

COUNTY OF SAN DIEGO BOARD OF SUPERVISORS
REGULAR MEETING AGENDA

TUESDAY, AUGUST 26, 2025, 9:00 AM AND WEDNESDAY, AUGUST 27, 2025, 9:00 AM
COUNTY ADMINISTRATION CENTER,
BOARD CHAMBER, ROOM 310
1600 PACIFIC HIGHWAY, SAN DIEGO, CA 92101

LAND USE LEGISLATIVE SESSION
WEDNESDAY, AUGUST 27, 2025, 9:00 AM

Order of Business

- A. Roll Call to Reconvene from Tuesday, August 26, 2025
- B. Statement (just cause) and/or Consideration of a Request to Participate Remotely (emergency circumstances) by a Supervisor, if applicable.
- C. Closed Session Report
- D. Non-Agenda Public Communication: Individuals can address the Board on topics within its jurisdiction that are not on the agenda. According to the Board's Rules of Procedure, each person may speak at only one Non-Agenda Public Communication session per meeting. Speakers can choose to speak during either the General Legislative or Land Use Legislative Session.
- E. Approval of the Statement of Proceedings/Minutes for concurrent Special District meetings: Flood Control District meetings of June 24, 2025 and June 25, 2025; Sanitation District meetings of June 24, 2025 and June 25, 2025.
- F. Consent Agenda
- G. Discussion Items

NOTICE: THE BOARD OF SUPERVISORS MAY TAKE ANY ACTION WITH RESPECT TO THE ITEMS INCLUDED ON THIS AGENDA. RECOMMENDATIONS MADE BY COUNTY STAFF DO NOT LIMIT ACTIONS THAT THE BOARD OF SUPERVISORS MAY TAKE. MEMBERS OF THE PUBLIC SHOULD NOT RELY UPON THE RECOMMENDATIONS IN THE BOARD LETTER AS DETERMINATIVE OF THE ACTION THE BOARD OF SUPERVISORS MAY TAKE ON A PARTICULAR MATTER.

Supporting documentation and attachments for items listed on this agenda can be viewed online at www.sandiegocounty.gov/cob or in the Office of the Clerk of the Board of Supervisors at the County Administration Center, 1600 Pacific Highway, Room 402, San Diego, CA 92101. To access the meeting virtually and offer public comment via a call-in option, please go to: www.sandiegocounty.gov/telecomments for instructions.

ASSISTANCE FOR PERSONS WITH DISABILITIES:

Agendas and records are available in alternative formats upon request. Contact the Clerk of the Board of Supervisors office at 619-531-5434 with questions or to request a disability-related accommodation. Individuals requiring sign language interpreters should contact the Countywide ADA Title II Coordinator at (619) 531-4908. To the extent reasonably possible, requests for accommodation or assistance should be submitted at least 72 hours in advance of the meeting so that arrangements may be made. An area in the front of the room is designated for individuals requiring the use of wheelchair or other accessible devices.

LANGUAGE INTERPRETATION ASSISTANCE:

Language interpretation services for public speakers are available upon request to the Clerk of the Board of Supervisors at least 72 hours prior to the meeting (refer to Board Policy A-139 for additional information). Please contact the Clerk of the Board's office at (619) 531-5434 or via e-mail at publiccomment@sdcounty.ca.gov.

LEVINE ACT NOTICE: DISCLOSURES REQUIRED ON SPECIFIED ITEMS (GOVERNMENT CODE § 84308)

The Levine Act states that parties to any proceeding involving a license, permit or other entitlement for use pending before the Board must disclose on the record of the proceeding any campaign contributions of more than \$500 (aggregated) made by the parties or their agents to Board Members within the preceding 12 months. Participants with financial interests, and agents of either parties or participants, are requested to disclose such contributions also. The disclosure must include the name of the party or participant and any other person making the contribution; the name of the recipient; the amount of the contribution; and the date the contribution was made. This disclosure can be made orally during the proceeding or in writing on a request to speak.

Board of Supervisors' Agenda Items

CONSENT AGENDA

All agenda items listed under this section are considered to be routine and will be acted upon with one motion. There will be no separate discussion of these items unless a member of the Board of Supervisors or the Chief Administrative Officer so requests, in which event, the item will be considered separately in its normal sequence.

Agenda #	Subject
1.	ADMINISTRATIVE ITEM: SECOND CONSIDERATION AND ADOPTION OF ORDINANCE: TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION (06/25/2025 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 08/27/2025 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING) AND CEQA EXEMPTION FINDING

2. ADOPT A RESOLUTION AUTHORIZING THE DIRECTOR, PLANNING & DEVELOPMENT SERVICES, TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE COUNTY OF SAN DIEGO PROJECT: PLANNING FOR FIRST AND LAST MILE TRANSPORTATION SOLUTIONS IN UNINCORPORATED SAN DIEGO COUNTY VILLAGES AND CEQA EXEMPTION
(4 VOTES)
3. COUNTY OF SAN DIEGO TRACT NO. 5447-1 (FINAL MAP NO. 15938): APPROVAL OF SECOND AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION (INCREASE AMOUNT OF SECURITY AND EXTENSION OF TIME) FOR QUANTUM ESTATES LOCATED IN THE SAN DIEGUITO COMMUNITY PLAN AREA
4. GILLESPIE FIELD - NEW AVIATION LEASE WITH SKYVISIONX, INC. AND RELATED CEQA EXEMPTION
(4 VOTES)
5. GILLESPIE FIELD - NEW 50-YEAR AVIATION LEASE WITH AIRWORLD LLC. AND RELATED CEQA EXEMPTION
(4 VOTES)
6. GILLESPIE FIELD - NEW 50-YEAR AVIATION LEASE WITH MITRE AVIATION, L.P. AND RELATED CEQA EXEMPTION
(4 VOTES)
7. GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE A PORTION OF AN UNNAMED ALLEY IN THE FALLBROOK COMMUNITY PLAN AREA AND CEQA FINDING (VAC 2023-0205)
8. GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE A PORTION OF POINTE PARKWAY & GOLF POINTE DRIVE IN THE SPRING VALLEY COMMUNITY PLAN AREA AND CEQA FINDING (VAC 2022-0151)

DISCUSSION ITEM

- | Agenda # | Subject |
|-----------------|---|
| 9. | TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA FINDING
(08/27/2025 - ADOPT RECOMMENDATIONS) |
| <u>10.</u> | <u>CLOSED SESSION</u> |

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**1. SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA
EXEMPTION (06/25/2025 - ADOPT RECOMMENDATIONS
INCLUDING INTRODUCING AN ORDINANCE; 08/27/2025 - SECOND
READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED
ON SECOND READING) AND CEQA EXEMPTION FINDING
(DISTRICTS: 2, 3, 4, & 5)**

OVERVIEW

On June 25, 2025 (05), the Board of Supervisors took action to further consider and adopt the Ordinance on August 27, 2025.

The Traffic Advisory Committee (TAC) supports the Department of Public Works (DPW) traffic engineering program. The TAC was established by the Board of Supervisors (Board) in the 1950s to provide traffic regulations and recommendations within the unincorporated areas of the region. To be effective, the TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. The TAC meets every two months to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for the implementation of a traffic safety measure in unincorporated areas, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. The TAC recommendations are provided to the Board for consideration.

The TAC recommends the Board act on nine items from February 7, 2025, TAC meeting agenda:

District. Item	Description
2. 2-A	Single Oak Drive and Rockcrest Road in Lakeside. Review requested by residents. Establish an all-way stop intersection.
2. 2-B	Oro Street and Persimmon Avenue in unincorporated El Cajon. Review requested by residents. Establish an all-way stop intersection.
2. 2-C*	Arnold Way from Harbison Canyon Road to Tavern Road in Alpine. Review requested by DPW staff. Reduce the 40 MPH speed limit to 35 MPH and certify for radar enforcement.
3. 3-A*	Elfin Forest Road from Harmony Grove Road to San Marcos city limit (near Camino Cielo Azul) in Elfin Forest. Review requested by DPW staff. Reduce the 45 MPH speed limit to 40 MPH and certify for radar enforcement.

District. Item	Description
4. 4-A	Central Avenue and Lamar Street in Spring Valley. Review requested by residents. Establish an all-way stop intersection.
4. 4-B*	Avocado Boulevard from the El Cajon city limit (at Dewitt Court) to Madrid Way in unincorporated El Cajon. Review requested by DPW staff. Reduce the 45 MPH speed limit to 40 MPH and certify for radar enforcement.
5. 5-A	Old Highway 395 and Canonita Drive/Stewart Canyon Road in Monserate. Review requested by residents. Place the intersection on the County's traffic signal list for design and construction.
5. 5-B	Main Avenue and Elder Street in Fallbrook. Review requested by DPW staff. Establish an all-way stop intersection.
5. 5-C	Main Avenue and Ivy Street in Fallbrook. Review requested by DPW staff. Establish an all-way stop intersection.

Approval of Item 2-A on Single Oak Drive and Rockcrest Road in Lakeside (District 2), 2-B on Oro Street and Persimmon Avenue in unincorporated El Cajon (District 2), 4-A on Central Avenue and Lamar Street in Spring Valley (District 4), 5-B on Main Avenue and Elder Street in Fallbrook (District 5), and 5-C on Main Avenue and Ivy Street in Fallbrook (District 5) would enhance safety for pedestrians, bicyclists, and motorists by assigning a full stop to all vehicles approaching the intersections. Properly posted intersection stop controls reduce the number and severity of collisions by assuring reasonable drivers enter intersections at a low speed and have more time to take heed of the traffic situation.

Approval of Items 2-C on Arnold Way in Alpine (District 2), 3-A on Elfin Forest Road in Elfin Forest (District 3), and 4-B on Avocado Boulevard in Mount Helix/Calavo Gardens (District 4) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reduce the number and severity of collisions, and allow for enforcement.

Approval of Item 5-A on Old Highway 398 and Canonita Drive/Stewart Canyon Road in Monserate (District 5) will add the intersection to the County's traffic signal installation or modification list. The County's Traffic Signal List allows staff to seek funding for subsequent design and construction. Traffic control signals will provide safety enhancement measures for pedestrians, bicyclists, and all other road users. Properly designed traffic control signals help manage intersections safely and efficiently by coordinating vehicle and pedestrian movement.

The Board's action on Items 2-A on Single Oak Drive and Rockcrest Road in Lakeside (District 2), 2-B on Oro Street and Persimmon Avenue in unincorporated El Cajon (District 2), 4-A on Central Avenue and Lamar Street in Spring Valley (District 4), 5-B Main Avenue and Elder Street in Fallbrook (District 5), and 5-C Main Avenue and Ivy Street in Fallbrook (District 5) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance. Board direction on June 25, 2025 would allow implementation by DPW.

The Board's action on Items 2-C on Arnold Way in Alpine (District 2), 3-A on Elfin Forest Road in Elfin Forest (District 3), and 4-B on Avocado Boulevard in Mount Helix/Calavo Gardens (District 4) would introduce an ordinance to amend speed limit zones. This action would revise the County Code and requires two steps. On June 25, 2025, the Board will consider the TAC items. If the Board takes action as recommended on June 25, then on August 27, 2025, a second reading and adoption of ordinances amending the County Code would be necessary to implement the Board's direction. If the proposed ordinance is altered on August 27, 2025, then on that date a subsequent meeting date will be selected for the ordinance's adoption.

RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE

District 2:

Item 2-A. Single Oak Drive and Rockcrest Road in Lakeside - Establish an all-way stop intersection.

Item 2-B. Oro Street and Persimmon Avenue in unincorporated El Cajon - Establish an all-way stop intersection.

Item 2-C. Arnold Way from Harbison Canyon Road to Tavern Road in Alpine - Reduce the 40 MPH speed limit to 35 MPH and certify the speed limit for radar enforcement.

District 3:

Item 3-A. Elfin Forest Road from Harmony Grove Road to the San Marcos city limit (-near Camino Cielo Azul) in Elfin Forest - Reduce the 45 MPH speed limit to 40 MPH and certify the speed limit for radar enforcement.

District 4:

Item 4-A. Central Avenue and Lamar Street - Establish an all-way stop intersection.

Item 4-B. Avocado Boulevard from the El Cajon city limit (at Dewitt Court) to Madrid Way in unincorporated El Cajon - Reduce the 45 MPH speed limit to 40 MPH and certify the 40 MPH speed limit for radar enforcement.

District 5:

Item 5-A. Old Highway 395 and Canonita Drive/Stewart Canyon Road in Monserate - Place the intersection on the County's traffic signal list for design and construction.

Item 5-B. Main Avenue and Elder Street in Fallbrook - Establish an all-way stop intersection.

Item 5-C. Main Avenue and Ivy Street in Fallbrook - Establish an all-way stop intersection.

CHIEF ADMINISTRATIVE OFFICER

Adopt the following Ordinance:

ORDINANCE AMENDING SECTIONS 72.161.45.1., 72.163.21., AND 72.169.98.2. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-C, 3-A, and 4-B).

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls, and roadway markings supports vehicle safety on County of San Diego maintained roads. The transportation system must be safe for all road users, for all modes of transportation, in all communities, and for people of all incomes, races, ethnicities, ages, and abilities. Understanding travel patterns, where correctable crashes are occurring, and the disproportionate impacts on certain communities allows the Department of Public Works to identify actions to address the underlying causes, improve safety, and ensure there is justice in the enforcement of traffic regulations.

DPW's Local Roadway Safety Plan reviews correctable collisions along road segments within the unincorporated areas of the region and uses the Healthy Places Index (3.0) and CalEnviroScreen (4.0) to ensure that underserved populations are prioritized. The Traffic Advisory Committee (TAC) relies on the Local Roadway Safety Plan and performs reviews of regulatory traffic control devices such as signs and markings. While adherence to sign and marking standards developed by the California Department of Transportation is crucial to obtaining the compliance of most drivers, the TAC also relies on various community engagement methods such as the Tell Us Now! Mobile app, toll-free hotlines, and a customer service request program to intake reports on a wide variety of traffic concerns and ensure the concerns are addressed.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions have social, health and well-being, and environmental sustainability benefits. The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every two months to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, and ensure justice in enforcement of traffic regulations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in costs and revenue of \$24,542 in Fiscal Year 2025-26 for staff time, materials, and supplies. The funding source is the State Highway User Tax Account. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

2. **SUBJECT: ADOPT A RESOLUTION AUTHORIZING THE DIRECTOR, PLANNING & DEVELOPMENT SERVICES, TO EXECUTE AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE COUNTY OF SAN DIEGO PROJECT: PLANNING FOR FIRST AND LAST MILE TRANSPORTATION SOLUTIONS IN UNINCORPORATED SAN DIEGO COUNTY VILLAGES AND CEQA EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

On September 11, 2024 (6), the County of San Diego (County) Board of Supervisors (Board) adopted the 2024 Climate Action Plan (CAP), which establishes actions the County will take to meet greenhouse gas (GHG) emissions reduction targets for 2030 and 2045 and achieve a goal of net zero emissions by 2045. The CAP directs the County to increase access to first and last mile transportation services and connections (e.g., neighborhood electric vehicles, microtransit, bike/scooter-share) to reduce vehicle miles traveled (VMT) within the unincorporated area. These services help residents connect to public transit where it exists and support short, local trips to community destinations, particularly in areas without transit service.

On July 1, 2025, the County received notification of a successful application for the Fiscal Year 2025-26 Sustainable Transportation Planning Grant Program through the California Department of Transportation (Caltrans). The \$300,000 grant will support implementing the CAP through a planning effort titled *Planning for First and Last Mile Transportation Solutions in Unincorporated San Diego County Villages*. The project will begin in November 2025 and continue for the duration of the grant program, which concludes in June 2028. It will assess mobility needs and travel barriers across the unincorporated Villages and develop locally tailored strategies to plan, scale, and prioritize first and last mile transportation services. The project will serve as a foundation for future implementation by informing capital improvement planning, guiding future County budget funding requests and external grant applications, and supporting coordination with internal and regional partners. In addition to advancing transportation goals, the project supports housing feasibility in unincorporated Villages by improving mobility options, reducing transportation costs, and enabling housing near key destinations, particularly in areas without fixed-route transit. A requirement for the grant award acceptance is a current Local Board Resolution.

This is a request for the Board to adopt a Resolution authorizing the Director of Planning & Development Services (PDS), or a designee, to enter into a grant agreement with Caltrans and to waive Board Policy B-29 because the grant will not cover all administrative costs.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of CEQA Guidelines.
2. Adopt the Resolution entitled: A Resolution of the Board of Supervisors of the County of San Diego Authorizing the Director, Planning & Development Services, To Execute Agreements with the California Department of Transportation for the County of San Diego Project: Planning for First and Last Mile Transportation Solutions in Unincorporated San Diego County Villages (Attachment A).

3. Authorize the Director, Planning & Development Services, or their designee, to execute all required grant documents pertaining to the Fiscal Year 2025-26 California Department of Transportation Sustainable Transportation Planning Grants, including any annual extensions, amendments, and/or revisions that do not materially impact or alter the services or funding levels.
4. Waive Board Policy B-29: Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery, which requires full cost recovery for grants.
5. Establish appropriations of \$300,000 in Planning & Development Services, Services & Supplies to support implementation of Action T-6.3 through a planning effort titled Planning for First and Last Mile Transportation Solutions in Unincorporated San Diego County Villages, based on grant funding from the California Department of Transportation. **(4 VOTES)**

EQUITY IMPACT STATEMENT

This grant-funded planning effort will allow the County to create a First and Last Mile Transportation Services Evaluation and Implementation Plan that seeks to reduce transportation barriers and increase equitable access to essential services for residents in unincorporated areas, many of whom face high transportation costs, limited mobility options, and limited access to reliable transit. The project was developed in response to community feedback gathered during the County's Climate Action Plan (CAP) process, including input from underserved communities and rural residents, where community members identified the lack of affordable and accessible transportation as a major obstacle to opportunity, particularly for low-income and geographically isolated populations.

The project will use data sources such as Assembly Bill 1550 criteria and the Healthy Places Index to prioritize communities most in need in the evaluation and implementation strategy. Equity-centered engagement will be led in partnership with community-based organizations with environmental justice expertise to design and lead multilingual, culturally responsive public outreach throughout the planning process. The project will follow the County's Equity Implementation Framework, a CAP resource developed with community-based organizations and County equity-focused offices, providing step-by-step guidance to prioritize climate action, investments, and equitable outcomes and avoid unintended consequences in frontline communities across the unincorporated area.

The plan is expected to advance equity by reducing mobility challenges, improving access to employment, education, healthcare, and other critical services, decreasing vehicle miles traveled, and lowering transportation-related greenhouse gas emissions.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions advance the County's Sustainability Goals by supporting community-driven planning efforts that reduce greenhouse gas emissions, improve air quality, and increase access to essential services through equitable, multimodal transportation solutions. The project aligns with the goals to engage the community in meaningful ways and provide just and equitable access by prioritizing outreach to underserved and rural communities, using culturally and linguistically appropriate engagement strategies, and focusing investment in areas with the highest need. It also supports the goal to transition to a green, carbon-free economy by

reducing reliance on personal vehicles and encouraging sustainable mobility options, while protecting the health and wellbeing of residents through improved air quality and access to opportunity.

FISCAL IMPACT

Funds for this request are partially included in the Fiscal Year (FY) 2025-26 Operational Plan in Planning & Development Services (PDS). Total costs for the First and Last Mile Transportation Services Evaluation and Implementation Plan are estimated at \$338,868. The funding sources will be a grant from the California Department of Transportation (\$300,000) and matching funds (\$38,868) in the form of County staff time supported by existing General Purpose Revenue (GPR) in PDS. A waiver of Board Policy B-29: Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery is requested in the amount of \$38,868 in FY 2025-26 for program costs not covered by the grant and would be funded by existing GPR in PDS. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

3. **SUBJECT: COUNTY OF SAN DIEGO TRACT NO. 5447-1 (FINAL MAP NO. 15938): APPROVAL OF SECOND AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION (INCREASE AMOUNT OF SECURITY AND EXTENSION OF TIME) FOR QUANTUM ESTATES LOCATED IN THE SAN DIEGUITO COMMUNITY PLAN AREA (DISTRICT: 3)**

OVERVIEW

The San Diego County Code of Regulatory Ordinances establishes the requirements for time extensions for private developers to complete required improvements on their development projects, including new or improved roads, water, and sewer facilities. As conditions of their permits, private development applicants are often required to construct specific improvements that benefit the public, such as roads and stormwater drainage systems. In many cases, these improvements are accepted by the County of San Diego (County) into the County-maintained system to be owned, operated, and maintained by the Department of Public Works (DPW). Subdivision Improvement Agreements (IA) include the specific improvements that need to occur, when they need to be completed, and financial security requirements. The financial security requirements protect the County by ensuring any required improvements are constructed. In the event of a default by the applicant, the financial security can be used by the County to complete the required improvements. However, under certain circumstances, the County can grant time extensions to allow an applicant additional time to complete the improvements, while simultaneously preserving the County's rights to have the public improvements constructed by the applicant. The project developer has not started construction of housing project, as they are working to find a builder to construct the project, and therefore, the required improvements have also not begun.

The Quantum Estates project includes seven (7) single-family residential lots on 39.42 acres and is located in the San Dieguito Community Plan Area, south of the Del Dios Highway and El Camino Norte intersection, east of Paseo Delicias. On September 11, 2013 (8), the Board of

Supervisors (Board) approved the Subdivision Map and IA, which includes private street and drainage improvements, and water and sewer facilities onsite to serve the proposed homes. The IA required the improvements to be completed within two years. Pursuant to Subdivision Ordinance 81.405(c), the Director of Planning & Development Services (PDS) may extend the time for a subdivider to complete improvements once, for up to two additional years. The Board, however, may grant additional time extensions. The PDS Director approved an extension to the IA on January 5, 2016. On October 12, 2022 (Item #2), the Board of Supervisors of San Diego County approved the “First Amendment to Agreement to Improve Major Subdivision,” which extended the performance completion date for the improvements until October 12, 2024. Finally, on January 24, 2023, PDS approved an “Agreement to Assume Joint Agreement to Improve Major Subdivision,” entered into by County, District, Former Owner, Owner, and Holder, whereby Owner fully assumed all rights and obligations relating to the Joint IA, Joint Lien Contract and Holding Agreement. The subdivision owner has requested an extension for an additional two-years to construct the public improvements. There is no limitation on the number of extensions that can be approved by the Board. To date, no improvements or construction has begun on the overall project, including the single-family homes, but the developer has requested another extension to move the project forward. Ultimately, it is up to the applicant whether the project moves forward with construction. If the project does not move forward within the next two years, another extension would be required because no permits can be approved unless there is a valid improvement agreement with security.

This is a request for the Board of Supervisors (Board) to approve the Second Amendment to Agreement to Improve Major Subdivision (Second Amendment to Agreement), which includes an increase in the value of the security and a two-year extension of performance completion date for County Tract No. 5447-1 (Final Map No. 15938) also known as Quantum Estates.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the approval of the Second Amendment to Agreement and associated actions for County Tract No. 5447-1 is not a project subject to review under the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines because the activity is covered by the commonsense exemption and that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.
2. Approve and authorize the Clerk of the Board of Supervisors (Clerk) to execute the Second Amendment to Agreement and forward to County Recorder for recordation. This agreement extends the time to construct improvements to two (2) years after the execution of this Second Amendment to Agreement.

EQUITY IMPACT STATEMENT

Planning & Development Services (PDS) ensures that public improvements are constructed as part of new housing developments, such as roads and stormwater drainage systems. PDS ensures the completion of the public improvements through agreements and financial security, which ensures communities are safe. This extension to the improvement agreement will allow the

applicant additional time to complete the required public improvements, which will help provide housing for unincorporated communities.

SUSTAINABILITY IMPACT STATEMENT

Planning & Development Services (PDS) is committed to promoting sustainable community growth by ensuring that essential public infrastructure, such as roads and stormwater drainage systems, are appropriately constructed in new housing developments. These improvements are essential for creating safe, resilient, and environmentally responsible communities. The extension will provide additional time for the applicant to complete essential improvements for the projects. This ensures that housing developments in the unincorporated communities meet both current and future sustainability standards.

FISCAL IMPACT

There is no fiscal impact associated with the approval of the requested time extension as presented today. Any costs incurred to continue this project, at such time the owner moves forward, will be paid for by the developer. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

4. SUBJECT: GILLESPIE FIELD - NEW AVIATION LEASE WITH SKYVISIONX, INC. AND RELATED CEQA EXEMPTION (DISTRICT: 2)

OVERVIEW

The proposed action is the approval of a new 50-year aviation lease with SkyVisonX, Inc. (SkyVisionX) at Gillespie Field Airport (Gillespie Field) that benefits the leaseholder while also promoting the self-sufficiency of Gillespie Field and enhancing the economic viability of the County Airport system.

The County of San Diego (County) operates Gillespie Field, a general aviation airport in the City of El Cajon. Gillespie Field is a 757-acre publicly owned facility that serves the aviation needs of the City of El Cajon and surrounding cities. The airport is one of seven airports owned by the County of San Diego and operated by the Department of Public Works (DPW) using funding from the Airport's self-sustaining maintenance and operations fund (Airport Enterprise Fund/AEF), at no cost to the General Fund. Gillespie Field is the oldest and largest of the seven airports and includes runways, a control tower, and a terminal, as well as many airport-related businesses.

Gillespie Field and its two airport industrial parks generate an estimated \$403 million in direct economic impact and support 3,164 jobs in the City of El Cajon. These activities generate an estimated \$919 million in direct, indirect, and induced economic impacts and support 6,250 jobs throughout San Diego County. The airport is home to flight schools, repair and maintenance shops, aircraft storage, aircraft sales and rental services, fuel providers, and instrument and avionics shops. The airport also functions as an essential emergency response resource for CalFire, Mercy Air, and Aerial Support to Regional Enforcement Agencies (ASTREA).

Additionally, the airport supports public utility delivery through the San Diego Gas & Electric (SDG&E) leasehold on the property.

There are 19 aviation leaseholds located within the fenced aviation portion of Gillespie Field. One of the largest leaseholds (Gillespie Field Hangars) is about 11 acres and was reverted to the County for management on August 1, 2020. The site consists of two parcels (5.42 acres and 5.49 acres), situated on the northeast side of Gillespie Field. The leasehold is improved with seven rows of aircraft storage hangars, varying in size. The site was offered for an aviation lease through a competitive process, Request for Proposals (RFP), on February 21, 2025. The County received five proposals through the RFP, and after a competitive evaluation and rating, the County engaged in negotiations with the successful proposer, SkyVisionX.

This is a request to approve a new 50-year aviation lease agreement with SkyVisionX. As part of the lease agreement, SkyVisionX will pay the County a total of \$1.4M for the hangar structures already built on the property, as well as a monthly base rent through the duration of their lease. The company has also agreed to invest \$9.3M in capital improvements over a five-year period, adding additional value to the leasehold and far exceeding the \$2.7M minimum required capital improvements. SkyVisionX proposes replacing two hangar rows to fit larger private planes to meet the current and future aviation needs at Gillespie Field. New additions will include solar panels, Light Emitting Diode (LED) lighting, 50% estimated reduction in emissions in new hangar facilities, high-efficiency insulation including in roof upgrades, water conservation and xeriscape landscaping, and electric vehicle charging stations. Additional improvements that SkyVisionX plans to make on the County property include re-surfacing the ramp and taxi lanes of rows A-E, redesigning an area for tie-downs, and modernizing existing hangars to meet current standards, all with a focus on sustainable materials.

If approved, the lease will allow SkyVisionX to access financing opportunities to support the amortization of their loans and fund these planned investments that advance the County's property value and sustainability efforts. The proposed lease aligns with FAA Guidance and state law regarding lease terms. As a part of the lease conditions, the lease includes new County Policies, such as the Working Families Ordinance (WFO) and sustainability provisions. The Board adopted WFO requires lessees to pay prevailing wage on qualifying construction projects, use a skilled-and-trained workforce, and provide their employees with paid sick leave. Additionally, the Airport's leases require that lessees implement practices, modify, retrofit, or replace equipment and structures in a way that is consistent with the Airport's Sustainability Master Plan.

If approved, revenues from this lease on airport property would be placed into the Airport's AEF to be used to develop, operate, maintain, and improve County Airports. The revenue generated from this lease will help support the Airport's long-term fiscal sustainability, ongoing operations and maintenance costs, and increase the value of the Airport asset portfolio through capital improvements.

Today's request is to approve a new 50-year Aviation Lease with SkyVisionX, Inc., pursuant to Government Code Section 25336, which would commence on September 1, 2025, and terminate on August 31, 2075.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find, in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines, that the proposed ground lease is categorically exempt from CEQA review as it consists of the leasing and operation of existing public facilities involving negligible or no expansion of existing or former use.
2. Approve and authorize the Director of Airports, to execute, upon receipt, three copies of the aviation lease with SkyVisionX, Inc. **(4 VOTES)**

EQUITY IMPACT STATEMENT

The County of San Diego (County) owns and operates seven airports that serve as essential air transportation hubs, emergency response facilities, and regional economic engines. The County strives to deliver these services in a fair and equitable manner, actively working to remove barriers by providing general airport information in the County's threshold languages, encouraging participation at public advisory meetings, and providing competitive opportunities for small businesses - those with traditionally less working capital - and business owners and managers who may be socially and economically underserved. Additionally, this lease will include the Working Families Ordinance (WFO) provision in compliance with the ordinance adopted by the County Board of Supervisors in 2022.

SUSTAINABILITY IMPACT STATEMENT

The State of California (State) and the County of San Diego (County) have made addressing climate change and sustainability two of the top priorities for our communities. Planning, coordinating, and implementing effective sustainability objectives and measures are crucial to reducing the County's impact on the environment and ensuring safe and healthy communities. In accordance with these actions, the Department of Public Works (DPW) has incorporated new environmental sustainability language and goals into our airport property leases as new leases are created or as existing leases are amended for reasons other than scheduled rent adjustments. Today's action contributes to the environmental and economic sustainability goals of the County by addressing changes in environmental sustainability. Examples of sustainability elements that the Lessee has agreed to add to the property include solar panels, Light Emitting Diode (LED) lighting, new hangar facilities that will produce an 50% estimated reduction in emissions, high-efficiency insulation included in roof upgrades, water conservation and xeriscape landscaping, and electric vehicle charging stations.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year (FY) 2025-26 Operational Plan in the Department of Public Works, Airport Enterprise Fund. If approved, this request will result in current year revenue of \$284,367 which includes \$158,406 from the monthly base rent and \$125,961 from the loan payment for the SkyVisionX, Inc. purchase of the hangar structures on the property. SkyVisionX will purchase the existing hangar structures for a total of \$1.4 million paid over 20 years at 9% interest, as part of the new aviation lease agreement. The funding source is the aviation lease agreement with SkyVisionX, Inc. There will be no change in the net General Fund cost and no additional staff years. If not approved, the County would continue to manage individual hangar leases on the property at a cost of \$86,000 funded by lease revenue from other tenants on the property, until a new Master leaseholder is identified through a competitive process.

BUSINESS IMPACT STATEMENT

Leases at airports benefit the local business community by creating jobs, increasing economic activity, providing business opportunities, and supporting infrastructure development. Leasing airport property attracts visitors, generates revenue, and helps small businesses grow, thereby stimulating the local economy and improving the quality of life for residents. San Diego County Airports (County Airports) connect individuals to jobs and link local communities to the world. Revenue from airport leases enables the Department of Public Works to operate and maintain the seven County Airports safely, efficiently, and cost-effectively. Today's action of approving a new 50-year lease term to SkyVisionX, Inc. (SkyVisionX) supports the economic self-sufficiency of Gillespie Field and strengthens the economic viability of the County Airport system.

5. SUBJECT: GILLESPIE FIELD - NEW 50-YEAR AVIATION LEASE WITH AIRWORLD LLC. AND RELATED CEQA EXEMPTION (DISTRICT: 2)

OVERVIEW

The proposed action is the approval of a new 50-year aviation lease with Airworld LLC. (Airworld) at Gillespie Field Airport (Gillespie Field) that benefits the leaseholder while also promoting the self-sufficiency of Gillespie Field and enhancing the economic viability of the County Airport system.

The County of San Diego (County) operates Gillespie Field, a general aviation airport in the City of El Cajon. Gillespie Field is a 757-acre publicly owned facility that serves the aviation needs of the City of El Cajon and surrounding cities. The airport is one of seven airports owned by the County of San Diego and operated by the Department of Public Works (DPW) using funding from the Airport's self-sustaining maintenance and operations fund (Airport Enterprise Fund/AEF), at no cost to the General Fund. Gillespie Field is the oldest and largest of the seven airports and includes runways, a control tower, and a terminal, as well as many airport-related businesses.

Gillespie Field and its two airport industrial parks generate an estimated \$403 million in direct economic impact and support 3,164 jobs in the City of El Cajon. These activities generate an estimated \$919 million in direct, indirect, and induced economic impacts and support 6,250 jobs throughout San Diego County. The airport is home to flight schools, repair and maintenance shops, aircraft storage, aircraft sales and rental services, fuel providers, and instrument and avionics shops. The airport also functions as an essential emergency response resource for CalFire, Mercy Air, and Aerial Support to Regional Enforcement Agencies (ASTREA). Additionally, the airport supports public utility delivery through the San Diego Gas & Electric (SDG&E) leasehold on the property.

There are 19 aviation leaseholds located within the fenced aviation portion of the Airport. Airworld is currently occupying 1.5 acres of aviation land at Gillespie Field (Attachment A Vicinity Map) dedicated to commercial hangar services. The lease with Airworld originated on February 1, 2007, when the Board of Supervisors approved a 35-year lease to La Jolla Investment Group, which was later assigned to Airworld. This lease has been amended four times since then, and Airworld's current lease expires on January 31, 2047.

Airworld has requested the County terminate their current lease and issue a new 50-year lease. Government Code Section 50478 allows the County to terminate an existing lease and enter a new lease up to a term of 50 years, with the same or a related party, to allow the lessee to make significant improvements to the site, including those that advance sustainability features. Issuing a new lease allows the tenant to amortize significant capital improvements over 50 years and access better financing options. The leaseholder has recently invested \$2.9M of sustainable upgrades into the property, including Light Emitting Diode (LED) lighting, roof prepped for solar, trench drains and water oil separator, bioswales, and insulation. These improvements in the past five years were included in the calculation of the new 50-year lease which resulted in no new additional investments being required.

These improvements are included in the tenant's property tax appraisal and will result in an increased property tax base directly benefiting the County's General Fund. Additionally, Airworld employs 25 staff contributing to the income tax base, increasing property taxes on the building and improvements, increasing aircraft use taxes for aircraft based at the leasehold, increasing fuel usage on aircraft coming to the Airworld facility for service and repairs, increasing sales tax revenues generated by the parts for aircraft repairs, contributing continuous rent income on transient parking spaces, and incorporating sustainability features into the design of the leasehold. The approval of this new 50-year aviation lease with Airworld promotes the self-sufficiency of Gillespie Field and enhances the economic viability of the County Airport system.

The County calculates the leasehold improvement amount for the current lease at \$140,625, as referenced in the Airport Leasing Guidance document (Attachment B). 70% of investments applied directly into the leased land and 30% allocated to the Airport Enterprise Fund (AEF), ensuring that improvements benefit both the leasehold property and the broader airport infrastructure and operations. This formula is a departure from past lease methodologies and was developed in close negotiation with tenants and stakeholders to incentivize higher overall investment in the airport and increase benefits to tenants. If approved, the new lease would allow the tenant to continue operations at Gillespie Field, with the leasehold area and ground rent schedules remaining consistent with the current lease. This new aviation lease would commence on September 1, 2025, and terminate on August 31, 2075.

As a part of the lease conditions, the lease includes language requiring adherence to County Policies, such as the Working Families Ordinance (WFO) and sustainability provisions. The WFO requires lessees to pay prevailing wages on qualifying construction projects, use a skilled-and-trained workforce, and provide their employees with paid sick leave. The Airport's leases require that lessees implement practices, modify, retrofit, or replace equipment and structures in a way that is consistent with the Airport's Sustainability Master Plan.

Today's request is to approve a new 50-year lease with Airworld that will supersede the existing lease with the same entity, pursuant to Government Code Section 50478.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines that the proposed lease is categorically exempt from CEQA review as it consists of the leasing of existing facilities involving negligible or no expansion of existing or former use.
2. Approve and authorize the Director of Airports to execute, upon receipt, three copies of the new Aviation Ground Lease with Airworld (**4 VOTES**).

EQUITY IMPACT STATEMENT

The County of San Diego (County) owns and operates seven airports that serve as essential air transportation hubs, emergency response facilities, and regional economic engines. The County strives to deliver services in a fair and equitable manner, actively working to remove barriers by providing general airport information in the County's threshold languages, encouraging participation, and offering competitive opportunities for small businesses - those with traditionally less working capital - and business owners and managers who may be socially and economically underserved. Lastly, with the County's adoption of the Working Families Ordinance (WFO), lessees' qualifying construction projects will require lessees to pay prevailing wage, use a skilled-and-trained workforce, and provide their employees with paid sick leave.

SUSTAINABILITY IMPACT STATEMENT

The State and County of San Diego (County) have made addressing climate change and sustainability two of the top priorities for our communities. Planning, coordinating, and implementing effective sustainability objectives and measures are crucial to reducing the County's impact and ensuring safe and healthy communities. In accordance with these actions, the Department of Public Works (DPW) has incorporated new environmental sustainability language and goals into our airport property leases as new leases are created or as existing leases are amended for reasons other than scheduled rent adjustments. Today's action contributes to the environmental and economic sustainability goals of the County.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works, Airport Enterprise Fund. If approved, this request will result in current year revenue of \$26,545.06 which includes \$22,070.42 from the monthly base rent and \$4,474.64 from the leasehold improvement payment. The leasehold improvement agreement requires Airworld LLC to invest in property improvements as part of their lease. Since County ownership of existing improvements is delayed by entering into the lease, the leasehold improvement agreement requires Airworld LLC to pay the County 30% of minimum investment, totaling \$42,187.50, paid over 10 years at 5% interest. The funding source is the new aviation lease agreement with Airworld LLC. There will be no change in net General Fund Cost and no additional staff years.

BUSINESS IMPACT STATEMENT

Leases at airports benefit the local business community by creating jobs, increasing economic activity, providing business opportunities, and supporting infrastructure development. Leasing Airport property attracts visitors, generates revenue, and helps small businesses grow, thereby stimulating the local economy and improving the quality of life for residents. San Diego County

Airports connect individuals to jobs and link local communities to the world. Revenue from airport leases enables the Department of Public Works to operate and maintain the seven County airports safely, efficiently, and cost-effectively. Today's action, approval of the new 50-year aviation lease with Airworld LLC, promotes self-sufficiency of Gillespie Field and enhances the economic viability of the County Airport system.

6. SUBJECT: GILLESPIE FIELD - NEW 50-YEAR AVIATION LEASE WITH MITRE AVIATION, L.P. AND RELATED CEQA EXEMPTION (DISTRICT: 2)

OVERVIEW

The proposed action is the approval of a new 50-year aviation lease with Mitre Aviation, L.P. (Mitre) at Gillespie Field Airport (Gillespie Field) that benefits the leaseholder while also promoting the self-sufficiency of Gillespie Field and enhancing the economic viability of the County Airport system.

The County of San Diego (County) operates Gillespie Field, a general aviation airport in the City of El Cajon. Gillespie Field is a 757-acre publicly owned facility that serves the aviation needs of the City of El Cajon and surrounding cities. The airport is one of seven airports owned by the County of San Diego and operated by the Department of Public Works (DPW) using funding from the Airport's self-sustaining maintenance and operations fund (Airport Enterprise Fund/AEF), at no cost to the General Fund. Gillespie Field is the oldest and largest of the seven airports and includes runways, a control tower, and a terminal, as well as many airport-related businesses.

Gillespie Field and its two airport industrial parks generate an estimated \$403 million in direct economic impact and support 3,164 jobs in the City of El Cajon. These activities generate an estimated \$919 million in direct, indirect, and induced economic impacts and support 6,250 jobs throughout San Diego County. The airport is home to flight schools, repair and maintenance shops, aircraft storage, aircraft sales and rental services, fuel providers, and instrument and avionics shops. The airport also functions as an essential emergency response resource for CalFire, Mercy Air, and Aerial Support to Regional Enforcement Agencies (ASTREA). Additionally, the airport supports public utility delivery through the San Diego Gas & Electric (SDG&E) leasehold on the property.

There are 19 aviation leaseholds located within the fenced aviation portion of Mitre currently has a 4.73-acre Aviation Lease (Attachment A Vicinity Map) at Gillespie Field that commenced on January 1, 2015, and was approved by the Board of Supervisors (Board) on October 29, 2014 (7). This lease terminates on July 31, 2038, and has been amended four times, most recently on March 17, 2021 (9).

Mitre operates an aviation business in the leasehold and subleases hangar and office space to other aviation businesses and airplane owners. The lessee is requesting the termination of the current lease and the issuance of a new 50-year lease. Government Code Section 50478 allows the County to terminate the existing lease and enter into a new lease up to a term of 50 years, with the same or a related party, to provide for the improvements to the leasehold for the sustainability of the airport. Providing a new 50-year lease will allow the tenant more time to

amortize the significant long-term improvements and access better financing options estimated at a value of \$687,500, that are planned on County property.

These improvements will be included in the tenant's property tax appraisal and will result in an increased property tax base directly benefiting the County's General Fund. During the five-year lookback period, the lessee invested \$2.7M into multiple buildings that accommodate aircraft storage and aviation services, employing multiple staff contributing to the income and property tax base which directly benefits the County General Fund. Examples of Mitre's planned upcoming projects are the installation of a solar power system, Light Emitting Diode (LED) lighting, energy efficient Heating, Ventilation and Air Conditioning (HVAC), asphalt and concrete repairs, and hangar improvements improving the sustainability of the leasehold.

This new 50-year aviation lease with Mitre promotes self-sufficiency of Gillespie Field and enhances the economic viability of the County Airport system. For the proposed lease, the County calculates the required minimum leasehold improvement amount at \$640,442, using the methodology as referenced in the Airport Leasing Guidance document (Attachment B). 70% of lease improvements are applied directly into the leased land and will include the aforementioned projects, and 30% of the value is cash payment to the Airport Enterprise Fund, ensuring that improvements benefit both the leasehold property and the broader airport infrastructure and operations. This formula is a departure from past lease methodologies and was developed in close negotiation with tenants and stakeholders to incentivize higher overall investment in the airport and increase benefits to tenants. If approved, the new lease would allow the tenant to continue operations at Gillespie Field, with the leasehold area and ground rent schedules remaining consistent with the current lease. This new aviation lease would commence on September 1, 2025, and terminate on August 31, 2075.

As a part of the lease conditions, the lease includes language updating new County Policies, such as the Working Families Ordinance (WFO) and sustainability provisions. The WFO requires lessees to pay prevailing wages on qualifying construction projects, use a skilled-and-trained workforce, and provide their employees with paid sick leave. The Airport's leases require that lessees implement practices, modify, retrofit, or replace equipment and structures in a way that is consistent with the Airport's Sustainability Master Plan.

Today's request is to approve a new 50-year lease with Mitre that will supersede the existing lease with the same entity, pursuant to Government Code Section 50478.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines, that the proposed new lease is categorically exempt from CEQA review as it consists of the leasing of existing facilities involving negligible or no expansion of existing or former use.
2. Approve and authorize the Director of Airports to execute, upon receipt, three copies of the new Aviation Lease with Mitre Aviation, L.P. **(4 VOTES)**

EQUITY IMPACT STATEMENT

The County of San Diego (County) owns and operates seven airports that serve as essential air transportation hubs, emergency response facilities, and regional economic engines. The County strives to deliver services in a fair and equitable manner, actively working to remove barriers by providing general airport information in the County's threshold languages, encouraging participation, and offering competitive opportunities for small businesses - those with traditionally less working capital - and business owners and managers who may be socially and economically underserved. With the County's adoption of the Working Families Ordinance (WFO) in 2022, lessees' qualifying construction projects will require lessees to pay prevailing wages, use a skilled-and-trained workforce, and provide their employees with paid sick leave.

SUSTAINABILITY IMPACT STATEMENT

The State of California (State) and County of San Diego (County) have made addressing climate change and sustainability two of the top priorities for our communities. Planning, coordinating, and implementing effective sustainability objectives and measures are crucial to reducing the County's impact on the environment and ensuring safe and healthy communities. In accordance with these actions, the Department of Public Works (DPW) has incorporated new environmental sustainability language and goals into our airport property leases as new leases are created or as existing leases are amended for reasons other than scheduled rent adjustments only. Today's action contributes to the environmental and economic sustainability goals of the County through the addition of solar panels, Light Emitting Diode (LED) lighting, and energy-efficient Heating, Ventilation, and Air Conditioning (HVAC) system.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works, Airport Enterprise Fund. If approved, this request will result in current year revenue of \$89,974.33 which includes \$69,595.69 from the monthly base rent and \$20,378.64 from leasehold improvement payment. The leasehold improvement agreement requires Mitre Aviation, L.P. (Mitre) to invest in property improvements as part of their lease. Since County ownership of existing improvements is delayed by entering into the lease, the leasehold improvement agreement requires Mitre to pay the County 30% of the minimum required investment, totaling \$192,132,60, paid over 10 years at 5% interest. The funding source is the new aviation lease agreement with Mitre. There will be no change in net General Fund Cost and no additional staff years.

BUSINESS IMPACT STATEMENT

Leases at airports benefit the local business community by creating jobs, increasing economic activity, providing business opportunities, and supporting infrastructure development. Leasing Airport property attracts visitors, generates revenue, and helps small businesses grow, thereby stimulating the local economy and improving the quality of life for residents. San Diego County Airports connect individuals to jobs and links local communities to the world. Revenue from airport leases enables the Department of Public Works to operate and maintain the seven County airports safely, efficiently, and cost-effectively. Today's action promotes the self-sufficiency of Gillespie Field and enhances the economic viability of the County Airport system.

7. **SUBJECT: GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE A PORTION OF AN UNNAMED ALLEY IN THE FALLBROOK COMMUNITY PLAN AREA AND CEQA FINDING (VAC 2023-0205) (DISTRICT: 5)**

OVERVIEW

The Real Estate Division of the Department of General Services is processing a request from the owner (applicant) of Assessor's Parcel Numbers 103-222-07, -11, -14, -16, -18, -20, -23, and -24 to summarily vacate a portion of the unnamed alley between Fig Street and Elder Streets, and between Mission Road and Pico Ave, located in the Fallbrook Community Plan Area. A summary vacation is a streamlined process by which an excess public road, right-of-way, or a public service easement is abandoned. It may be requested by the County of San Diego (County) or the public if the easement interests are found to be excess to County needs and are not required for the purposes for which they were obtained. In this instance, the applicant is processing a Certificate of Compliance with Planning & Development Services to merge all their properties into one legal lot, as well as a grading permit to prepare the consolidated lot for the construction of a 60-unit affordable housing development.

The County Department of Public Works has determined that the portion of the unnamed alley is excess and no longer needed for present or future public use because it is not County-maintained and is not part of the General Plan Mobility Element. A road vacation often benefits the public by enabling improved use of the land it formerly occupied. The vacation was requested by the property owner and will remove encumbrances that could allow for better use of the subject properties and allow for the potential for future development at the owner's discretion. Today's request is for the Board of Supervisors to adopt a Resolution to summarily vacate this portion of unnamed alley.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find the proposed vacation is not subject to review under the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines section 15060(c)(2) and 15060(c)(3) because the action would result in the summary vacation of a public highway easement that is not needed for public road purposes, and will not have a reasonably foreseeable direct or indirect effect on the environment and is therefore not a project subject to CEQA as defined in section 15378.
2. Adopt a Resolution entitled: RESOLUTION TO SUMMARILY VACATE A PORTION OF AN UNNAMED ALLEY, IN THE FALLBROOK COMMUNITY PLAN AREA (VAC 2023-0205). Attachment C, on file with the Clerk of the Board.
3. Direct the Clerk of the Board to record the Resolution for Vacation No. 2023-0205 pursuant to State of California Streets and Highways Code Section 8336.

EQUITY IMPACT STATEMENT

The resolution to remove an encumbrance from private land that is no longer needed for public purposes will provide an overall public benefit and improve the use of the land made available by the vacation. The proposed summary vacation is zoned for mixed use, including manufacturing, industrial, commercial, civic and residential and will allow the property owner

better use of their property. The proposed summary vacation will facilitate the ability for a 60-unit affordable housing project to be constructed on the site. The existing surrounding road system will continue to provide adequate access for the property and will not preclude future development.

SUSTAINABILITY IMPACT STATEMENT

The proposed action to summarily vacate a portion of an unnamed alley contributes to the County of San Diego Sustainability Goal No. 1 to engage the community to partner and participate in decisions that impact their lives and communities and Goal No. 2 to provide just and equitable access to develop their land. This action will impact the property owner directly by providing improved use of the property by unencumbering a portion their properties for potential future development for affordable housing.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of General Services. If approved, this request will result in estimated costs and revenue of \$5,500 to process the proposed vacation. The funding source is a deposit from the applicant. There will be no change in net General Fund fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

8. **SUBJECT: GENERAL SERVICES - ADOPT A RESOLUTION TO SUMMARILY VACATE A PORTION OF POINTE PARKWAY & GOLF POINTE DRIVE IN THE SPRING VALLEY COMMUNITY PLAN AREA AND CEQA FINDING (VAC 2022-0151) (DISTRICT: 4)**

OVERVIEW

The Real Estate Division of the Department of General Services is processing a request from the owner (applicant) of a portion of Lot 59, a dedicated public highway that was accepted subject to improvement on Map No. 12924, to summarily vacate a portion of the dedicated public highway lying easterly of Jamacha Boulevard and easterly and southerly of existing Pointe Parkway, located in the Spring Valley Community Plan Area. A summary vacation is a streamlined process by which a public road, right-of-way, or a public service easement is abandoned.

A summary vacation of a street or highway may be granted by the County if the easement interests are found to be in excess of County needs. The County Department of Public Works has determined that the portion of Pointe Parkway and Golf Pointe Drive are excess and no longer needed for present or future public use because the road segments were dedicated for a State Route that the State of California has since abandoned and the area to be vacated is not part of the General Plan Mobility Element. In accordance with Streets and Highways Code section 8340, County easements for drainage and trail use will be reserved. This vacation is also near Sweetwater Regional Park and Sweetwater Loop Trail, and this action allows for potential future public use. The vacation was requested by the property owner and will remove encumbrances that could allow for better use of the subject property.

Today's request is for the Board of Supervisors to adopt a Resolution to summarily vacate these portions of Pointe Parkway and Golf Pointe Drive.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find the proposed vacation is not subject to review under the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines section 15060(c)(2) and 15060(c)(3) because the action would result in the summary vacations of a public highway easement that is not needed for public road purposes, and will not have a reasonably foreseeable direct or indirect effect on the environment and is therefore not a project subject to CEQA as defined in section 15378.
2. Adopt a Resolution entitled: RESOLUTION TO SUMMARILY VACATE A PORTION OF POINTE PARKWAY AND GOLF POINTE DRIVE, IN THE SPRING VALLEY COMMUNITY PLAN AREA (VAC 2022-0151). Attachment C, on file with the Clerk of the Board.
3. Direct the Clerk of the Board to record the Resolution for Vacation No. 2022-0151 pursuant to State of California Streets and Highways Code Section 8336.

EQUITY IMPACT STATEMENT

The resolution to remove encumbrances from private lands that are no longer needed for public purposes will provide an overall public benefit and improve the use of the land made available by the vacation. The area of the proposed summary vacation is zoned open space (S80) and office professional (C30) and the summary vacation will allow the property owner to better use their property. The existing surrounding road system will continue to provide adequate access for the property and will not preclude future development.

SUSTAINABILITY IMPACT STATEMENT

The proposed action to summarily vacate a portion of Pointe Parkway and Golf Pointe Drive contributes to the County of San Diego Sustainability Goal No. 1 to engage the community to partner and participate in decisions that impact their lives and communities and Goal No. 2 to provide just and equitable access to develop their land. This action will impact the property owner directly by providing improved use of the property by unencumbering a portion of their property for potential future development.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of General Services. If approved, this request will result in estimated costs and revenue of \$6,500 to process the proposed vacation. The funding source is a deposit from the applicant. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

**9. SUBJECT: TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA FINDING
(08/27/2025 - ADOPT RECOMMENDATIONS) (DISTRICTS: 1, 2, & 4)**

OVERVIEW

The Traffic Advisory Committee (TAC) supports the Department of Public Works (DPW) traffic engineering program. The TAC was established by the Board of Supervisors (Board) in the 1950s to provide traffic regulations and recommendations within the unincorporated areas of the region. To be effective, the TAC proposes policies that will enhance safety, reduce congestion, and be legally enforceable. The TAC meets every two months to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for the implementation of a traffic safety measure in unincorporated areas, the TAC reviews and investigates the requested item, including engineering and traffic condition studies. The TAC recommendations are provided to the Board for consideration. The TAC recommends the Board act on four items from the April 4, 2025, TAC meeting:

District. Item	Description
1. 1-A	Quarry Road from 950' east of Sweetwater Road to cul-de-sac in Sweetwater. Review requested by DPW staff. Extend temporary highway closure an additional 18 months.
2. 2-A	Camino Monte Sombra from 275' east of Calle de la Sierra to end in La Cresta. Review requested by DPW staff. Extend temporary highway closure an additional 18 months.
2. 2-B	Pepper Drive and Mollison Avenue/Lindenwood Drive in El Cajon. Review requested by residents. Place the intersection on the County's traffic signal list for design and construction.
4. 4-A	Whitestone Road from 130' north of Lake Ridge Court to cul-de-sac in Casa de Oro. Review requested by DPW staff. Extend temporary highway closure an additional 18 months.
These items have no impact on tribal lands.	

Approval of Item 1-A on Quarry Road in Sweetwater (District 1), Item 2-A on Camino Monte Sombra in La Cresta (District 2), and Item 4-A on Whitestone Road in Spring Valley (District 4) would extend temporary road closures previously established by the Board for an additional 18-month period to eliminate continual and serious criminal activities as identified in the California Vehicle Code at the request of the California Highway Patrol and the San Diego County Sheriff's Department. These items will allow barriers to assist in preventing the recurrence of loitering, crime, and dumping.

Approval of Item 2-B on Pepper Drive and Mollison Avenue/Lindenwood Drive in El Cajon (District 2) will add the intersection to the County's traffic signal installation or modification list. The County's Traffic Signal List allows staff to seek funding for subsequent design and construction. Traffic control signals will provide safety enhancement measures for pedestrians, bicyclists, and all other road users. Properly designed traffic control signals help manage intersections safely and efficiently by coordinating vehicle and pedestrian movements.

The Board's action on Item 1-A on Quarry Road in Sweetwater (District 1), Item 2-A on Camino Monte Sombra in La Cresta (District 2), and Item 4-A on Whitestone Road in Spring Valley (District 4) does not revise the San Diego County Code of Regulatory Ordinances (County Code) and therefore does not require a second reading of an ordinance.

RECOMMENDATION(S)

TRAFFIC ADVISORY COMMITTEE

District 1:

Item 1-A. Quarry Road from 950' east of Sweetwater Rd to cul-de-sac in Sweetwater - Extend the existing temporary highway closure for an additional 18-month period.

District 2:

Item 2-A. Camino Monte Sombra from 275' east of Calle de la Sierra to the end in La Cresta - Extend the existing temporary highway closure for an additional 18-month period.

Item 2-B. Pepper Drive and Mollison Avenue/Lindenwood Drive in El Cajon - Place the intersection on the County's traffic signal list for design and construction.

District 4:

Item 4-A. Whitestone Road from a point 130' north of Lake Ridge Court to the end of County maintenance in Spring Valley - Extend the existing temporary highway closure for an additional 18-month period.

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 of the CEQA Guidelines because the proposed action involves minor alterations of existing public facilities relating to regulatory traffic control on County of San Diego maintained roadways, resulting in negligible or no expansion of existing or former use.
2. Adopt the Traffic Advisory Committee's recommendations.
3. Adopt the following resolution: RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 2663 RELATING TO THE TEMPORARY CLOSING TO THROUGH TRAFFIC ON A COUNTY HIGHWAY AS A RESULT OF SERIOUS AND CONTINUAL CRIMINAL ACTIVITY IN THE COUNTY OF SAN DIEGO. (Items 1-A, 2-A, & 4-A)

EQUITY IMPACT STATEMENT

The review of traffic signs, intersection controls, and roadway markings supports vehicle safety on the County of San Diego maintained roads. The transportation system must be safe for all road users, for all modes of transportation, in all communities, and for people of all incomes,

racess, ethnicities, ages, and abilities. Understanding travel patterns, where correctable crashes are occurring, and the disproportionate impacts on certain communities allows the Department of Public Works (DPW) to identify actions to address the underlying causes, improve safety, and ensure there is justice in the enforcement of traffic regulations.

DPW's Local Roadway Safety Plan reviews correctable collisions along road segments within the unincorporated areas of the region and uses the Healthy Places Index (3.0) and CalEnviroScreen (4.0) to ensure underserved populations are prioritized. The Traffic Advisory Committee (TAC) relies on the Local Roadway Safety Plan and performs reviews of regulatory traffic control devices such as signs and markings. While adherence to sign and marking standards developed by the California Department of Transportation is crucial to obtaining the compliance of most drivers, the TAC also relies on various community engagement methods such as the Tell Us Now! Mobile app, toll-free hotlines, and a customer service request program to intake reports on a wide variety of traffic concerns and ensure the concerns are addressed.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions have social, health and well-being, and environmental sustainability benefits. The Traffic Advisory Committee has made addressing sustainability a top priority by partnering with local communities and industry leaders in a public forum every two months to find timely, reasonable, and cost-effective in-road traffic solutions that reduce costly traffic delays, mitigate vehicle idling to reduce emissions, improve fire response times and regional readiness, ensure justice in enforcement of traffic regulations.

FISCAL IMPACT

There is no fiscal impact associated with these recommendations. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

10. SUBJECT: CLOSED SESSION (DISTRICTS: ALL)

OVERVIEW

- A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
Ronnie Sandoval, et al. v. County of San Diego, et al.;
United States District Court, Southern District No. 16-CV-01004-BEN-SBC

- B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
Annette Hubbell et al. v. Migell Acosta et al.;
United States District Court, Southern District No. 3:25-CV-01105-JAH-SBC

- C. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
Sweetwater Authority v. San Diego County Sanitation District; San Diego
Superior Court Case No. 25CU038166C

- D. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
Stephanie Foster v. County of San Diego; San Diego Superior Court Case No. 37-2022-00007873-CU-PO-CTL
- E. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
In re: Purdue Pharma L.P., et al.; United States Bankruptcy Court, Southern District of New York Case No. 19-23649-SHL
- F. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
(Paragraph (1) of subdivision (d) of Section 54956.9)
In re: National Prescription Opiate Litigation ; United States District Court, Northern District of Ohio No. 1:17-MD-02804-DAP
- G. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to paragraph 2 of subdivision (d) of Government Code section 54956.9: (Number of Cases – 1)
- H. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph 4 of subdivision (d) of Government Code section 54956.9: (Number of Cases – 1)
- I. CONFERENCE WITH LABOR NEGOTIATORS
(Government Code section 54957.6)
Designated Representatives: Susan Brazeau, Clint Obrigewitch
Employee Organizations: Deputy Sheriffs Association, Supervising Probation Officers Association, Probation Officers Association, District Attorney Investigators Association.