

COUNTY OF SAN DIEGO BOARD OF SUPERVISORS
REGULAR MEETING AGENDA

TUESDAY, FEBRUARY 10, 2026, 9:00 AM AND WEDNESDAY, FEBRUARY 11, 2026, 9:00 AM
COUNTY ADMINISTRATION CENTER
BOARD CHAMBER, ROOM 310
1600 PACIFIC HIGHWAY, SAN DIEGO, CA 92101

LAND USE LEGISLATIVE SESSION
WEDNESDAY, FEBRUARY 11, 2026, 9:00 AM

Order of Business

- A. Roll Call to Reconvene from Tuesday, February 10, 2026
- B. Closed Session Report
- C. 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.
- D. Consent Agenda
- E. Discussion Items

Viewing Agenda Materials

All documents and attachments related to agenda items are available for public viewing. You can access them online at www.sandiegocounty.gov/cob, or in person at the Clerk of the Board's Office, located at 1600 Pacific Highway, Room 402, San Diego, CA 92101. The Board Meeting calendar is online at www.sandiegocounty.gov/bos/calendar.html.

How to Speak at a Board Meeting

If you would like to speak at the meeting, either in person or by phone, you can sign up by visiting <https://PublicComment.SanDiegoCounty.gov>. On the form, you will be asked to enter your name and choose how you would like to participate, either by attending in person or calling in virtually. If you choose to speak by phone, please make sure to enter a valid phone number so we can identify you when you call. You will also be asked to select the agenda item or items you wish to comment on and indicate whether you are in favor, opposed, or neutral. Once you submit the form, you will receive a confirmation email. If you need the information on the website in another language, simply click the Translate button at the top of the page and select your preferred language.

You can also submit a comment in writing at www.sandiegocounty.gov/ecomment, via email to PublicComment@sdcounty.ca.gov, or by mail to 1600 Pacific Highway, Room 402, San Diego, CA 92101.

Board Actions and Recommendations

The Board of Supervisors may take action on any item listed on the meeting agenda. While each agenda item includes recommendations, these are only suggestions and do not limit what the Board may ultimately decide. Individuals should not assume that the Board will follow the recommendations.

Accessibility Accommodations

The County is committed to making Board meetings accessible to everyone. If you need accommodations to participate, please contact us at least three days before the meeting by calling 619-531-5434 (TTY 619-531-4803) or emailing PublicComment@sdcounty.ca.gov. If you need a sign language interpreter, you can call 619-531-4908. Assistive Listening Devices are also available from the Clerk of the Board's Office in Room 402.

Language Interpretation Services

The County of San Diego wants everyone to be able to participate in Board meetings—no matter what language they speak. A Spanish interpreter is available at every Board of Supervisors meeting to assist those who wish to speak to the Board in Spanish. If you need interpretation in another language, please request it at least 72 hours before the meeting by calling 619-531-5434 or emailing PublicComment@sdcounty.ca.gov.

In addition, the County can provide space in the Board Chamber's Observation Balcony for those providing or receiving interpretation, supporting the use of personal devices like phones or headsets, or help connect you to outside interpretation services for other languages. Please contact the Clerk of the Board in advance so we can make the necessary arrangements. Interpretation must not interrupt the meeting, in accordance with Government Code Section 54957.95.

Levine Act Notice – Campaign Contribution Disclosures

Under the Levine Act (Government Code § 84308), anyone involved in a proceeding before the Board, such as for a license, permit, or other entitlement for use, must disclose any campaign contributions over \$500 made to Board Members within the past 12 months. This includes contributions made by the parties themselves or their agents. The disclosure must include the name of the contributor and recipient, the amount, and the date of the contribution. Disclosures can be made orally during the meeting or in writing on the request-to-speak form.

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.	ESTABLISH APPROPRIATIONS IN THE ROAD FUND, ADOPT RESOLUTION AUTHORIZING SIGNALIZATION, AND AUTHORIZE ADVERTISEMENT AND AWARD OF A CONSTRUCTION CONTRACT FOR THREE TRAFFIC SIGNALS IN THE UNINCORPORATED COUNTY AND CEQA FINDING (4 VOTES)

2. AUTHORIZATION TO ESTABLISH APPROPRIATIONS, EXECUTE UTILITY REIMBURSEMENT AGREEMENTS, AND ADVERTISE AND AWARD A CONSTRUCTION CONTRACT FOR COLE GRADE ROAD IMPROVEMENT PROJECT - PHASE 1 AND CEQA FINDING (4 VOTES)
3. COUNTY OF SAN DIEGO TRACT NO. 4750-1 (FINAL MAP NO. 14502): APPROVAL OF THIRD AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION AND SECOND AMENDMENT TO JOINT LIEN CONTRACT AND HOLDING AGREEMENT (EXTENSION OF TIME) AND RELATED CEQA EXEMPTIONS FOR RANCHO ALEGRE LOCATED IN THE FALLBROOK COMMUNITY PLAN AREA
4. ADVERTISE AND AWARD A CONSTRUCTION CONTRACT FOR SOUTH MISSION ROAD (NORTH SEGMENT) GREEN STREET PROJECT AND RELATED CEQA EXEMPTION

DISCUSSION ITEMS

Agenda #	Subject
5.	NOTICED PUBLIC HEARING: ADOPT AN ORDINANCE AMENDING THE SAN DIEGO COUNTY ZONING ORDINANCE RELATED TO HEALTH CARE TRAILERS AND BOUTIQUE WINERIES, AND ADOPT THE RELATED CEQA ADDENDUM
6.	TRAFFIC ADVISORY COMMITTEE (02/11/2026 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 03/04/2026 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING
7.	NOTICED PUBLIC HEARING: ADOPT AN ORDINANCE REPEALING AND REENACTING THE COUNTY BUILDING, RESIDENTIAL, ELECTRICAL, PLUMBING, MECHANICAL, ENERGY EFFICIENCY, GREEN BUILDING CODES, AND AN ORDINANCE AMENDING THE FLOOD DAMAGE PREVENTION ORDINANCE, AND RELATED CEQA EXEMPTION (TRIENNIAL COUNTY BUILDING CODE UPDATE) (2/11/2026 - FIRST READING; 3/4/2026 - SECOND READING)

THIS PAGE IS INTENTIONALLY LEFT BLANK.

1. SUBJECT: ESTABLISH APPROPRIATIONS IN THE ROAD FUND, ADOPT RESOLUTION AUTHORIZING SIGNALIZATION, AND AUTHORIZE ADVERTISEMENT AND AWARD OF A CONSTRUCTION CONTRACT FOR THREE TRAFFIC SIGNALS IN THE UNINCORPORATED COUNTY AND CEQA FINDING (DISTRICTS: 2 & 5)

OVERVIEW

County of San Diego (County) staff regularly conduct review of road segments and intersections that do not currently have traffic signals. The Traffic Advisory Committee (TAC) evaluates intersections and provides recommendations to the Board of Supervisors (Board) based on increased traffic volumes and traffic accident collision data, input from Department of Public Works (DPW) staff, and support from the associated Community Planning and Sponsor Groups. If the Board approves the TAC's recommendations, intersections are added to the Traffic Signal List (List). The List is reevaluated annually, and projects are implemented as funding is identified. The following three intersections were approved by the Board to be added to the unfunded List on the dates noted below:

1. Lake Jennings Park Rd & El Monte-Julian Ave, Lakeside (District 2) - March 24, 2020
2. Mission Rd & Santa Margarita Dr, Fallbrook (District 5) - April 6, 2011
3. Mission Rd & Pepper Tree Ln, Fallbrook (District 5) - October 20, 2010

The California Vehicle Code requires adoption of a resolution by the Board of Supervisors to add intersections to the Resolution Relating to the Establishment of Signalized Intersections in the County of San Diego (Traffic Resolution No. 303), which allows enforcement of the intersection controls once operational. Today's action includes the adoption of the required resolution for the three intersections. It also includes a request to establish additional appropriations from the Road Fund fund balance of \$4,200,000 in the current year spending plan for the three traffic signal projects: 1) Mission Road and Pepper Tree Lane in the amount of \$1,200,000; 2) Lake Jennings Park Road and El Monte Road-Julian Avenue in the amount of \$1,500,000; and 3) Mission Road and Santa Margarita Drive in the amount of \$1,500,000, and to approve the advertisement and award of a construction contract for all three signals.

The designs for the intersections are in final design and will be advertised for construction in the Summer of 2026. If approved, construction will begin Fall 2026 and is estimated to be complete by Spring 2027. The three identified intersections being considered today are collectively referred to as the 2026 Three Traffic Signals Project (Project) and all are on the County of San Diego - Traffic Signal List.

This is a request to approve the advertisement and subsequent award of a construction contract for the Project. The estimated total project cost for the three intersections is \$4,739,500, including a 20% contingency for unforeseen conditions that may arise during construction. The funding source is the existing prior year available Road Fund fund balance (\$1,060,000), current year Road Fund fund balance (\$3,678,388) and Intersection Improvement Fee Program (\$1,112).

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301 of the California Environmental Quality Act (CEQA) Guidelines that the proposed project is categorically exempt from CEQA review because it involves the repair and maintenance of an existing public facility involving negligible or no expansion of existing or former use.
2. Establish appropriations of \$4,200,000 in the Department of Public Works Road Fund, Services and Supplies, for the design and construction of the Mission Road and Pepper Tree Lane traffic signal project, Mission Road and Santa Margarita traffic signal project and Lake Jennings Park Road and El Monte/Julian Avenue traffic signal project based on available prior year Road Fund fund balance (\$802,612) and current year Road Fund fund balance (\$3,397,388). **(4 VOTES)**
3. Authorize the Director, Department of Purchasing and Contracting to advertise and award a construction contract and to take any action authorized by Section 401, et seq. of the Administrative Code, with respect to contracting for the 2026 Three Traffic Signals Project.
4. Designate the Director, Department of Public Works, as County Officer responsible for administering the construction contract, in accordance with Board Policy F-41, Public Works Construction Projects.
5. Adopt the following resolution: **RESOLUTION AMENDING TRAFFIC RESOLUTION NO. 303 RELATING TO THE ESTABLISHMENT OF SIGNALIZED INTERSECTIONS IN THE COUNTY OF SAN DIEGO.**

EQUITY IMPACT STATEMENT

DPW conducts routine inspections of facilities and roadways and relies on various community engagement methods such as the Tell Us Now! mobile app and toll-free hotlines to intake reports of safety concerns. To ensure that underserved populations are prioritized, DPW evaluates and identifies vulnerable populations, using data from the Healthy Places Index (HPI), CalEnviroScreen, San Diego Live Well communities, Environmental Justice Communities, and other County data sources during the review of traffic signals, roadways, and street crossings. The review of traffic signals, roadways, and street crossings supports vehicle and pedestrian safety on all County-maintained roads.

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 partially included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works (DPW) Road Fund. If approved, this request will result in additional costs and revenue of \$4,200,000 related to Recommendation 2, for an estimated total project cost of \$4,739,500 for design and construction cost of the three intersections and 20% contingency, based on risk evaluations for unforeseen conditions during construction. The funding sources are available prior year Road Fund fund balance (\$1,060,000), current year Road Fund fund balance (\$3,678,388) and Intersection Improvement Fee Program (\$1,112). There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

This project will improve the condition of the road which will facilitate the transit of goods and ease movement to jobs, schools, shopping and other services. County of San Diego construction contracts are also publicly advertised and competitively bid and help stimulate the local economy. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project. Construction is administered in conformance with federal standards for labor practices, wage requirements, safety standards, the County of San Diego's Working Families Ordinance and are subject to ongoing reporting and verification of compliance with these federal provisions

2. **SUBJECT: AUTHORIZATION TO ESTABLISH APPROPRIATIONS, EXECUTE UTILITY REIMBURSEMENT AGREEMENTS, AND ADVERTISE AND AWARD A CONSTRUCTION CONTRACT FOR COLE GRADE ROAD IMPROVEMENT PROJECT - PHASE 1 AND CEQA FINDING (DISTRICT: 5)**

OVERVIEW

Cole Grade Road is a heavily traveled 7.9-mile road that connects the Valley Center community to State Route 76 and provides essential access to residential neighborhoods, agricultural operations, schools, and tribal communities. It also serves as a designated emergency evacuation route and supports access to the Valley Center Library and Valley Center Fire Protection District Temporary Fire Station No. 3. Much of the roadway currently exists as a two-lane road with no dedicated turn lanes, narrow shoulders, no pedestrian facilities, and insufficient drainage facilities.

The improvements to Cole Grade Road (Project) were identified by the Department of Public Works (DPW) based on community input and concerns regarding congestion and safety at key intersections, particularly near the Valley Center High School, and the lack of bike lanes and pathways. The Project proposes widening approximately 2.8 miles of Cole Grade Road between Pauma Heights Road and Fruitvale Road to add a new center, two-way left turn lane, bike lanes, and a multi-use trail. The Project also proposes to replace and improve existing stormwater systems to reduce the risk of flooding, underground overhead utilities to reduce fire risk, and install Green Street drainage features to improve water quality. The Project has been divided into two phases to streamline project development and minimize construction impacts to the community. The Project is listed by the Valley Center Community Planning Group as the number one capital improvement project priority for their community.

Design, environmental clearance, and right-of-way acquisition for Phase 1 of the Project between Pauma Heights Road and Cool Valley Road is complete. Construction of Phase 1 is scheduled to begin mid-2026 with an estimated completion in early 2028. Phase 2 of the Project, from Cool Valley Road to Fruitvale Road, is currently in the preliminary design phase and is planned to begin construction following the completion of Phase 1 in 2028 through proposed TransNet funding which will be presented to the San Diego County Board of Supervisor's the coming year.

Today's request is to establish appropriations and approve the advertisement and subsequent award of a construction contract for Phase 1 of the Cole Grade Road Improvement Project, from Pauma Heights Road and Cool Valley Road. The total construction cost for Phase 1 is estimated at \$27,250,000, including contingency, and funding will be local sales tax revenue from TransNet, General Fund fund balance from DPW's Watershed Protection Program, and revenue from Utility Reimbursement Agreements. This request will also authorize the Director, Department of Public Works, to negotiate and ~~Clerk of the Board~~ to execute Reimbursement Agreements with San Diego Gas & Electric Company, Pacific Bell Telephone Company dba AT&T California, Mediacom, and Valley Center Municipal Water District.

**RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER**

1. Find that the Environmental Impact Report (EIR) on file in the Department of Public Works for the Cole Grade Road Improvement Project, certified by the Board of Supervisors on November 20, 2019 (08), State Clearinghouse # SCH No. 2015121090 was completed in compliance with the California Environmental Quality Act (CEQA) and State and County CEQA Guidelines, that the decision-making body has reviewed and considered the information contained therein and the CEQA 15162 Findings dated January 22, 2026 (Attachment B) before approving the project, that the EIR reflects the independent judgment and analysis of the Board of Supervisors; and

Find that there are no substantial changes in the project or in the circumstances under which it is undertaken which involve significant new environmental impacts which were not considered in the previously certified EIR, that there is no substantial increase in the severity of previously identified significant effects, and that no new information of substantial importance has become available since said EIR was prepared.

2. Establish appropriations of \$23,250,000 in the Department of Public Works Road Fund, Services & Supplies, for the construction of the Cole Grade Road Improvement Project - Phase 1 based on revenue from Transnet (\$16,000,000), available prior year Road Fund fund balance (\$1,000,000), San Diego Gas & Electric Transmission (\$2,300,000), San Diego Gas & Electric 20A Program (\$2,050,000), AT&T (\$450,000), Mediacom (\$450,000) and Valley Center Municipal Water District (\$1,000,000). **(4 VOTES)**
3. Approve and authorize the Director, Department of Public Works ~~Clerk of the Board~~ to negotiate and execute Utility Reimbursement Agreements between the County of San Diego and each of the following utility companies: San Diego Gas & Electric Company, Pacific Bell Telephone Company dba AT&T California, Mediacom, and Valley Center Municipal Water District.

4. Authorize the Director, Department of Purchasing and Contracting, to advertise and award a construction contract and to take other actions authorized by Section 401 et seq. of the Administrative Code with respect to contracting for Construction Contract for Cole Grade Road Improvement Project - Phase 1.
5. Designate the Director, Department of Public Works, as the County Officer responsible for administering the construction contract in accordance with Board Policy F-41, Public Works Construction Contracts.

EQUITY IMPACT STATEMENT

The County of San Diego is committed to supporting a transportation network that is safe and accessible for all users and modes of travel. The Cole Grade Road Improvement Project supports equitable mobility by improving access and safety for motorists, pedestrians, bicyclists, and people with disabilities in the community of Valley Center. Phase 1 improvements will add continuous bicycle lanes, pedestrian pathways, and upgraded Americans with Disabilities Act (ADA)-compliant facilities to enhance connectivity and safety for all users. The Department of Public Works (DPW) considers community health, safety, and accessibility indicators to ensure that transportation investments benefit all residents. The proposed improvements will provide safer, more equitable transportation options for residents, including children, older adults, and people with mobility challenges.

SUSTAINABILITY IMPACT STATEMENT

The project supports environmental and economic sustainability goals of the County. The project incorporates stormwater quality improvements for local habitats, consistent with County standards. Additionally, the project will implement energy-efficient lighting and use recycled durable pavement materials designed for long-term resiliency. Asphalt concrete and aggregate base is typically composed of at least 25% recycled aggregate saving thousands of tons of aggregate each year and supporting the County's sustainability goal to reduce pollution and waste through recycling. Together, these features will help extend the roadway's service life, reduce maintenance needs, and support safe, efficient travel for all users in the Valley Center community.

FISCAL IMPACT

Funds for this request are partially included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works, Road Fund. If approved, this request will result in additional costs and revenue of \$23,250,000 related to recommendation 2, for total construction costs of \$27,250,000, including contingency. The funding sources are Transnet (\$16,000,000), available prior year General Fund fund balance (\$1,000,000), bond proceeds (\$4,000,000), San Diego Gas & Electric Transmission (\$2,300,000), San Diego Gas & Electric 20A Program (\$2,050,000), AT&T (\$450,000), Mediacom (\$450,000) and Valley Center Municipal Water District (\$1,000,000). There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

This project will improve the condition of the road which will facilitate the transit of goods and ease movement to jobs, schools, shopping and other services. County of San Diego construction contracts are also publicly advertised and competitively bid and help stimulate the local economy. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work

and location of the project. Construction is administered in conformance with federal standards for labor practices, wage requirements, safety standards, the County of San Diego's Working Families Ordinance and are subject to ongoing reporting and verification of compliance with these federal provisions. Construction activities may cause temporary traffic delays or limited access for businesses and residents along Cole Grade Road during work hours. The Department of Public Works will coordinate with affected property owners and provide advance notice of construction schedules to minimize disruptions. Upon completion, the project will improve safety, accessibility, and circulation, supporting local businesses and the Valley Center community.

3. **SUBJECT: COUNTY OF SAN DIEGO TRACT NO. 4750-1 (FINAL MAP NO. 14502): APPROVAL OF THIRD AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION AND SECOND AMENDMENT TO JOINT LIEN CONTRACT AND HOLDING AGREEMENT (EXTENSION OF TIME) AND RELATED CEQA EXEMPTIONS FOR RANCHO ALEGRE LOCATED IN THE FALLBROOK COMMUNITY PLAN AREA (DISTRICT: 5)**

OVERVIEW

The San Diego County Code of Regulatory Ordinances establishes the requirements for time extensions for developers to complete required improvements on private 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 outline 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, 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 Rancho Alegre project (Project) includes 33 single-family residential lots on 116.15 acres and in the Fallbrook Community Plan. Since the subdivision map was recorded, the project has changed ownership and faced delays due to economic and financing challenges, which is why these required improvements have not been made. In these cases, it is typical for the County to grant a time extension to allow the developer additional time to construct the improvements. The project is located north of Reche Road between Ranger Road and Yucca Road. On October 28, 2015 (01), the Board approved the First Amendment to the Joint Agreement to Improve Major Subdivision, Lien Contract, and Holding Agreement, including extension of time to complete the subdivision improvements within two years. On September 17, 2024, the Director of Planning & Development Services approved the Second Amendment (Amendment) to Joint Agreement to Improve Major Subdivision and First Amendment to the Joint Lien Contract and Holding

Agreement (Change of Ownership, and associated agreements). The subdivision owner has requested 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.

This is a request for the Board of Supervisors (Board) to approve the Third Amendment to Agreement to Improve Major Subdivision and Second Amendment to the Joint Lien Contract and Holding Agreement (Extension of Time) for the extension of time to allow a two-year extension of performance completion date for County Tract No. 4750-1 (Final Map No. 14502), also known as Rancho Alegre. If today's action is denied, the applicant would likely need to revise the development permits and approvals, which could require additional environmental review. These revisions could result in construction delays or impact project feasibility.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the approval of the Third Amendment to Agreement to Improve Major Subdivision and Second Amendment to the Joint Lien Contract and Holding Agreement (Extension of Time) (Attachment A, on file with the Clerk of the Board) and associated actions for County Tract No. 4750-1 is not a project subject to review under the California Environmental Quality Act (CEQA) pursuant to Sections 15061(b)(3) and 15378(b)(5) of the CEQA Guidelines because the administrative activities of the governments will not result in a direct or indirect physical change in 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 Third Amendment to Agreement to Improve Major Subdivision and Second Amendment to the Joint Lien and Holding Agreement (Extension of Time). This agreement extends the time to construct improvements to two (2) years after the execution of this Second Amendment to Agreement.
3. Authorize the Clerk to forward the Third Amendment to Agreement to Improve Major Subdivision and Second Amendment to the Joint Lien Contract and Holding Agreement (Extension of Time) for Tract No. 4750-1, to the County Recorder for recordation.

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, is appropriately constructed in new housing developments. These improvements are essential for creating safe, resilient, and environmentally responsible communities. The

extensions for improvement agreement provide additional time for the applicant to complete essential required 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. If the developer moves forward with the project, they will incur all costs. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

- 4. **SUBJECT: ADVERTISE AND AWARD A CONSTRUCTION CONTRACT FOR SOUTH MISSION ROAD (NORTH SEGMENT) GREEN STREET PROJECT AND RELATED CEQA EXEMPTION (DISTRICT: 5)**

OVERVIEW

The South Mission Road Green Street Project is a project that is part of the County’s Green Streets Clean Water (GSCW) Plan, published in Spring 2022, which identifies opportunities within the unincorporated County of San Diego to implement green infrastructure in the road right-of-way. Green infrastructure projects, including green streets projects sited in the County road right-of-way, capture, slow down, and filter stormwater to reduce pollutants before they reach local waterbodies. The GSCW Plan and other green infrastructure projects support the County’s compliance with the Regional Municipal Separate Storm Sewer System (MS4) Permit and Trash Amendments, which require local agencies to control the discharge of bacteria, trash, and other pollutants. To meet these requirements, the Department of Public Works (DPW) manages a green infrastructure capital program to improve local water quality.

This project is located in Fallbrook along South Mission Road (between Mission Oaks Road and Ammunition Road) and advances goals to improve water quality in the San Luis Rey River Watershed, which drains to the Pacific Ocean and which is subject to the MS4 Permit. The first phase of this project was funded through the American Rescue Plan Act (ARPA) was approved on August 28, 2024(4), is currently underway and will be completed in Spring 2026. To reach compliance with the MS4 Permit, Both phases of the Project incorporate structural Best Management Practices (BMPs) that are designed to reduce stormwater runoff and improve water quality during both wet and dry weather periods. If the Project does not move forward, the County risks future compliance with the MS4 Permit. The second phase of the Project will include installation of biofiltration basins to filter pollutants from stormwater runoff that would otherwise discharge into a tributary of the San Luis Rey River. Additionally, tree wells will be constructed to filter pollutants from stormwater before entering the storm drain along South Mission Road.

This is a request to approve the advertisement and subsequent award of a construction contract for the South Mission Road (North Segment) Green Street Project. If approved, construction is scheduled to begin in mid-2026 and be completed in mid-2027. The total project cost, including design, environmental review, construction, and contingency is estimated at \$7,700,000. The funding source is available prior-year General Fund fund balance and bond proceeds.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the South Mission Road (North Segment) Green Street Project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301 and 15303 of the CEQA Guidelines since the activities include minor improvements within existing right-of-way.
2. Authorize the Director, Department of Purchasing and Contracting, to advertise and award a construction contract and to take any other action authorized by Section 401 et seq. of the Administrative Code for South Mission Road (North Segment) Green Street Project.
3. Designate the Director, Department of Public Works, as County Officer responsible for administering the construction contract, in accordance with Board Policy F-41, Public Works Construction Projects.

EQUITY IMPACT STATEMENT

The Department of Public Works (DPW) strives to preserve, enhance, and promote quality of life and public safety through the responsible development and maintenance of reliable and sustainable infrastructure and services in the unincorporated area. To ensure that we are fairly and equitably serving all communities, while simultaneously complying with mandatory federal and State stormwater regulations, DPW uses a variety of tools to prioritize stormwater infrastructure improvement projects and to ensure that historically underserved populations are prioritized. The data used by DPW to evaluate and identify underserved populations includes data from the Healthy Places Index (HPI), CalEnviroScreen 4.0, San Diego LiveWell communities, Environmental Justice Communities, and other data sources. This project enhances the built environment by adding green spaces and creating safe and accessible streets; therefore, the project can help increase the HPI in an area that has an HPI percentile rank between 31% and 38% which indicates that between 62% and 69% of other California census tracts have healthier community conditions.

SUSTAINABILITY IMPACT STATEMENT

This Project will provide environmental, social, and health and wellbeing sustainability benefits. It proposes 23 tree wells and 6 biofiltration basins which are green infrastructure that will help improve water quality by reducing the amount of pollution within existing storm drains. The Project will help restore the beneficial uses of local surface waters by improving habitat, community aesthetics and increasing recreational opportunities. The added trees will also help improve air quality, enhance public areas and provide shade. The Project aligns with the County of San Diego's sustainability goals of protecting and promoting natural resources, diverse habitats, and sensitive species, as it also enhances the natural environment for residents, visitors, and future generations to enjoy. In addition, the trees planted with this project will help the County meet its Climate Action Plan goal of expanding the canopy across the unincorporated area prioritizing underserved communities.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2025-26 Operational Plan in the Department of Public Works (DPW) Road Fund. If approved, this request will result in total project estimated costs and revenue of \$7,700,000 for the South Mission Road (North Segment)

Green Street Project. The funding source is available prior year General Fund fund balance (\$1,700,000) and bond proceeds (\$6,000,000). There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

County construction contracts are competitively and publicly bid and help stimulate the local economy by creating primarily construction-related employment opportunities. All workers employed on public works projects must be paid prevailing wages determined by the California Department of Industrial Relations, according to the type of work and location of the project. The prevailing wage rates are typically based on rates specified in collective bargaining agreements. A skilled and trained workforce requirement will be included in the contract in compliance with the County's Working Families Ordinance requirements for County construction projects.

5. **SUBJECT: NOTICED PUBLIC HEARING:
ADOPT AN ORDINANCE AMENDING THE SAN DIEGO COUNTY
ZONING ORDINANCE RELATED TO HEALTH CARE TRAILERS
AND BOUTIQUE WINERIES, AND ADOPT THE RELATED CEQA
ADDENDUM (DISTRICTS: ALL)**

OVERVIEW

This request is for the County Board of Supervisors (Board) to adopt an Ordinance to amend the County Zoning Ordinance related to Boutique Wineries and health care trailers (HCT), referred to as the Project. The Project addresses Board direction to allow amplified live music at Boutique Wineries and to extend the maximum permitting time for HCTs. These two Zoning Ordinance amendments are combined as part of ongoing efforts to update and improve the County's Zoning Ordinance. On February 28, 2024 (13), the Board directed staff to look for ways Boutique Wineries can have live music, with parameters, and to consider expanding wineries into Rural Residential zones, subject to an Administrative Permit. The expansion of wineries into Rural Residential zones is being processed as a separate project, with an anticipated return to the Board in Winter 2026/2027. On September 14, 2022 (3), the Board directed staff to extend the maximum permitting time for HCTs.

The County's Zoning Ordinance regulates different types of wineries and defines four winery tiers, with two winery tiers (Wholesale/Limited and Boutique) allowed by-right and the two other tiers requiring discretionary permits (Small Winery and Winery Tiers). The Boutique Winery Tier is one of four tiers in the County's Tiered Winery regulations of the Zoning Ordinance, and today's item would amend regulations for Boutique Wineries to allow amplified live music, indoors and outdoors, subject to certain parameters. Currently at Boutique Wineries, amplified live music is only allowed indoors subject to specific criteria. These changes will help small, by-right wineries enhance visitor experiences and remain financially viable while maintaining compatibility with surrounding rural communities through clear limits on noise, occupancy, licensing, and other requirements. In addition, the Ordinance includes updates related to site occupancy limits and operational requirements to support Boutique Winery operations better and improve consistency across the Tiered Winery regulations.

Boutique Wineries are a by-right tier, with no discretionary permit required in the A70 (Limited Agricultural) and A72 (General Agricultural) zones. These are small-scale operations that can include wine sales and tasting areas open to the public. The draft Zoning Ordinance amendment incorporates changes to allow amplified live music at Boutique Wineries, including clarifications on maximum site occupancies, property line setback requirements to ensure Noise Ordinance compliance, and reference to required Entertainment Establishment licensing through the County Sheriff.

Amendments are also proposed to Section 6118 of the Zoning Ordinance to extend the maximum permitting time for HCTs from one year to a maximum of five years, depending on the duration noted in a required Certificate of Need signed by a licensed physician. An HCT is a temporary dwelling on a lot with an existing single-family dwelling, intended for occupancy by either health care providers or relatives receiving care. These changes will provide families caring for relatives, or individuals with medical needs, greater stability and convenience by eliminating unnecessary regulatory hurdles, allowing a longer-term permit authorization for temporary care trailers under a physician's certification.

Today's request is for the Board to adopt an Ordinance amending the San Diego County Zoning Ordinance and find that the project complies with the California Environmental Quality Act (CEQA). The draft Zoning Ordinance Amendments were informed by analysis, best practices research, and engagement with stakeholders. Outreach was conducted from summer 2024 through fall 2025 and included in-person meetings, online meetings, and culminated with a public review and comment period, which led to some adjustments to the draft Zoning Ordinance amendment.

RECOMMENDATION(S) PLANNING COMMISSION

On December 5, 2025, the Planning Commission considered the Project and made the following recommendations to the Board of Supervisors (Board):

1. Recommend that the Board of Supervisors find that the Tiered Winery Ordinance Amendment Environmental Impact Report (EIR), dated August 4, 2010, on file with Planning & Development Services (PDS) as Environmental Review Number 08-00-004; and the General Plan Update EIR, dated August 3, 2011, on file with PDS as Environmental Review Number 02-ZA-001, were completed in compliance with the California Environmental Quality Act (CEQA) and the State and County CEQA Guidelines and that the Board of Supervisors has reviewed and considered the information contained therein and the Addendum thereto, dated January 20, 2026, on file with PDS as Environmental Review Number PDS2025-ER-25-00-001, prior to making its decision (Attachment D, on file with the Clerk of the Board).
2. Recommend that the Board of Supervisors find that there are no changes to the Project or in the circumstances under which the Project is undertaken that involve significant new environmental impacts which were not considered in the previously certified EIRs dated August 4, 2010, and August 3, 2011; that there is no substantial increase in the severity of previously identified significant effects; and that no new information of substantial importance has become available since the EIRs were certified as explained in the Environmental Review Update Checklist dated December 5, 2025 (current Checklist

dated January 20, 2026; updated to cover the Ordinance under consideration by the Board of Supervisors), on file with PDS as Environmental Review Number PDS2025-ER-25-00-001 (Attachment D, on file with the Clerk of the Board).

3. Recommend that the Board of Supervisors adopt the attached Form of Ordinance: AN ORDINANCE AMENDING THE SAN DIEGO COUNTY ZONING ORDINANCE RELATED TO HEALTH CARE TRAILERS AND BOUTIQUE WINERIES (PDS2025-POD-25-004) (Attachment A [clean] and Attachment B [strikeout/underline], on file with the Clerk of the Board) with the following two changes to the draft Ordinance that was presented to the Planning Commission. These changes have been incorporated into the Ordinance under consideration with today's action.
 - Clarifications to Zoning Ordinance section 6910.b.6 to clarify that allowed winery activities may be open to the public or limited to wine club members or ticketed participants and that wineries may be closed to the public to limit entry
 - Changes to allow a Zoning Verification Permit to seek a reduction in the minimum 200' buffer with evidence demonstrating compliance with noise standards

DEPARTMENT OF PLANNING & DEVELOPMENT SERVICES

Planning & Development Services concurs with the Planning Commission's recommendations.

EQUITY IMPACT STATEMENT

Families can face challenges caring for family members with long-term health conditions requiring onsite care. The proposed process improvements for health care trailers (HCT) reduce annual re-permitting burdens. Of 198 HCT permits issued between 2022 and 2024, 131 of them were for annual renewals. By extending the maximum permitting time for HCTs to five years (or a duration of less than 5 years as specified by a physician), the process will be improved and streamlined for those with long-term health care needs. Additionally, staff engaged a variety of stakeholders to ensure an equitable approach to public outreach. In addition to the general public, groups such as winery operators, winery associations, musicians, neighbors to wineries, the Farm Bureau, the Ramona Chamber of Commerce, and Community Planning & Sponsor Groups provided input to address varying perspectives.

SUSTAINABILITY IMPACT STATEMENT

The Project helps to promote County Sustainability Goal 2, which calls for providing just and equitable access to County services, policy decision-making, and resource allocation in support of sustainable communities. This goal includes reference to land use and development policies to equitably balance natural spaces, housing needs, and workforce development. Allowing amplified music at Boutique Wineries improves opportunities for small Boutique Wineries to contribute to the rural economy and workforce, while preserving agricultural uses. Expanding these revenue opportunities can help small wineries remain economically viable in facing challenges such as droughts, high water costs, and other economic uncertainties. Similarly, reducing the frequency of required permit renewals will save permitting time and costs for those dealing with long-term health care needs.

FISCAL IMPACT

There is no fiscal impact associated with adopting the proposed Zoning Ordinance Amendments. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

If approved, the recommended amendments to the Zoning Ordinance will help to further support the winery industry in the unincorporated area of San Diego County, by allowing amplified live music to accompany allowed activities and gatherings at Boutique Wineries, which will help Boutique Wineries grow their businesses.

6. **SUBJECT: TRAFFIC ADVISORY COMMITTEE (02/11/2026 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN ORDINANCE; 03/04/2026 - SECOND READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED ON SECOND READING, AND CEQA EXEMPTION FINDING (DISTRICTS: 2, 3, & 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 three items from October 3, 2025 TAC meeting:

District. Item	Location	Request	Description
2. 2-A*	Arnold Way from Alpine Boulevard to Tavern Road in Alpine.	Review requested by DPW staff.	Establish a 30 MPH speed limit and certify the 30 MPH speed limit for radar enforcement.
3. 3-A*	La Granada from Avenida de Acacias to Los Morros in Rancho Santa Fe.	Review requested by DPW staff.	Split the speed zone into two segments, certify the 45 MPH speed limit for radar enforcement on La Granada from Avenida de Acacias to Avenida Maravillas, and establish a 40 MPH speed limit and certify the 40 MPH speed limit on La Granada from Avenida Maravillas to Los Morros.
4. 4-A*	Horizon Hills Drive/Rolling Hills Drive from El Cajon city limit to Fuerte Drive in Mount Helix.	Review requested by DPW staff.	Establish a 35 MPH speed limit and certify the 35 MPH speed limit for radar enforcement.
*Item requires two hearings.			

Approval of Items 2-A on Arnold Way in Alpine (District 2), 3-A on La Granada in Rancho Santa Fe (District 3), and 4-A on Horizon Hills Drive/Rolling Hills Drive in Mount Helix (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. The Board's action on all of these items would introduce an ordinance to amend and establish speed limit zones. This action would revise the County Code and require two steps. On February 11, 2026, the Board will consider the TAC items. If the Board takes action as recommended, then on March 4, 2026, 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 March 4, 2026, then on that date a subsequent meeting date will be selected for the ordinance's adoption. This action would revise the County Code and requires two steps.

**RECOMMENDATION(S)
TRAFFIC ADVISORY COMMITTEE**

District 2:

Item 2-A. Arnold Way from Alpine Boulevard to Tavern Road in Alpine - Establish a 30 MPH speed limit and certify the 30 MPH speed limit.

District 3:

Item 3-A. La Granada from Avenida de Acacias to Los Morros in Rancho Santa Fe - Split the speed zone into two segments, certify the 45 MPH speed limit for radar enforcement on La Granada from Avenida de Acacias to Avenida Maravillas, and establish a 40 MPH speed limit and certify the 40 MPH speed limit on La Granada from Avenida Maravillas to Los Morros.

District 4:

Item 4-A. Horizon Hills Drive/Rolling Hills Drive from El Cajon city limit to Fuerte Drive in Mount Helix - Establish a 35 MPH speed limit and certify the 35 MPH speed limit.

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. Approve the introduction of the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.91., 72.161.93., 72.169.32., AND 72.169.98. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

If, on February 11, 2026, the Board takes action as recommended, then, on March 4, 2026:

1. Adopt the following Ordinance:
ORDINANCE AMENDING SECTIONS 72.161.91., 72.161.93., 72.169.32., AND 72.169.98. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

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 impact 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.

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 \$6,470 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

7. **SUBJECT: NOTICED PUBLIC HEARING:
ADOPT AN ORDINANCE REPEALING AND REENACTING THE
COUNTY BUILDING, RESIDENTIAL, ELECTRICAL, PLUMBING,
MECHANICAL, ENERGY EFFICIENCY, GREEN BUILDING CODES,
AND AN ORDINANCE AMENDING THE FLOOD DAMAGE
PREVENTION ORDINANCE, AND RELATED CEQA EXEMPTION
(TRIENNIAL COUNTY BUILDING CODE UPDATE) (2/11/2026 - FIRST
READING; 3/4/2026 - SECOND READING) (DISTRICTS: ALL)**

OVERVIEW

National building codes were developed in response to natural disasters, such as fires and earthquakes. Advancements in building sciences and construction engineering have allowed codes to evolve beyond simply reducing risks. Today's codes establish minimum standards to ensure homes and buildings are designed and constructed to protect public health, safety, community welfare, and built to be more sustainable. Planning & Development Services (PDS)

helps establish, use, and enforce up-to-date building codes through the review of proposed plans, issuance of building permits, and onsite construction inspections. These ongoing efforts, including regular code updates, enhance building resiliency and welfare, and maintain a culture of preparedness.

The California Building Standards Code (State Model Code) aims to ensure public health, safety, and general welfare through provisions that address structural strength and stability, emergency egress, fire prevention, electrical hazards, sanitation, air and water quality, energy efficiency, accessibility, and the sustainability of buildings and structures. Structures designed and built to these standards are more likely to maintain their structural integrity in the event of a disaster. This provides building occupants with sufficient time to escape, ensures the safety of emergency responders, and protects their lives.

Every three years, the State of California (State) updates the State Model Code. The 2025 edition of the State Model Code was published on July 1, 2025, and is available for adoption as of January 1, 2026. State law allows local governments to make more restrictive additions, modifications, and deletions through local amendments to the State Model Code when the changes are reasonably necessary due to local climatic, geological, and topographical conditions. To ensure statewide public health and safety, the State Model Code prohibits local modifications from being less restrictive than the baseline requirements contained in the codes. With each new edition of the State Model Code, State law also allows local jurisdictions to readopt any existing local amendments to be carried into the triennial code update. Once adopted, the collection of State Model Codes and local amendments is collectively known as the County Building Code.

The 2025 State Model Code update makes significant advancements in energy efficiency and building sustainability, aligning with the County's Regional Decarbonization Framework and the 2024 Climate Action Plan (CAP). The CAP directs the County to expand access to programs and services that will increase energy efficiency, energy resiliency, and electrification in the unincorporated area. To implement the CAP, today's request includes updates to the existing voluntary Green Building Incentive Program (GBIP) to provide streamlined plan checks and permitting discounts for projects that voluntarily exceed the State Model Code requirements to reduce greenhouse gas emissions from energy and water use in buildings.

Separately, construction and the placement of structures in areas of special flood hazard in the unincorporated county are governed by the Flood Damage Prevention Ordinance (FDPO). This ordinance implements the National Flood Insurance Program (NFIP) and the Community Rating System (CRS) by regulating development in floodways and floodplains to protect lives and property against flood risk. The Federal Emergency Management Agency (FEMA) manages the NFIP and CRS programs and conducts periodic reviews of communities implementing ordinances like the FDPO. Today's action also includes the introduction and adoption, by ordinance, of minor edits to the County's FDPO to implement FEMA CRS recommendations related to engineering review and freeboard requirements. This administrative change codifies existing best practices implemented by review staff, with no new impact on designers, builders, or owners. It is important to implement FEMA recommendations to ensure unincorporated communities can continue to purchase flood insurance through the NFIP as well as receive discounts on flood insurance premiums through the CRS program.

Today's request is the first reading to consider the adoption of the proposed ordinances, which contain local amendments to the State Model Code, and amendments to the FDPO recommended by FEMA. This request includes the readoption of prior local amendments, such as fire hardening, energy efficiency, flood prevention, and emergency housing amendments, that were previously Board directed and remain applicable. Additionally, today's request includes updates to the GBIP to provide permitting incentives for projects that volunteer to go beyond State code requirements to support implementation of the 2024 CAP. If the Board takes the action recommended today, then on March 4, 2026, the Board can consider and adopt the proposed ordinances.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

On February 11, 2026:

1. In accordance with California Environmental Quality Act Guidelines Section 15061(b) (3), find that it can be seen with certainty that there is no possibility that the proposed project may have a significant effect on the environment for the reasons stated in the Notice of Exemption (on file with the Clerk of the Board).
2. Approve the express findings demonstrating the County of San Diego amendments to the California Building Standards Code (State Model Code) are reasonably necessary because of local climatic, geological, or topographical conditions, pursuant to Health and Safety Code Section 17958.7 (Attachment A).
3. Approve the introduction of the Ordinance (first reading), and waive further reading of the following ordinance (Attachment B):

AN ORDINANCE REPEALING AND REENACTING THE COUNTY BUILDING, RESIDENTIAL, ELECTRICAL, PLUMBING, MECHANICAL, ENERGY EFFICIENCY, AND GREEN BUILDING CODES (TRIENNIAL COUNTY BUILDING CODE UPDATE)

4. Approve the introduction of the Ordinance (first reading), and waive further reading of the following ordinance to amend the Flood Damage Prevention Ordinance, County Code section 811.101 et seq. (FDPO) (Attachment D), titled:

AN ORDINANCE AMENDING THE COUNTY FLOOD DAMAGE PREVENTION ORDINANCE TO REFLECT COMMUNITY RATING SYSTEM REQUIREMENTS

5. Waive Board Policy B-29: Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery, for fees relating to plan review and permit fees for the Green Building Incentive Program in Planning & Development Services.
6. Approve the introduction of the Ordinance (first reading), and waive further reading of the following ordinance (Attachment F):

AN ORDINANCE AMENDING SCHEDULE F OF SECTION 362.1 OF THE SAN DIEGO COUNTY ADMINISTRATIVE CODE TO REDUCE FEES FOR BUILDINGS USING SUSTAINABLE BUILDING PRACTICES

If, on February 11, 2026, the Board takes action as recommended, then on March 4, 2026:

1. Submit the ordinance for further Board consideration and adoption (second reading).

AN ORDINANCE REPEALING AND REENACTING THE COUNTY BUILDING, RESIDENTIAL, ELECTRICAL, PLUMBING, MECHANICAL, ENERGY EFFICIENCY, AND GREEN BUILDING CODES (TRIENNIAL COUNTY BUILDING CODE UPDATE)

2. Upon adoption of the Triennial County Building Code Update, direct the Clerk of the Board to provide a certified copy of the adopted Ordinance repealing and reenacting the County Building, Residential, Electrical, Plumbing, Mechanical, Energy Efficiency, and Green Building Codes (Triennial County Building Code) together with the associated findings (Attachments A-C) to the California Building Standards Commission at 2525 Natomas Park Drive, Suite 130, Sacramento, CA 95833 pursuant to Health and Safety Code Section 17958.7.
3. Submit the ordinance for further Board consideration and adoption (second reading).

AN ORDINANCE AMENDING THE COUNTY FLOOD DAMAGE PREVENTION ORDINANCE TO REFLECT COMMUNITY RATING SYSTEM REQUIREMENTS

4. Submit the ordinance for further Board consideration and adoption (second reading).

AN ORDINANCE AMENDING SCHEDULE F OF SECTION 362.1 OF THE SAN DIEGO COUNTY ADMINISTRATIVE CODE TO REDUCE FEES FOR BUILDINGS USING SUSTAINABLE BUILDING PRACTICES

EQUITY IMPACT STATEMENT

Regular updates to the County Building Code help increase transparency and create uniform standards applied equally across all unincorporated communities. Local amendments to the State Model Code create customized changes to address the public health and safety needs of our local community. Local Amendments expand beyond statewide transparency and accountability efforts through local stakeholder engagement, including direct feedback from vulnerable communities and those closely connected to the communities they serve. According to the California Energy Commission, extensive community input, including from underserved communities and those directly impacted by changes (homeowners and homebuilders), shaped the development of the State Model Code. The State Model Code helps reduce disproportionate equity impacts faced by vulnerable communities. Updates to the Energy Code, included in the 2025 State Model Code, help address some of the disproportionate effects of climate change. They introduce new standards to reduce air pollution and improve indoor air quality, thereby enhancing public health.

SUSTAINABILITY IMPACT STATEMENT

The proposed actions advance the County Sustainability Goal 3: Transition to a green, carbon free economy, reduce greenhouse gas emissions, support green job creation and workforce development, and prepare for impacts of a changing climate by supporting energy efficiency and encouraging building and vehicle electrification. The proposed updates to County building standards and Green Building Incentive Program reduce energy consumption, reduce indoor

water consumption, preserve natural resources, and protect indoor air quality. In addition, proposed wildfire and flood resiliency standards safeguard public health and well-being while reducing demand on first responders during natural disasters resulting from climate change. Increasing energy efficiency and electrification of existing buildings is one of the most impactful actions within the County's Climate Action Plan and will result in significant greenhouse gas emissions reductions and support the County's efforts to mitigate climate change.

FISCAL IMPACT

There is no fiscal impact associated with today's action. There will be no change in net General Fund costs and no additional staff years. A waiver of Board Policy B-29: Fees, Grants, Revenue Contracts - Departmental Responsibility for Cost Recovery (Board Policy B-29) is requested because the proposed waiver of fees for the Green Building Incentive Program (GBIP) will not recover full operating costs for services provided. There are already funds included in the Fiscal Year 2025-26 Operational Planning for Planning & Development Services (PDS) for waivers related to plan review and building fees for the Green Building Incentive Program.

BUSINESS IMPACT STATEMENT

While there is an increased upfront cost to develop certain new residential construction (heat pump technology, electric ready wiring for future electric appliances, and larger solar and storage capacity) and certain new commercial construction (increased mandatory solar and energy storage) as a result of a new requirement established by the State, the California Energy Commission (CEC) identified long-term savings for building occupants resulting from increased energy efficiency estimated to provide over \$4.8 billion statewide for the 2025 code package. These additional long-term utility energy savings would outweigh the increased upfront construction costs when measured over the useful life of the home or business (measured over 30 years). Increased construction costs are recovered through reduced utility costs over time, resulting in net cost neutrality. In addition, the 2025 code package encourages voluntary all-electric construction, resulting in estimated construction cost savings of \$2,000 to \$3,000 per unit (from removing gas appliances and gas infrastructure).

THIS PAGE IS INTENTIONALLY LEFT BLANK.