

CLERK'S FILE COO

(R-2009-665)

118

RESOLUTION NUMBER R- 304484

DATE OF FINAL PASSAGE DEC 15 2008

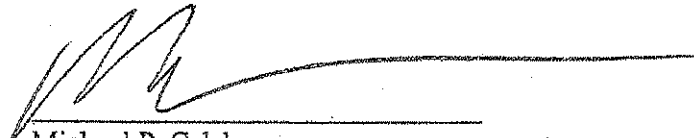
A RESOLUTION ACCEPTING THE RECOMMENDATIONS
CONTAINED IN THE TORREY PINES CORRIDOR STUDY.

BE IT RESOLVED, by the Council of the City of San Diego, that the Mayor or his representative is authorized to accept the recommendations contained in the Torrey Pines Corridor Study, dated October 2007 and provided in Attachments 1 and 2 herein.

BE IT FURTHER RESOLVED, that this activity is not a "Project" and therefore not subject to California Environmental Quality Act [CEQA] pursuant to State CEQA Guidelines Section 15060(c)(3).

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By



Michael P. Calabrese
Chief Deputy City Attorney

MPC:sc
11/17/08
Aud.Cert.: N/A
Or.Dept:E&CP
R-2009-665

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of DEC 2 2008.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 12.15.08
(date)


JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

Attachment 1

Recommendations from the Torrey Pines Corridor Study

1. Proposed Street Cross Sections

The proposed street cross sections at various points along Torrey Pines Road are shown as Attachment 2. These cross sections were prepared by Robert Thiele, architect, the chairperson of the study committee who volunteered his services. City staff has modified the figures for clarity and to reflect the correct right-of-way and the recommended dimensions, based on the City's Street Design Manual

2. Guardrail #9

Due to the roadway curvature and rapid elevation drop north of Torrey Pined Road, from Coast Walk to east of Prospect Place, a guardrail is proposed in this segment. The 420-foot long guardrail will prevent out-of-control vehicles from falling into the properties that are below Torrey Pines Road. The guardrail is to be made of concrete cobble stone and placed behind the sidewalk.

*Joey -
cost estimate*

3. Bollards

To provide pedestrian protection from potential run-away vehicles in the guardrail installation area, 18" concrete bollards spaced five feet apart, or some other type of positive barriers are recommended to be installed behind the curb lines, as determined by the City Engineer.

4. Sidewalks

Construct a 5-foot-wide unobstructed sidewalk and additional 2 feet of parkway on the north side of Torrey Pines Road. All the utility devises, such as telephone boxes, gas valves, light poles, etc., are recommended to be clear of the 5-foot sidewalk area, as appropriate.

5. Median Design

A ten-foot-wide, two-way left turn lane median is to be reconstructed in the center of Torrey Pines Road, west of Viking Way. The median will allow emergency vehicles to drive over it. Residents on the north side of the road will be able to use the median to make left turns into their driveways. The type and material to be used for the median will be determined during the design phase of the project, based on the community input.

6. Bike Lanes

A 4 to 5-foot-wide continuous marked bike lane is recommended along each side of Torrey Pines Road.

7. Speed Indicators

Traffic calming devises such as "V Calm" speed indicators, are proposed at two locations on Torrey Pines Road so that motorists are advised about their traveling speed: 1) For eastbound traffic, install a unit east of Amalfi Street. 2) For westbound traffic, install a unit just west of St. Louis Terrace.

\$30k (2)

R- 304484

Attachment 1 (continued)

8. Transverse Striping

To reduce the speed of motorists, another traffic calming device known as transverse striping may be used. Transverse pavement marking patterns create, for drivers, the impression of increasing speed. They may be installed in both directions, ahead of the proposed unmarked pedestrian crossings at Amalfi Street and St. Louis Terrace.

9. Little Street Landscape Area \$ 880,000

Construct a new landscape area to include a landscape pallet at Little Street.

10. Lighting

Relocate light poles and signage outside of the sidewalk area, as appropriate.

11. Amalfi Landscape Area \$ 230,000

Construct a new landscape area to include a bus stop and landscape pallet, similar to the Little Street Landscape Area, at Amalfi Street.

12. Bluff Stabilization

The bluff stabilization is recommended to be done with concrete rock planted wall on the south side of Torrey Pines Road, between Roseland Drive and Hillside Drive, and between Amalfi Street and Coast Walk. The design could be three dimensional rockspace with 100% concrete stone wall plantscape or other appropriate material. The Engineering and Capital Projects Department plans to provide slope reconstruction along the south side of Torrey Pines Road, where needed, as a separate CIP project. The first segment of this project is 350 feet long and is located between Lookout Drive and Roseland Drive. The design is complete and the project awaits funding to be constructed.

13. Parkway Trees

As a beautification measure and added safety feature, the following tree options for the parkway segment that is to be constructed between the roadway and the sidewalk: Washingtonia Robusta (Mexican Fan Palm); King Palm; Queen Palm; Tristania Laurina (Water Gum); and Jacaranda. Final decision regarding tree selection will be made during project design phase, based on community input.

✓ 14. Fences Est. \$ 250,000

The following fence standards are proposed as replacements options for existing chain link fences along the north side of Torrey Pines Road in areas where view corridors, per the La Jolla Community Plan, exist. A) 48'-high pedestrian barrier with wooded posts and 2"x6" grid with coated wire fabric in black. B) 72"-high property ridge fence with wooden posts and 2"x6" grid wire where there is no identified public view.

15. View Corridors

Create view corridors per the La Jolla Community Plan. This involves lowering (or replacing) the existing landscaping, as appropriate, per city standards.

R- 304484

Attachment 1 (continued)

16. Guardrail

Install a 42"-high guardrail (3-cable or timber) east of Coast Walk and across from Amalfi Street, as appropriate.

17. Noise Reduction Pavement

To reduce the noise of traveling vehicles along Torrey Pines Road, use of a recycled tire mix with asphalt or other approved material are encouraged, as appropriate.

18. Signage

Relocate all signage from median and sidewalk to the parkway area, as appropriate.

19. Stormwater Drainage

To improve drainage, it is recommended the curb in front of the catch basin on the south side of Torrey Pines Road, across from Charlotte Street be removed, as appropriate.

20. Maintenance Assessment District

Establish a Maintenance Assessment District to pay for the upkeep of the new landscaped areas and trees.

21. New Pedestrian Signal at Torrey Pines Road/Princess Street

Install a new pedestrian traffic signal at the Torrey Pines Road/Princess Street intersection. The signal will operate as a pedestrian only traffic signal. However, it should contain the needed equipment to perform as a signal that can accommodate other vehicular movements should the need arise in the future, based on traffic safety, engineering studies and community needs.

R- 304484

Attachment 2

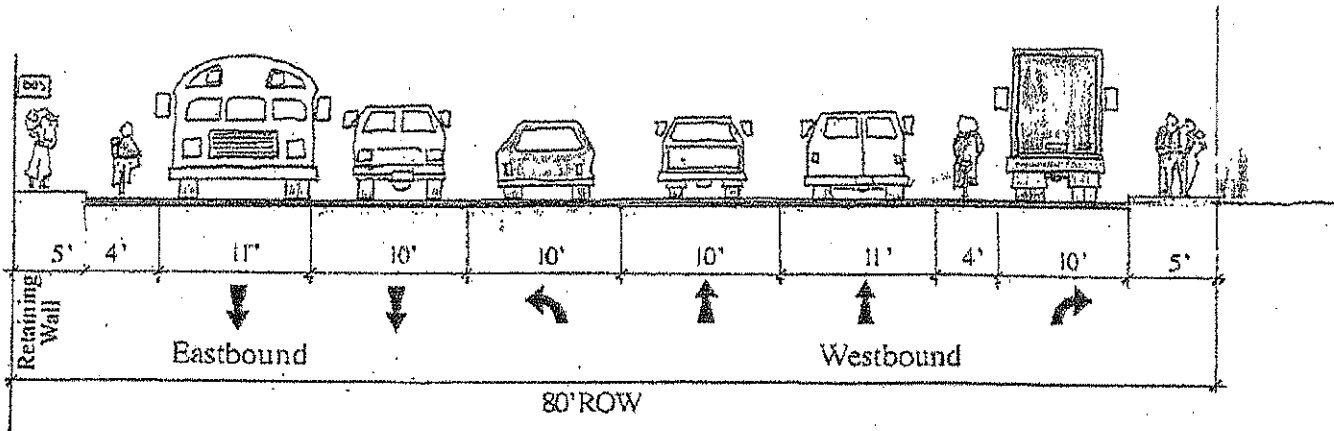


Figure 19a - Torrey Pines Road at Prospect Place

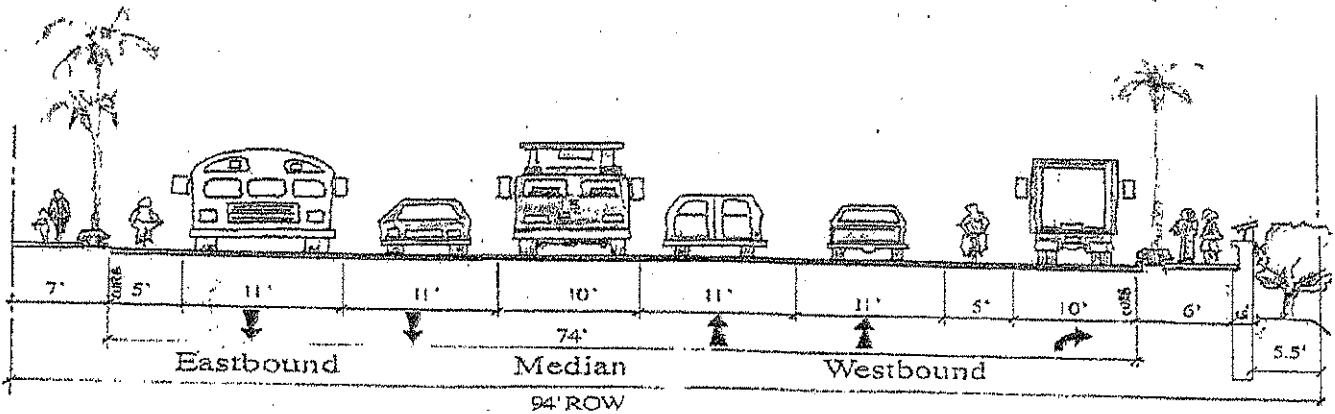


Figure 19b - Torrey Pines Road, 200' East of Prospect Place

R. 304484

Attachment 2 (continued)

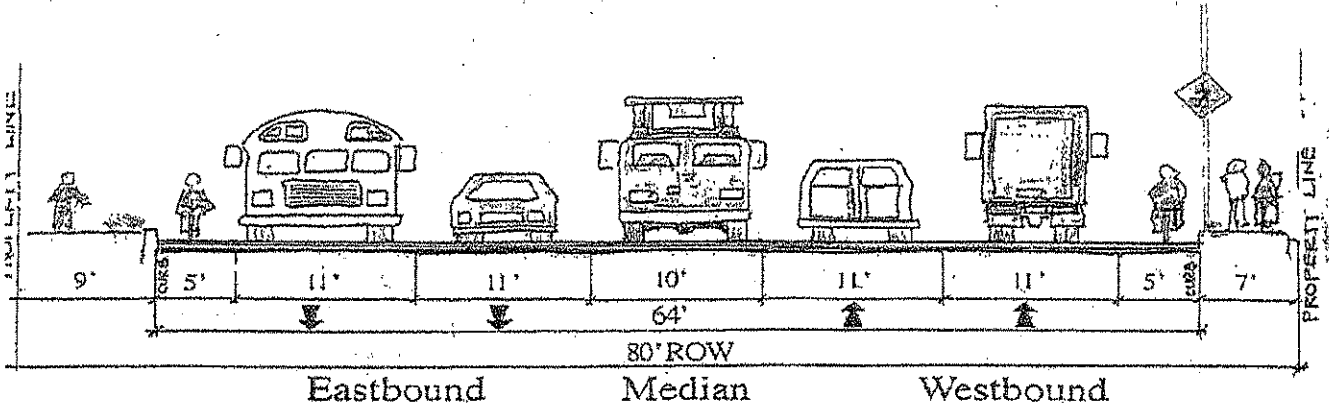


Figure 19c - Torrey Pines Road West of Princess Street

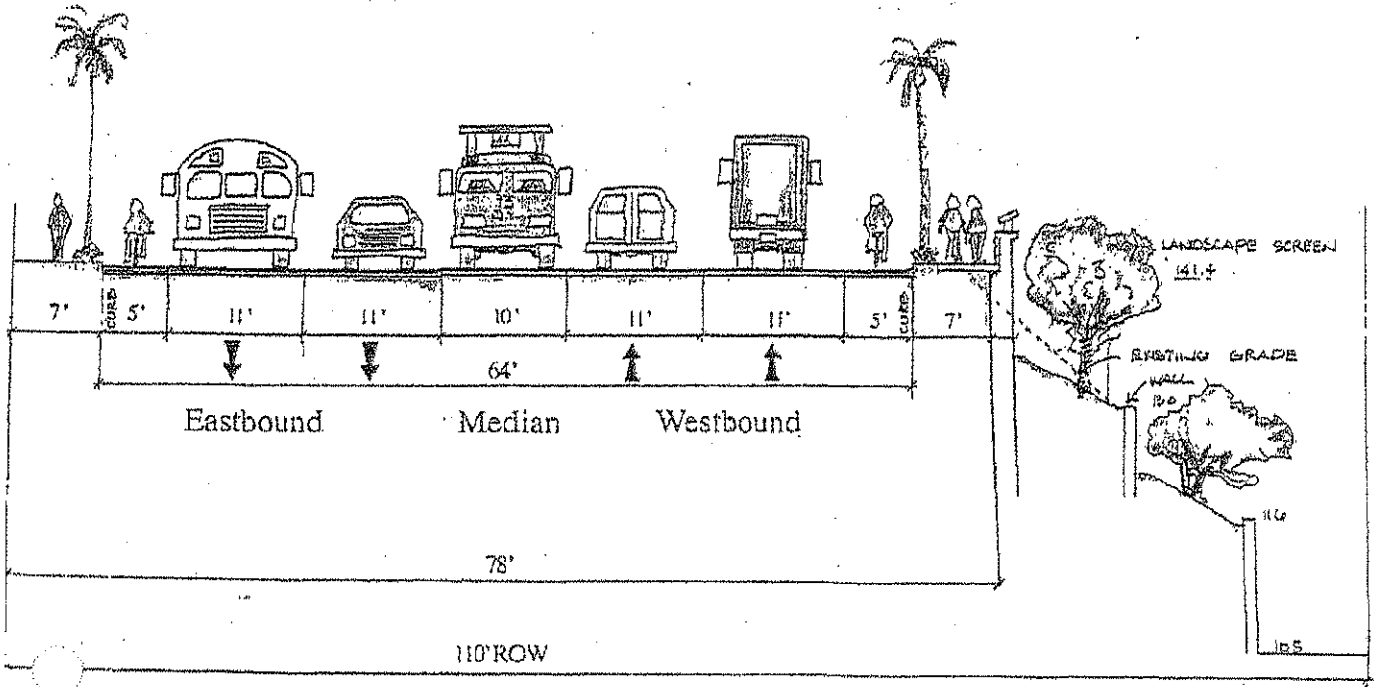


Figure 19d - Torrey Pines Road, 360' East of Prospect Place

R 304484