

COUNTY OF SAN DIEGO BOARD OF SUPERVISORS - LAND USE
REGULAR MEETING

TUESDAY, FEBRUARY 25, 2025, 9:00 AM AND WEDNESDAY, FEBRUARY 26, 2025, 9:00 AM
COUNTY ADMINISTRATION CENTER,
BOARD CHAMBER, ROOM 310
1600 PACIFIC HIGHWAY, SAN DIEGO, CA 92101

LAND USE LEGISLATIVE SESSION
WEDNESDAY, FEBRUARY 26, 2025, 9:00 AM

Order of Business

- A. Roll Call to Reconvene from Tuesday, February 25, 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. Consent Agenda
- F. 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.

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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 AN ORDINANCE:
TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA EXEMPTION
(02/12/2025 - ADOPT RECOMMENDATIONS INCLUDING INTRODUCING AN
ORDINANCE; 02/26/2025 - SECOND READING OF AN ORDINANCE, UNLESS
ORDINANCE IS MODIFIED ON SECOND READING) |
| 2. | CONTINUED ITEM FROM FEBRUARY 12, 2025 (02):
ESTABLISH APPROPRIATIONS, ADVERTISE AND AWARD CONSTRUCTION
CONTRACTS FOR COUNTYWIDE ASPHALT CONCRETE OVERLAY AND
SLURRY SEAL TREATMENTS FOR FISCAL YEAR 2024-25, APPROVE
REIMBURSEMENT AGREEMENTS BETWEEN THE COUNTY OF SAN DIEGO
AND THE CITIES OF EL CAJON AND NATIONAL CITY AND RELATED CEQA
EXEMPTION
(4 VOTES) |

DISCUSSION ITEM

Agenda #	Subject
3.	NOTICED PUBLIC HEARING: ADOPT THE VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN AND ADOPT THE ACCOMPANYING ORDINANCE AND RELATED CEQA ADDENDUM ([FEBRUARY 26, 2025] - FIRST READING; [MARCH 12, 2025] - SECOND READING UNLESS ORDINANCE IS MODIFIED ON SECOND READING)

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**1. SUBJECT: ADMINISTRATIVE ITEM:
SECOND CONSIDERATION AND ADOPTION OF ORDINANCE:
TRAFFIC ADVISORY COMMITTEE AND RELATED CEQA
EXEMPTION (02/12/2025 - ADOPT RECOMMENDATIONS
INCLUDING INTRODUCING AN ORDINANCE; 02/26/2025 - SECOND
READING OF AN ORDINANCE, UNLESS ORDINANCE IS MODIFIED
ON SECOND READING) (DISTRICTS: ALL)**

OVERVIEW

On February 12, 2025 (03), the Board of Supervisors took action to further consider and adopt the Ordinance on February 26, 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 five items from the October 4, 2024 TAC meeting agenda:

Items from the 10/04/2024 TAC Meeting			
District	Item	Location	Action
2	2-A	Riverview Avenue and Lemon Crest Drive in Lakeside	Establish an all-way stop intersection.
2	2-B*	Southern Oak Road from Dye Road to the cul-de-sac in Ramona	Establish and certify a 35 mile per hour (MPH) speed limit for radar enforcement.
2	2-C*	Old Julian Highway from Vista Ramona Road to 800' east of Mile Post 7.0 in Ramona	Establish and certify a 40 MPH speed limit for radar enforcement.
2	2-D*	Arena Way from Gunn Stage Road to Open View Road in Ramona	Reduce the 45 MPH speed limit to 35 MPH and certify for radar enforcement.
ALL	A	County of San Diego Sight Distance Standards (Countywide)	Adopt the 2025 County of San Diego Sight Distance Standards
* Indicates a second reading of the ordinance is required. These items are not in the vicinity of tribal lands.			

Approval of Item 2-A on Riverview Avenue and Lemon Crest Drive in Lakeside (District 2) 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-B on Southern Oak Road in Ramona (District 2), 2-C on Old Julian Highway in Ramona (District 2), and 2-D on Arena Way in Ramona (District 2) would support speed enforcement which enhances roadway safety. Properly posted speed limits inform drivers on safe speeds, reducing the number and severity of collisions, and allow for enforcement.

Approval of Item A regarding the County of San Diego Sight Distance Standards would provide standards for evaluating sight distance at existing public intersections and roads in the County of San Diego. These standards establish minimum criteria for DPW to determine if existing County roads and intersections have sufficient sight distance and are updated as and when criteria for measurement of sight distance are modified based on technical analysis by the federal or State guidelines.

The Board's action on Item 2-A on Riverview Avenue and Lemon Crest Drive in Lakeside (District 2) and Item A regarding the County Sight Distance Standards (All Districts) 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 February 12, 2025 would allow implementation by DPW.

The Board's action on Items 2-B on Southern Oak Road in Ramona (District 2), 2-C on Old Julian Highway in Ramona (District 2), and 2-D on Arena Way in Ramona (District 2) would introduce an ordinance to amend the speed limit zones. This action would revise County Code and requires two hearings. On February 12, 2025, the Board would consider the TAC items. If the Board takes action as recommended on February 12, then on February 26, 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 February 26, 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. Riverview Avenue and Lemon Crest Drive in Lakeside - Establish an all-way stop intersection.

Item 2-B. Southern Oak Road from Dye Road to the cul-de-sac in Ramona - Establish a 35 MPH speed limit and certify for radar enforcement.

Item 2-C. Old Julian Highway from Vista Ramona Road to a point 800' east of Mile Post 7.0 in Ramona - Establish a 40 MPH speed limit and certify for radar enforcement.

Item 2-D. Arena Way from Gunn Stage Road to Open View Road in Ramona - Reduce the 45 MPH speed limit to 35 MPH and certify for radar enforcement.

All Districts:

Item A. County of San Diego Sight Distance Standards - Adopt the 2025 County of San Diego Sight Distance Standards

CHIEF ADMINISTRATIVE OFFICER

Adopt the following Ordinance:

ORDINANCE ADDING SECTIONS 72.161.2. AND 72.163.13.3. AND AMENDING SECTION 72.161.15.4. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY (Items 2-B, 2-C, and 2-D)

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, races, ethnicities, ages, and abilities. Understanding travel patterns, where correctable crashes are occurring, and the disproportionate impacts on certain communities will allow 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 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 2024-25 Operational Plan in the Department of Public Works Road Fund. If approved, this request will result in current year costs and revenue of \$13,370 for staff time, materials, and supplies. The funding source is 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: CONTINUED ITEM FROM FEBRUARY 12, 2025 (02):
ESTABLISH APPROPRIATIONS, ADVERTISE AND AWARD
CONSTRUCTION CONTRACTS FOR COUNTYWIDE ASPHALT
CONCRETE OVERLAY AND SLURRY SEAL TREATMENTS FOR
FISCAL YEAR 2024-25, APPROVE REIMBURSEMENT
AGREEMENTS BETWEEN THE COUNTY OF SAN DIEGO AND THE
CITIES OF EL CAJON AND NATIONAL CITY AND RELATED CEQA
EXEMPTION (DISTRICTS: ALL)**

OVERVIEW

On February 12, 2025 (2), the Board of Supervisors (Board) continued this item to the February 26, 2025, hearing.

The County of San Diego (County) Department of Public Works (DPW) maintains nearly 2,000 centerline miles of roads in the unincorporated areas of San Diego County. Centerline miles represent the total length of roads regardless of the number of lanes or overall roadway width. The County's average Pavement Condition Index (PCI), an industry-standard rating system used to rate the condition of roads, dropped from 70 in 2012 to 60 in 2016. The change in PCI occurred because of reduced levels of road maintenance work due to rising construction costs and declining gas tax revenues as vehicles became more fuel efficient and less fuel was purchased.

As a result of the Senate Bill 1 (SB1) initiative and the associated resurfacing projects, the condition of County-maintained roads has improved significantly over the past seven years and the current average PCI is 68. DPW received \$61.6 million in SB1 revenue in Fiscal Year (FY) 2023-24 and estimates it will receive \$61.9 million in FY 2024-25 to continue expanding the road resurfacing program.

To be eligible to receive SB1 revenue, the Board must adopt a resolution each year approving a list of proposed projects, or road resurfacing locations, and submit the resolution and proposed list to the California Transportation Commission (CTC). On June 5, 2024 (02), the Board adopted the annual resolution and proposed a list of roads to be resurfaced during FY 2024-25 using SB1 revenue. On June 7, 2024, the resolution and proposed list of roads were submitted and accepted by the CTC.

DPW performed a thorough engineering design review of the roads included on the proposed FY 2024-25 list and evaluated projected SB1 funding levels and construction costs. This allowed DPW to confirm the initial designs, coordinate planned activities with stakeholders, and adjust the amount of road resurfacing work in FY 2024-25 based on anticipated SB1 funding levels and the most recent bid prices for similar work. While SB1 funding levels have been relatively consistent, recent resurfacing project bid costs have risen due to price increases for materials, labor shortages, and a surge in similar infrastructure projects throughout the region. This increased cost and surge in similar projects by others resulted in an impact on the original timeline. DPW made adjustments based on the list of roads anticipated to be awarded in the prior fiscal year and changes in priorities associated with updated information and community feedback. As a result of this process, DPW adjusted the FY 2024-25 list after evaluating for increased construction costs and feedback from the community. The updated road resurfacing

list includes approximately 96.26 centerline miles of County-maintained roads to be resurfaced with available road resurfacing funding included in DPW's FY 2024-25 Operational Plan. Actual bid prices will determine how many miles of roads will be resurfaced with the available budget.

Additionally, the County coordinates resurfacing activities with neighboring cities for roads that cross County boundaries, which are largely invisible to the public, to allow for the complete resurfacing of those roads. DPW has identified five County-maintained roads that cross into the City of El Cajon and one County-maintained road that crosses into the City of National City where resurfacing coordination will be mutually beneficial and better serve residents by increasing efficiency and reducing construction impacts to the public.

DPW also provides road maintenance services for almost 100 miles of private roads through the Permanent Road Division (PRD) Program. DPW has identified a combined 3.70 centerline miles of road resurfacing in 12 PRD Zones in FY 2024-25 based on available funding, road segment condition, the road segments with the heaviest use, maintaining egress routes in case of disasters, and community input. Road work was identified through field reviews and coordinated with road committees in each PRD Zone.

This is a request to authorize the Clerk of the Board to implement, upon receipt, reimbursement agreements with the Cities of El Cajon and National City for payment of costs to the County to complete road resurfacing work. Additionally, this request seeks approval for the Board to establish appropriations and approve the advertisement and subsequent award of multiple construction contracts to the lowest bidders for asphalt concrete overlay and slurry seal treatments on County-maintained, city-maintained and PRD Zone roads. The available funding and estimated projects' cost for County-maintained roads for FY 2024-25 is \$65,583,318, including an 8% contingency. The estimated project cost for city-maintained roads for FY 2024-25 is \$370,946, including a 20% contingency. The estimated projects' cost for the PRD Zone roads is \$2,511,180, including a 20% contingency. Contingencies are incorporated into estimated costs as unplanned or unforeseen conditions that may arise during construction. The funding sources for County-maintained roads are SB1 and TransNet a half-cent countywide sales tax administered by the San Diego Association of Governments that helps fund regional transportation projects. The funding sources for the PRD Zone roads are special district revenues from each PRD Zone at the current rate. The funding source for city-maintained roads is full cost recovery revenue agreements. Advertisement and award of the construction contracts are scheduled for summer 2025. Construction for all FY 2024-25 projects is scheduled to begin in fall 2025 and be completed by the end of 2026.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15301(c) of the California Environmental Quality Act (CEQA) Guidelines that the proposed projects and approval of the associated revenue agreements are categorically exempt from CEQA review because it involves the maintenance of existing public roads involving no or negligible expansion of existing use.

2. Establish appropriations of \$370,946 in the Department of Public Works Road Fund, Services & Supplies, for the AC Overlay 2425 A (North), AC Overlay 2425 B (South), and Pavement Seal 2425 projects based on revenue from the City of National City Agreement and the City of El Cajon Agreements. **(4 VOTES)**
3. Authorize the Director, Department of Purchasing and Contracting, to advertise and award multiple construction contracts and to take other actions authorized by Section 401 et seq. of the Administrative Code with respect to contracting for asphalt concrete overlay and slurry seal treatment projects on County-maintained, city-maintained, and PRD Zone roads as identified in Attachments A through D.
4. Authorize the Clerk of the Board to execute, upon receipt, revenue agreements with the Cities of El Cajon and National City for road resurfacing in accordance with Board Policy B-29 and Attachment A and Attachment B.
5. Designate the Director, Department of Public Works, as the County Officer responsible for administering the construction contracts in accordance with Board Policy F-41, Public Works Construction Projects.

EQUITY IMPACT STATEMENT

The Department of Public Works (DPW) uses best management practices when preserving the County-maintained road network that includes industry standard resurfacing methods to extend the life of the roads and prevent more costly resurfacing treatments. This includes using pavement management software that models and predicts the rate of deterioration of roads. To supplement this data, DPW staff performs routine inspections of roads in need of repair that are identified by the pavement management software or the community through a variety of sources such as the Tell Us Now! mobile app and toll-free hotlines. This information is evaluated by DPW and used to develop a list of roads requiring maintenance that is balanced proportionally to the total centerline miles within each Supervisorial district. Approximately 46% of the roads on the maintenance list are located within underserved communities as defined in the most recent version of CalEnviroScreen (4.0) and Healthy Places Index (3.0) GIS layer. The projects will provide significant benefits to the residents, including enhancements to the Americans with Disabilities Act (ADA) pedestrian ramps and drainage improvements that will improve access and mobility for non-motorized road users. Road resurfacing facilitates transit and allows cars and buses to travel to underserved communities to bring workers to job centers and other resources. County of San Diego construction contracts are also competitively and publicly advertised and bid and help stimulate the local economy.

SUSTAINABILITY IMPACT STATEMENT

Maintaining County roads has benefits to sustainability in terms of the economy, environment, social health, and well-being, and prevents more costly maintenance treatments in the future, thereby supporting fiscal sustainability. Asphalt concrete rehabilitation activities use 25% recycled asphalt from old, deteriorated roads, saving thousands of tons of aggregate each year and supporting the County's sustainability goal to reduce pollution and waste through recycling. Well-maintained roads allow vehicle owners to use fewer resources for vehicle maintenance and operation providing social sustainability benefits. Drainage improvements made possible in this action, such as rehabilitating culverts, curbs, and gutters contribute to the County's sustainability

goals to improve water quality and extend the useful life of facilities, by protecting County-maintained roads from costly and resource-intensive repairs. The installation of Americans with Disabilities Act (ADA) compliant pedestrian ramps proposed in this action supports walkability, mass transit access, and contributes to County sustainability goals to protect the health and well-being of everyone in the region, reduce greenhouse emissions, and transition to a green, carbon-free economy.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2024-25 Operational Plan in Permanent Road Divisions (PRD) and partially included in the Fiscal Year 2024-25 Operational Plan in the Department of Public Works (DPW) Road Fund. If approved, this request will establish additional appropriations of \$370,946, resulting in additional costs and revenue for DPW Road Fund, as outlined in recommendation 2. The funding sources for this request are revenues from the City of National City Agreement (\$112,960) and the City of El Cajon Agreement (\$257,986).

The total cost for all FY 2024-25 projects is estimated at \$68,465,444, including an 8% contingency for County-maintained roads and a 20% contingency for city-maintained and PRD Zone roads for unforeseen conditions that may arise during construction. The funding sources are Senate Bill 1 (SB1) (\$59,873,318), TransNet (\$5,710,000), City of El Cajon revenue agreement (\$257,986), City of National City revenue agreement (\$112,960), PRD Zones' available prior year fund balance (\$2,021,144), and benefit assessments and special taxes from property owners (\$490,036). There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT

Road resurfacing to improve the condition of the roads facilitates the transit of goods and eases the movement of commuters to jobs, schools, and shopping centers in underserved communities. 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.

3. **SUBJECT: NOTICED PUBLIC HEARING:
ADOPT THE VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN
AND ADOPT THE ACCOMPANYING ORDINANCE AND RELATED
CEQA ADDENDUM ([FEBRUARY 26, 2025] - FIRST READING;
[MARCH 12, 2025] - SECOND READING UNLESS ORDINANCE IS
MODIFIED ON SECOND READING) (DISTRICT: 5)**

OVERVIEW

This is a request for the County of San Diego (County) Board of Supervisors (Board) to adopt the Valley Center Road Corridor Concept Plan (VCRCCP) and adopt an accompanying Ordinance to integrate the VCRCCP into the County Code of Regulatory Ordinances to apply specific requirements for a portion of Valley Center Road. The Ordinance will be introduced on February 26, 2025, and, if approved, it will be scheduled for adoption on March 12, 2025.

The VCRCCP was developed to improve safety and traffic flow considering all road user types- drivers, cyclist, pedestrians, and others- in North and South Villages of Valley Center. The proposed VCRCCP is the result of analysis, public outreach, and engagement with community members and public safety professionals. Together, participants worked to create solutions to recurring issues along the corridor, such as excessive speeding and collisions, to develop a comprehensive plan that reflects more of a village atmosphere (calmed traffic, more pedestrian oriented, aesthetic values) as envisioned in the County General Plan and the Valley Center Community Plan.

The proposed VCRCCP represents a modified corridor plan developed to reflect the middle ground amidst widely varying viewpoints within the community and is consistent with the Valley Center Community Planning Group (CPG) recommendations. This addresses key traffic safety issues along the corridor including a roundabout at the Miller Road/Valley Center Road intersection, traffic signals at the Sunday Drive and Old Road intersections, and other bicycle, pedestrian, and safety improvements including, but not limited to, a new controlled pedestrian crossing, bicycle facilities, and sidewalks.

The geographic scope of the VCRCCP covers approximately 2.5 miles of the road corridor and corresponding right-of-way, from the Woods Valley Road intersection in the south, to the Cole Grade Road intersection in the north. Valley Center's Villages are focus areas for planning new development and infrastructure improvements, including transportation network improvements, and providing active transportation opportunities.

The proposed VCRCCP would be implemented through a combination of grant funding, private funding from new private development (through required conditions with discretionary permit approvals and other applicable projects), and through publicly initiated Capital Improvement Program (CIP) projects, when other funding becomes available. Funding is not being requested to implement the plan at this time; however, adoption of the plan will facilitate opportunities to secure grant funding for implementation and will allow Planning & Development Services (PDS) and the Department of Public Works (DPW) to require private development along the corridor to implement improvements consistent with the plan.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

On February 26, 2025:

1. Find that the General Plan Environmental Impact Report (EIR), dated August 3, 2011, on file with Planning & Development Services (PDS) as Environmental Review Number 02-ZA-001, was 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 (PDS2023-ER-23-00-003) thereto dated December 6, 2024, on file with PDS, prior to making its decision on the Valley Center Road Corridor Concept Plan and accompanying Ordinance (Attachment E, on file with the Clerk of the Board).

Find that there are no changes in the project or in the circumstances under which the project is undertaken that involve significant new environmental impacts that were not considered in the previously certified EIR dated 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 EIR was certified as explained in the Environmental Review Update Checklist (PDS2023-ER-23-00-003) dated December 6, 2024 (Attachment E, on file with the Clerk of the Board).

2. Approve the introduction of the Ordinance (first reading): waive further reading of the following Ordinance entitled:
AN ORDINANCE AMENDING SECTION 81.102(gg) OF THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES TO INCLUDE THE VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN (Clean Copy) (Attachment C, on file with the Clerk of the Board)

If, on February 26, 2025, the Board takes the action recommended, then on March 12, 2025:

1. Consider and adopt the Valley Center Road Corridor Concept Plan (Attachment A, on file with the Clerk of the Board)
2. Consider and adopt the following Ordinance (second reading) entitled:
AN ORDINANCE AMENDING SECTION 81.102(gg) OF THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES TO INCLUDE THE VALLEY CENTER ROAD CORRIDOR CONCEPT PLAN (Clean Copy) (Attachment C, on file with the Clerk of the Board)

EQUITY IMPACT STATEMENT

In addition to prioritizing traffic safety improvements for drivers, the Valley Center Road Corridor Concept Plan addresses several active transportation safety improvements for Valley Center residents and visitors who do not have cars or prefer to use other modes of transportation when deemed safe, such as walking and bicycling. The County's 2022 Local Road Safety Plan includes ranked priority intersections for safety improvements based on collision rate, collision severity, and Healthy Places Index data. Two intersections within the project's geographic scope are within the top 12 intersections ranked.

SUSTAINABILITY IMPACT STATEMENT

In line with Sustainability Goal 3, the Valley Center Road Corridor Concept Plan (VCRCCP) includes several components that would be anticipated to reduce vehicle trips and greenhouse gas emissions and improve air quality, including improved bicycle and pedestrian facilities and a roundabout. The VCRCCP development process involved engaging the community in a variety of meaningful ways, in accordance with County Sustainability Goal 1. Safety improvements were a main focus of the VCRCCP, addressing County Sustainability Goal 4, to protect the health and wellbeing of everyone in the region.

FISCAL IMPACT

There is no current fiscal impact associated with adopting the Valley Center Road Corridor Concept Plan (VCRCCP) and accompanying Ordinance to integrate the VCRCCP into the County Code of Regulatory Ordinances. The VCRCCP is a long-term plan for the corridor that would be implemented through a combination of grant funding, applying conditions (requirements) associated with applicable permit approvals for privately initiated development, and through publicly initiated Capital Improvements Program (CIP) projects when funding is available. There will be no change in net General Fund cost and no additional staff years associated with today's recommended action.

BUSINESS IMPACT STATEMENT

N/A