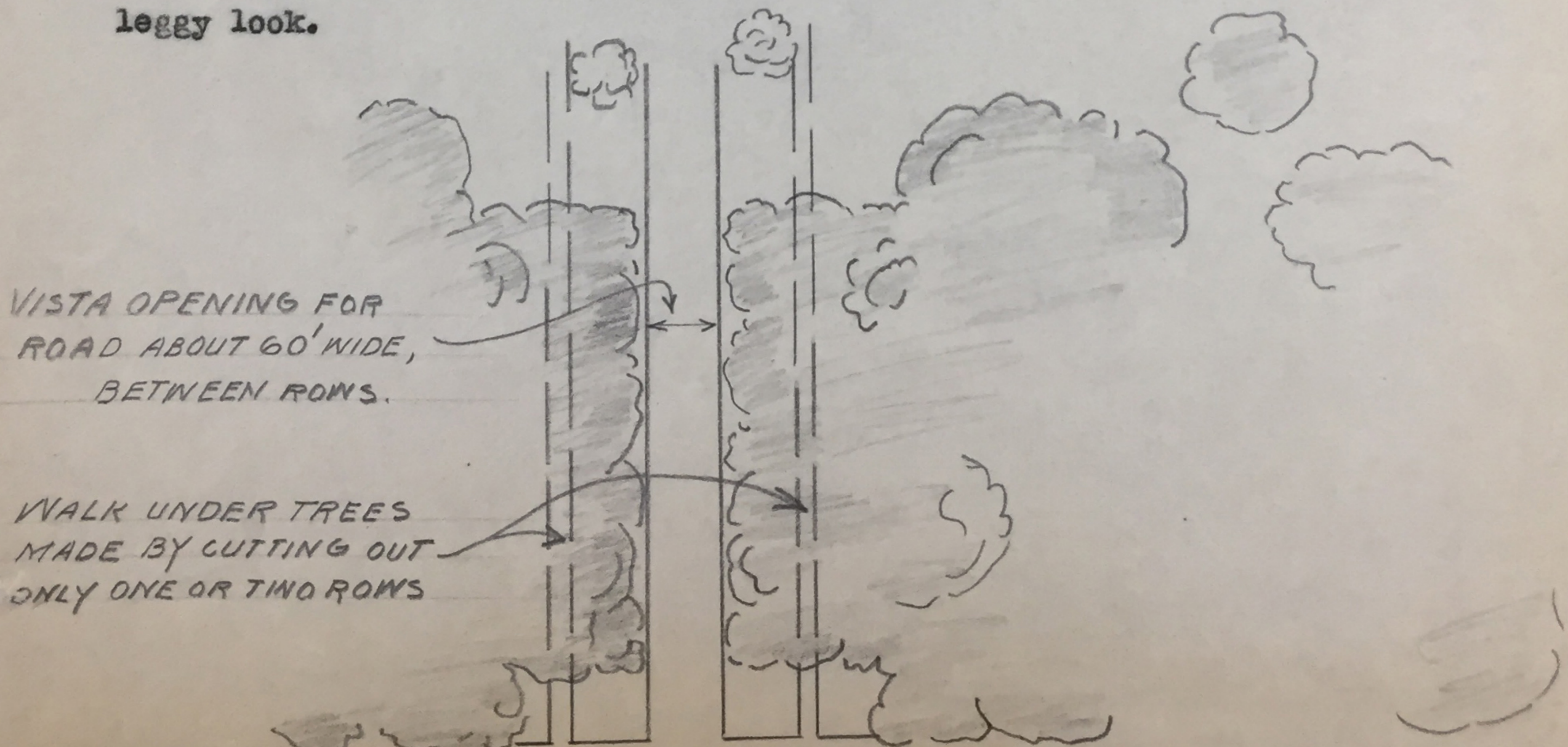
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F. L. O.
Dec. 29. 22

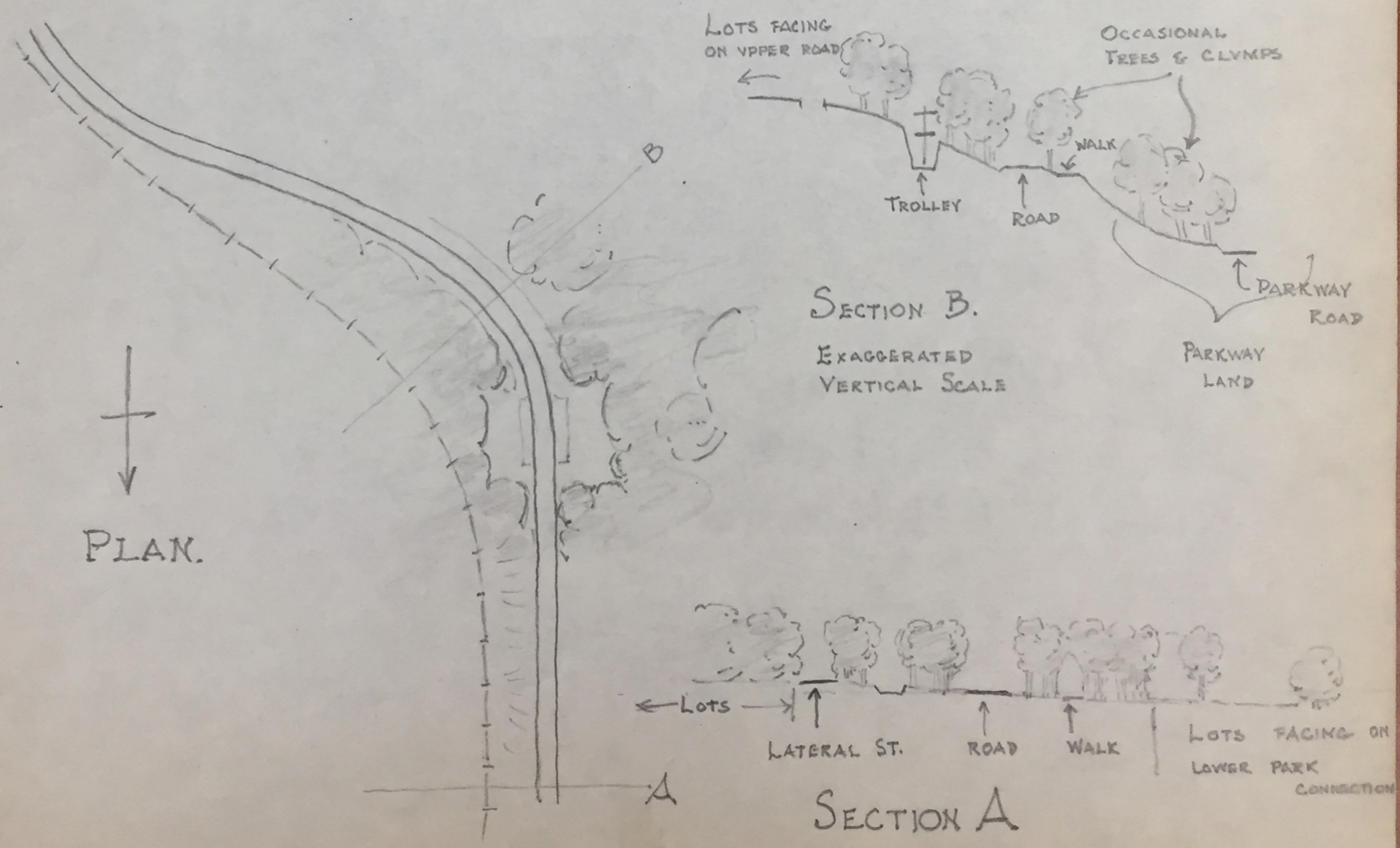
ENTRANCE FROM REDONDO DIRECTION

I advise against a large plaza or any other marked demonstration at the property line where it would be liable to be spoiled by developments in contact with it outside the property. I think the most effective treatment at the entrance will be to plunge directly into the wood of Eucalyptus through an opening as narrow as would be practicable and dignified (since the flanking masses are not tall enough to be impressive if the opening is very wide) and after passing through this sylvan gateway for a considerable distance then widen out into an impressive demonstration where the view of the valley and hills and sea can burst upon one.

I am inclined to think it would be worth while to make this first entrance portion straight and parallel with the rows of Eucalypti, frankly a formal gateway effect. Of course the trees can be thinned, and in the areas away from the main road should be thinned to an irregular aspect, but we might better make a virtue of necessity right along the entrance road by adopting a frankly formal design. Also I have noticed repeatedly that, when the trees get older, strip like masses of Eucalypti some 30 to 50 feet wide and planted very thick even as close as those along our north boundary, make extraordinarily effective masses. The very density of trunks is impressive and enough light gets in from the sides to maintain low foliage and destroy any excessively leggy look.



Of course this sketch doesnot provide for trolley line. That should certainly be carried through this entrance section in a separate slice through the trees, whether on one side or the other. Probably it ought to go on the uphill or Easterly side. This would avoid its poles and wires encumbering the view from the main road, where the latter bursts out upon the valley view after traversing the Eucalyptus woods. It would also give a better grade for the track, ^{and} avoid dropping so far between summits. Where the side slope gets steep, in the region where the main road would come out of the woods into the valley view and begin to curve around the hill to the left (probably in fill, so as to avoid an ugly bank on the uphill side separating it from the nearest remaining trees) the trolley line could probably be carried far enough back (in heavy cut) to leave the wooded hillside effect next the road substantially undisturbed at the same time easing the curvature of the track. Thus:



I am still inclined to think that the best bet about the town plaza and the thoroughfares is: 1. To put the first constructed main roads through on the lines we last discussed on the ground, which is certainly the cheapest way. 2. To have an irregular sloping rather triangular picturesque plaza consisting of a widening of those main roads, on the lines of my rough study which will certainly be more convenient and give greater store values at the start than the separation of the stores from the main highway. 3. To reserve locations for a future ^{CROSS} connection by means of a viaduct supplying a by-pass for the main roads to go east of the town at some future time if considered worth while. The trolley location might either be through the plaza as I sketched, but preferably in a separate right of way to the S.E. involving heavy cut it is true, but supplying material for considerable filling that will be needed in the valley crossing.

Another matter that needs active attention as soon as the valuations and preliminary selections map work permits (and Hussey might begin pushing it along soon) is preliminary studies on the basis of the selections map road locations for 1. Proposed elevations of streets at corners and summits, valleys, and important changes of grade and at important cuts and fills. 2. Preliminary locations and elevations of sewers. 3. Preliminary locations and elevations of contour water pipe lines (on which he is already started) and of reservoirs. 4. Preliminary locations of pole lines on the assumption that we might have to get along with little or no underground conduits.

The consideration of these preliminary locations and grades for utilities will, of course, have an important bearing on the revision of the street layout and lot layout of the selections map at or before the time we start to stake out trial street lines on the ground.

Yours ,

F. L. O.