

RESOLUTION No. 212745

R. 75-1612


Adopted on MAR 6 1975

BE IT RESOLVED, by the Council of The City of San Diego as follows:

That the City's delegate to the Comprehensive Planning Organization (CPO) is hereby instructed to vote in support of the CPO Executive Director's recommendations contained in CPO Agenda Report No. R-3-B dated January 20, 1975 and entitled "Regionally Significant Arterial System," a copy of which is on file in the office of the City Clerk as Document No. 750461, subject to the amendments recommended by the Planning Department contained in a memorandum dated February 3, 1975 attached hereto and made a part of said Report.

APPROVED: JOHN W. WITT, City Attorney

By


C. M. Fitzpatrick
Senior Chief Deputy

CMF:vl
Rev. 2/26/75
File #622
Or. Dept.: T&LU Comm.

CITY of SAN DIEGO
MEMORANDUM

FILE NO.:

DATE : February 3, 1975 (Amended at Transportation & Land Use Committee 2/11/75)

TO : Transportation and Land Use Committee, Chairman Jim Ellis

FROM : James L. Goff, Planning Director

SUBJECT: CPO Regionally Significant Arterial System

Reference: CPO Board of Directors Agenda Report #R-3-b (1/20/75)

Introduction - Copies of a CPO staff report on the Regionally Significant Arterial System have been distributed to you by the committee consultant. This staff report was prepared jointly by the Planning Department and Department of Transportation. The report suggests amendments to the Regionally Significant Arterial System proposed by CPO staff. The proposed amendments have been reviewed with CPO staff and they have informally indicated their agreement with the suggested modifications.

Background - Joint guidelines prepared by the Federal Highway Administration (FHWA) and Urban Mass Transportation Administration (UMTA) of the U. S. Department of Transportation require the preparation of a 3-5 year "Transportation Improvement Program" prior to July 1, 1975. One element of that program is definition of a regionally significant arterial system as a basis for planning and reporting purposes. The CPO staff report R-3-b was developed for the purpose of defining a regionally significant arterial system. Following are suggested modifications to that plan based upon review by staff of the Planning Department and Department of Transportation.

Suggested Corrections (underlined portions)

1. Page 7 CPO Report - Correct limits for Waring Road (Princess View to Navajo Road).

Suggested Additions

To the 1975 System:

1. Add 10th & 11th (Market to I-5).
2. Add F & G (I-5 to Pacific Highway).
3. Add Palm Avenue (15th St. to I-5).
4. Add Convoy-Linda Vista (Friars to Clairemont Mesa).
5. Add Convoy (Clairemont Mesa to Route 52).
- 6.* Add West Bernardo, Bernardo Center, Carmel Valley, Black Mountain, Old 163 (from Lake Hodges to Clairemont Mesa Boulevard).

1975 FEB 27 AM 11:52

*Existing portions to be included in the 1975 system, other links to be included in the 1985 system.

212745

Add to 1985 System:

1. B and C (Home Avenue to 10th & 11th).

Add to 1995 System:

1. Palm Avenue (Route 75 to I-805).
2. Jackson Drive (Mission Gorge to Route 52).
3. Clairemont Mesa (Route 52 to Jackson Drive).

Deletions:


Delete National-Logan Avenues (I-5 to Euclid).

Delete Carmel Mountain (Rancho Penasquitos to Black Mountain).**

Recommendation

It is recommended that the proposed CPO Regionally Significant Arterial System be supported subject to the modifications outlined in this report.

Respectfully submitted,


James L. Goff
Planning Director

APS:mm

**Due to a name change, item 6 above (1975 System) was suggested as a replacement for this item.

xc: Mary Clark
Floyd Moore
Helen Cobb (SDG&E)
Curtis Fitzpatrick

212745



Board of Directors

Agenda Report No.: R-3-b

Date 1/20/75

DOCUMENT NO. 750461

FILED MAR 14 1975

OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

To: Board of Directors

From: Executive Director

Subject: Regionally Significant Arterial System

Federal and State requirements necessitate the definition of a regionally significant arterial system for planning and reporting purposes. The following report describes those requirements and discusses the methodology used to prepare the recommended regional arterial system described in Attachment 1. It is my

RECOMMENDATION

that the Board of Directors of the Comprehensive Planning Organization approve Attachment 1, the recommended listing of regionally significant arterials for Federal and State planning, reporting, and project review purposes. When approved, it will become part of the proposed Regional Transportation Plan with the understanding that through the Public Communications Program, these policy decisions, as they are made, will receive additional citizen and local agency review before the Board is asked to adopt the complete Regional Plan and its several elements in March 1975.

Discussion

Requirements for a Regional Arterial System

Joint FHWA/UMTA guidelines require the preparation of a three to five year "Transportation Improvement Program" prior to July 1, 1975, as a prerequisite to Federal assistance. This single, short range planning document is to be prepared for both the highway and transit modes. The program is required to identify all Federally-aided highway and transit projects and all non-Federally funded regionally significant projects.

212745

One function of the recommended regionally significant arterial system described in Attachment 1 is to define the regional system for reporting purposes in the "Transportation Improvement Program". It should be pointed out that a five-year "Transportation Improvement Program" prepared in conformance with the joint FHWA/UMTA guidelines will also satisfy the State Transportation Plan requirements of AB69.

In addition to fulfilling the above requirements, the adopted F.A.U. guidelines require the approval by the Regional Transportation Planning Agency (CPO) of all regionally significant projects. The definition of a regionally significant system as a part of the F.A.U. system is obviously needed to satisfy this requirement.

Preparation of the Recommended Regional Arterial System

The six criteria (for Regional Significance) in Attachment 2 were applied to the system of arterials shown on several current maps and plans. These included the County Circulation Element, the 1995 Functional Classification Plan, and the Select System maps and adopted circulation elements of various jurisdictions. The extent or geographic limits of the arterial system were largely determined by the areas anticipated to be urbanized by the year 1995 based on the approved CPO Regional Development Policies.

The areas anticipated to be urbanized are closely related to the sewer service area policies. These policies were based on the incremental expansion to the year 1995 of the 1981 sewer service area shown on the adopted CPO water resources plan. In order to be consistent with approved CPO Land Use and Transportation Policies, no new regionally significant arterials were proposed for areas not anticipated to be urbanized by 1995.

Attachment 1 is a listing of the recommended 1975, 1985, and 1995 regionally significant arterials within the F.A.U. Urban Boundary. Also included is a listing of recommended regionally significant non-urban routes. The recently adopted F.A.U. urban boundary is used to define the urban versus the non-urban arterials.

Table 1, below, shows the approximate mileage of the proposed regionally significant system for 1975, 1985, and 1995. The fact that the total system mileage remains relatively constant is a result of the assumed "replacement" of certain arterials by freeways over the 20 year planning period.

TABLE 1

	SYSTEM MILEAGE		
	<u>REGIONALLY SIGNIFICANT ARTERIAL SYSTEM</u>		
	<u>1975</u>	<u>1985</u>	<u>1995</u>
Urban	365	392	392
Non-Urban	<u>453</u>	<u>435</u>	<u>435</u>
Total	818	827	827

A breakdown of the urban mileage by jurisdiction is shown on Table 2.

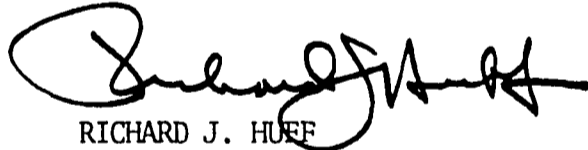
212745

TABLE 2

URBAN SYSTEM MILEAGE BY JURISDICTION
REGIONALLY SIGNIFICANT ARTERIAL SYSTEM

JURISDICTION	1975	1985	1995
San Diego	148.0	178.1	193.2
Escondido	25.2	19.0	19.0
El Cajon	11.0	11.7	10.7
Chula Vista	18.0	18.0	18.3
La Mesa	6.4	6.4	6.4
Oceanside	22.1	28.9	23.8
Carlsbad	16.8	16.8	16.8
San Marcos	4.6	4.6	4.6
National City	9.3	10.4	10.4
Del Mar	4.6	4.6	4.6
Imperial Beach	2.0	2.0	2.0
Vista	3.0	1.8	1.8
Coronado	10.9	10.9	10.9
San Diego County	<u>83.1</u>	<u>78.8</u>	<u>69.8</u>
Urban Total	365.0	392.0	392.3

The regionally significant arterial system has been reviewed and discussed by the City-County Thoroughfare Advisory Committee at the past several meetings. Prior to the January 20, 1975, Board of Directors meeting, the staff will make individual contact with all Thoroughfare Committee representatives regarding any changes in the recommended arterial system. Any modifications, additions, or deletions will be discussed at the January 20, 1975, Board of Directors meeting.



RICHARD J. HUFF

RJH/sh

Attachment

212745

RECOMMENDED URBAN ARTERIALS
OF REGIONAL SIGNIFICANCE

CARLSBAD

1975

- o Old Highway 101 (Carlsbad Boulevard - S. City Limit to N. City Limit)
- o El Camino Real (Palomar Airport Road to Route 78)
- o Palomar Airport Road (Oceanview Drive to Kelley Drive, El Camino Real to Rancho Santa Fe Road)

1985 and 1995

Same as 1975 System

CHULA VISTA

1975

- o Bonita Road (Willow Street to Central Avenue)
- o Broad (C Street to Moss Street)
- o E Street (I-5 to I-805)
- o L Street (I-5 to Telegraph Canyon Road)
- o Otay Lakes Road (Bonita Road to Telegraph Canyon Road)
- o Telegraph Canyon Road (I-805 to Otay Lakes Road)
- o 4th Avenue (C Street to L Street)

1985

Same as 1975 System

1995

Add Woodman Street (Bonita Road to Sweetwater Road)

212745

CORONADO1975

- o Route 75 (S. City Limit to San Diego-Coronado Bridge)
- o Route 282 (Route 75 to Naval Air Station)

1985 and 1995

Same as 1975 System

DEL MAR1975

- o Old Highway 101 (Camino Del Mar - S. City Limit to N. City Limit)
- o Jimmy Durante Boulevard (Camino Del Mar to Via de La Valle)

1985 and 1995

Same as 1975 System

EL CAJON1975

- o Fletcher Parkway (W. City Limits to Ballantyne)
- o Avocado Avenue (Dewitt Court to Main Street)
- o Ballantyne Street (Main Street to Broadway)
- o Chase Avenue (El Cajon Boulevard to Jamacha Road)
- o Jamacha Road (Gustavo Street to E. Main Street)
- o 2nd Street (Main Street to Cresthill Road)

1985

Same as 1975 System

1995

Delete: Jamacha Road (Gustavo Street to Junction of Route 54)

Replaced by Route 54 Expressway.

212745

ESCONDIDO1975

- o Ash Street (Lincoln Avenue to Third Avenue)
- o Bear Valley Parkway (Via Rancho Parkway to Valley Parkway)
- o Escondido Expressway (From Via Rancho to Nutmeg)
- o San Pasqual Valley Road (Third Avenue to Via Rancho Parkway)
- o Valley Parkway (Bear Valley Parkway to Via Rancho Parkway)
- o Via Rancho Parkway (I-15 to San Pasqual Valley Road)
- o Lincoln Avenue (Broadway to Ash Street)

1985

Delete Escondido Expressway

1995

Same as 1985 System

IMPERIAL BEACH1975

Route 75 (I-5 to N. City Limit)

1985 and 1995

Same as 1975 System

LA MESA1975

- o Baltimore Drive (Lakeshore Drive to El Cajon Boulevard)
- o El Cajon Boulevard (W. City Limit to I-8)
- o Fletcher Parkway (I-8 to N. City Limit)
- o Spring Street (University to Route 94)

1985 and 1995

Same as 1975 System

212745

NATIONAL CITY1975

- o Route 54 (I-805 to E. City Limit)
- o Harbor Drive (I-5 to N. City Limit)
- o Euclid Avenue (Plaza Boulevard to N. City Limit)
- o Highland Avenue (Division Street to C Street)
- o National Avenue (I-5 to C Street)
- o Plaza Boulevard (I-5 to Paradise Valley Road)

1985 and 1995

Add: Euclid Avenue (I-805 to Plaza Boulevard)

Delete: Route 54: Replaced by Freeway

OCEANSIDE1975

- o Old Highway 101 (Hill Street - S. City Limit to I-5)
- o Vista Way (Hill Street to I-5)
- o El Camino Real (Route 78 to N. River Road)
- o N. River Road (El Camino Real to Vandergrift Boulevard)
- o Oceanside Boulevard (Hill Street to El Camino Real)
- o Vandergrift Boulevard (N. River Road to Camp Pendleton)
- o Route 76 (I-5 to Urbanized Boundary)

1985 and 1995

- o Add: Oceanside Boulevard (El Camino Real to Melrose)
Melrose Drive (Vista City Limits to Vandergrift Boulevard)

SAN MARCOS1975

- o Encinitas Road (Rancho Santa Fe Road to Route 78)
- o Twin Oaks Valley Road (Encinitas Road to Deer Springs Road)

1985 and 1995

Same as 1975 System

VISTA1975

- o Santa Fe Avenue (S. Santa Fe Avenue to N. Santa Fe Avenue)
- o Vista Way (Route 78 to Santa Fe Avenue)

1985 and 1995

Delete: Santa Fe Avenue and Vista Way

Add: Melrose Drive (Route 78 to Route 76)

CITY OF SAN DIEGO1975

- o Route 209 (I-5 to Cabrillo Monument)
- o Route 15 (Wabash Boulevard - I-5 to Market Street)
- o Route 15 (40th Street - I-805 to Monroe Street)
- o Ardath Road (Torrey Pines Road to I-5)
- o Balboa Avenue (I-5 to Route 163)
- o Beyer Boulevard (Main Street to E. Beyer Boulevard)
- o E. Beyer Boulevard (Beyer Boulevard to I-5)
- o Beyer Way (Main Street to Beyer Boulevard)
- o College Avenue (Route 94 to Navajo Road)
- o Collwood Boulevard (54th Street to Montezuma Road)

212745

City of San Diego (Continued)

- o El Cajon Boulevard (Park Boulevard to La Mesa City Limit)
- o Euclid Avenue (Division Street to 54th Street)
- o Eastgate Mall (Genesee to I-805)
- o Fairmount Avenue (Home Avenue to I-8)
- o Friars Road (Seaworld Drive to Mission Gorge Road)
- o Genesee Avenue (N. Torrey Pines Road to Route 163)
- o Grand Avenue (Balboa to Ingraham Street)
- o Harbor Drive (I-5 to Nimitz Boulevard)
- o Hawthorne and Grape Street (I-5 to Harbor Drive)
- o Home Avenue (Route 94 to Fairmount Avenue)
- o Imperial Avenue (I-5 to Lisbon Street)
- o Ingraham Street (Sea World Drive to Loring Street)
- o Jackson Drive (Lakeshore Drive to Navajo Road)
- o La Jolla Boulevard, Pearl Street, Girard Avenue (Mission Boulevard to Torrey Pines Road)
- o La Jolla Village Road (Torrey Pines Road to Genesee)
- o Lakeshore Drive (Jackson Drive to Baltimore Drive)
- o Lisbon Street (Imperial to Jamacha)
- o Logan Avenue (43rd Street to Euclid Avenue)
- o Loring Street (La Jolla Boulevard to Foothill Boulevard)
- o Madera Street (Imperial to 69th Street)
- o Market Street (Harbor Drive to Imperial Avenue)
- o Meadowbrook Drive (Route 54 to Lisbon Street)
- o Midway Drive, Barnett Avenue (Pacific Highway to Ingraham Street)
- o Miramar Road (I-15 to Eastgate Mall)
- o Mission Avenue (Park Boulevard to Texas Street)

212745

City of San Diego (Continued)

- o Montezuma Road (Fairmount Avenue to El Cajon Boulevard)
- o National Avenue (I-5 to Logan Avenue)
- o Navajo Road (Waring Road to Fletcher Parkway)
- o Nimitz Boulevard (Harbor Drive to Ingraham Street)
- o Old Highway 101 (N. Torrey Pines Road - La Jolla Village Drive to Del Mar City Limits)
- o Pacific Highway (Grape Street to Barnett Street)
- o Palm Avenue (I-5 to I-805)
- o Paradise Valley Road (Plaza Boulevard to Meadowbrook Drive)
- o Park Boulevard (I-5 to Mission Road)
- o Pomerado Road (I-15 (Hodges) to Stone Canyon Road)
- o Princess View Drive (Waring Road to Mission Gorge Road)
- o Sea World Drive (Ingraham to Friars Road)
- o Texas Street (I-8 to Mission Avenue)
- o Tierrasanta Boulevard (I-15 to Mission Gorge Road)
- o Torrey Pines Road (Girard Road to La Jolla Village Drive)
- o Wabash Boulevard (Harbor Drive to I-5)
- o Waring Road (I-8 to Navajo Road)
- o Washington Street (Pacific Highway to Park Boulevard)
- o 10th and 11th Streets (Harbor Drive to Market Street)
- o 43rd Street (Logan Avenue to Highland)
- o 54th Street (Euclid Avenue to Collwood Boulevard)

1985

Add: 69th Street (Imperial Avenue to Mallard Street)
 Balboa Avenue (Route 163 to I-15)
 Carmel Mountain Rd (Rancho Penasquitos Blvd. to Black Mountain Rd)

212745

City of San Diego (Continued)

Jackson Drive (Navajo to Mission Gorge Road)
La Jolla Village Drive (Genesee to Miramar Road)
Jamacha Road (Lisbon to Sweetwater Road)
Mira Mesa Boulevard (I-15 to I-805)
Navajo Road (I-8 to Waring)
Picador Boulevard (Palm Avenue to Beyer Boulevard)
Smythe Avenue (Route 75 to Beyer Boulevard)
Portions of Black Mountain Road, Carmel Valley Road, Bernardo
Center Drive, & Bernardo Drive (parallel route to I-15
from Route 163 to I-15 near Hodges)

Delete:

Eastgate Mall (Miramar Road to Genesee Avenue)
Waring Road (I-8 to Princess View)
Beyer Way (Palm Avenue to Beyer Boulevard)

1995Add to 1985 System:

El Camino Real (Via De La Valle to Mira Mesa Boulevard)
Pomerado Road (I-15 at Miramar to Poway Road)
Woodman Street (Route 54 to Imperial Avenue)

Delete from 1985 System:

Manchester Avenue (I-5 to El Camino Boulevard)

212745

SAN DIEGO COUNTY1975

- o Route 54 (National City Limit to Sweetwater Road)
- o Route 94 (San Diego City Limit to Urbanized Boundary)
- o Old Highway 101 (S-21 - Del Mar City Limit to Carlsbad City Limit)
- o Avocado Boulevard (Route 94 to Dewitt Court)
- o Bonita Road (I-805 to Sweetwater Road)
- o Broadway (Main Street in Otay to Moss Street)
- o Deer Springs Road (Twin Oaks Valley Road to I-15)
- o El Camino Real (Manchester Avenue to Palomar Airport Road)
- o Imperial Avenue (Lisbon Street to Route 94)
- o Jamacha Boulevard (Sweetwater Road to Route 94)
- o Jamacha Road (Route 94 to Gustavo Street)
- o Lake Jennings and Park Road (Mapleview to I-8)
- o Manchester Avenue (I-5 to El Camino)
- o Mission Gorge Road (I-8 to Route 67)
- o Mapleview Street (Route 67 to Lake Jennings)
- o N. Santa Fe Avenue (Vista City Limits to Route 76)
- o Palomar Airport Road (Kelley Drive to El Camino Real)
- o Paradise Valley Road (Meadowbrook Drive to Sweetwater Road)
- o Pomerado Road (Stone Canyon Road to Poway Road)
- o Poway Road (I-15 to Espola Road)
- o Sweetwater Road (Bonita Road to Broadway)
- o 2nd Street (Cresthill Road to Route 67)
- o 4th Street (L Street to Beyer Way)
- o Wintergardens Boulevard (Pepper Drive to Route 67)
- o Worthington Street (Route 54 to Paradise Valley Road)
- o Woodside Street (Mission Gorge Road to Route 67)

212745

San Diego County (Continued)1985Add:

Melrose (Vista City Limits to Route 76)

69th Street (Mallard Street to Route 94)

Jamacha Road (Sweetwater Road to Jamacha Boulevard)

Delete:

N. Santa Fe Avenue (Vista City Limits to Route 76)

Sweetwater Road (Route 54 to Broadway)

1995Add to 1985 System:

El Camino Real (Manchester to Via De La Valle)

Woodman (Sweetwater Road to Route 54)

Delete:

Manchester Avenue

Mission Gorge (Mast Blvd. to Route 67) Replaced by Route 52 Freeway

Jamacha Boulevard (Sweetwater Road to Route 94)

Jamacha Road (Route 94 to Gustavo Street)

RECOMMENDED NON-URBAN ARTERIALS
OF REGIONAL SIGNIFICANCE

SAN DIEGO COUNTY

- o State Route 67 (Mapleview Street to State Route 78)
- o State Route 76 (Melrose Drive to State Route 79)
- o State Route 78 (Via Rancho Parkway to Imperial County Line)
- o State Route 79 (I-8 to Riverside County Line)
- o State Route 94 (Jamacha Road to I-8)
- o State Route 188 (State Route 94 to Mexican Border)

- o County Route S-1 (State Route 94 to State Route 79)
- o County Route S-2 (County Route S-22 to Imperial County Line)
- o County Route S-3 (State Route 78 to County Route S-22)
- o County Route S-4 (Espola Road to State Route 67)
- o County Route S-6 (El Camino Real to Via Rancho Parkway)
- o County Route S-6 (Bear Valley Parkway to State Route 76)
- o County Route S-13 (State Route 76 to I-15)
- o County Route S-22 (State Route 79 to Imperial County Line)
- o Otay Lakes Road (Telegraph Canyon Road to State Route 94)

- o I-15 (Deer Springs Road to Riverside County Line)

Delete: I-15 for 1985 and 1995

212745

ATTACHMENT 2

CRITERIA FOR SELECTING
REGIONALLY SIGNIFICANT ARTERIAL SYSTEM

Regionally significant arterials constitute that part of the street and highway system which, in conjunction with the system of freeways and expressways, provide for maximum mobility within communities and for accessibility between communities. Regionally significant arterials:

1. Provide direct access to or between freeways or other regionally significant arterials, insuring continuity of the freeway and arterial network throughout the Region.
2. Provide continuity of service between and within cities and other urban communities, and employment areas.
3. Provide high levels of regional service to major public and other regionally significant facilities, including:
 - o major business and shopping centers and government centers serving the region's population;
 - o industrial and other major employment areas;
 - o military installations, port and other facilities;
 - o regional transportation terminals;
 - o major hospitals and other major health facilities;
 - o regional parks, beaches and major sports or other recreational facilities; and,
 - o colleges and universities, and other education institutions serving the region's population.
4. Generally accommodate longer trips in corridors of higher traffic volume or density by providing higher geometric and traffic engineering design standards such as preferential signal treatment, limitation and separation of left turns, limited driveway and other access controls, grade separations or interchanges at critical locations, etc.
5. Provide balancing links between parallel freeways or other major regional arterials for better trip distribution and efficiency of system operation.
6. Provide supplemental traffic capacity paralleling high volume freeways or other major regional arterials to relieve congestion in extremely high volume travel corridors.

Passed and adopted by the Council of The City of San Diego on MAR 6 1975,
 by the following vote:

Councilmen	Yeas	Nays	Excused	Absent
Gil Johnson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maureen F. O'Connor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lee Hubbard	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Leon L. Williams	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floyd L. Morrow	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bob Martinet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jim Ellis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jess D. Haro	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mayor Pete Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUTHENTICATED BY:

PETE WILSON
 Mayor of The City of San Diego, California.

(Seal)

EDWARD NIELSEN
 City Clerk of The City of San Diego, California.

By Patricia Polen, Deputy.

1975 FEB 27 AM 11:52

Office of the City Clerk, San Diego, California

Resolution Number 212745 Adopted MAR 6 1975