COUNTY OF SAN DIEGO BOARD OF SUPERVISORS - LAND USE
REGULAR MEETING
MEETING AGENDA
WEDNESDAY, DECEMBER 11, 2024, 9:00 AM
COUNTY ADMINISTRATION CENTER, ROOM 310
1600 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA

Order of Business

A. Roll Call

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: Opportunity for members of the public to speak to the Board on any subject matter within the Board's jurisdiction but not an item on today's agenda.

E. Approval of the Statement of Proceedings/Minutes for the meeting of October 23, 2024.

F. Consent Calendar

G. Discussion Items

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

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

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

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

LEVINE ACT NOTICE: DISCLOSURES REQUIRED ON SPECIFIED ITEMS (GOVERNMENT CODE § 84308)
The Levine Act states that parties to any proceeding involving a license, permit or other entitlement for use pending before the Board must disclose on the record of the proceeding any campaign contributions of more than $250 (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 CALENDAR

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.	LOCAL EMERGENCY REVIEW: PROCLAMATION OF LOCAL EMERGENCY FOR U.S.-MEXICO TRANSBOUNDARY POLLUTION ENVIRONMENTAL CRISIS AND RELATED CEQA EXEMPTION
2.	RECEIVE FIVE-YEAR REPORT OF PARK LAND DEDICATION ORDINANCE FEES FOR FISCAL YEAR 2023-2024 AND RELATED CEQA EXEMPTION
3.	RECEIVE TRANSPORTATION IMPACT FEE AND REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FISCAL YEAR 2023-24 COMPREHENSIVE ANNUAL AND FIVE-YEAR MITIGATION FEES REPORT AND RELATED CEQA FINDING
4.	RECEIVE INTERSECTION IMPROVEMENT FEE PROGRAM (BOARD POLICY J-25) FISCAL YEAR 2023-24 COMPREHENSIVE ANNUAL AND FIVE-YEAR MITIGATION REPORT AND RELATED CEQA FINDING
5.	MEMORANDUM OF UNDERSTANDING WITH SAN DIEGO COMMUNITY POWER FOR THE SAN DIEGO REGIONAL ENERGY NETWORK

6.	COUNTY OF SAN DIEGO TRACT NO. 5410-1 (FINAL MAP NO. 16279): APPROVAL OF FIRST AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION (SUBSTITUTION OF PARTIES, INCREASE AMOUNT OF SECURITY, AND EXTENSION OF TIME) FOR MARQUART RANCH TENTATIVE MAP LOCATED IN THE BONSALL COMMUNITY PLAN AREA AND RELATED CEQA FINDING
7.	COUNTY OF SAN DIEGO TRACT NO. 4823-1 (FINAL MAP NO. 14462): APPROVAL OF FOURTH AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION AND LIEN CONTRACT (INCREASE AMOUNT OF SECURITY AND EXTENSION OF TIME) FOR LIVE OAK RANCH LOCATED IN THE FALLBROOK COMMUNITY PLANNING GROUP AREA AND RELATED CEQA FINDING
8.	SECOND CONSIDERATION AND ADOPTION OF ORDINANCE: SUNSET REVIEW OF BOARD OF SUPERVISORS POLICIES AND PROVISIONS OF THE COUNTY REGULATORY CODE ASSIGNED TO THE LAND USE AND ENVIRONMENT GROUP AND ASSOCIATED CEQA EXEMPTION (10/23/24 -First Reading; 12/11/24 - Second Reading, unless the ordinances are modified on second reading)

DISCUSSION ITEMS

Agenda #	**Subject**
9.	NOTICED PUBLIC HEARING: ACCEPT THE FALLBROOK SUB-AREA PLAN AND ADOPT ZONING ORDINANCE AMENDMENTS
10.	MCCLELLAN - PALOMAR AIRPORT - APPROVE LEASE WITH AMERICAN AIRLINES, REPEAL, WAIVE, OR AMEND BOARD POLICY F-44, AND RELATED CEQA FINDINGS (4 VOTES)
11.	RECEIVE THE FOOD JUSTICE COMMUNITY ACTION PLAN, DIRECT FISCAL ANALYSIS OF SELECT ACTIONS, AND RELATED CEQA EXEMPTION

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1. SUBJECT: LOCAL EMERGENCY REVIEW: PROCLAMATION OF LOCAL EMERGENCY FOR U.S.-MEXICO TRANSBOUNDARY POLLUTION ENVIRONMENTAL CRISIS AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)

OVERVIEW

On June 27, 2023 (16), the County of San Diego (County) Board of Supervisors (Board), issued a Proclamation of Local Emergency (Proclamation) as a result of the continued conditions for detrimental impacts to the environment, economy, and property within San Diego county, caused by persistent impacts from cross-border sewage pollution and sewage impacted ocean waters. The Proclamation was issued pursuant to the San Diego County Code of Regulatory Ordinances sections 31.101 et seq. and California Government Code section 8630. The Proclamation further asked the Governor to proclaim a State of Emergency in San Diego County. Government Code section 8630(c) requires local governing bodies to review the need for continuing the local emergency at least once every 60 days until the local emergency is terminated.

On July 19, 2023 (4), September 13, 2023 (3), November 8, 2023 (2), December 6, 2023 (2), January 24, 2024 (1), March 13, 2024 (3), May 1, 2024 (4), June 26, 2024 (4), July 17, 2024 (6), September 11, 2024(3), and October 22, 2024 (09) the Board found that there is a continuing need for the local emergency. This is a request to find that a review of the local emergency has been conducted and that the local emergency will remain in effect.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the proclamation of local emergency is not subject to review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 15060(c)(2) and (3), 15061(b)(3), and 15378(b)(4)&(5) because the action is an administrative action intended to facilitate state and federal funding, does not commit the County to a specific project, and will not have a reasonably foreseeable direct or indirect effect on the environment.

2. Find that there is a need to continue the local emergency and that the local emergency shall continue subject to review requirements until terminated pursuant to Government Code section 8630(d).

EQUITY IMPACT STATEMENT

The communities closest to the San Diego International Border, including the communities of Imperial Beach, San Ysidro, Otay Mesa, and Tijuana River Valley are identified by SB 535 (2012) and CalEnviroScreen 4.0 as being Environmental Justice communities having high pollution burdens for impaired water bodies, elevated PM2.5, elevated linguistic isolation, and poverty rates. By supporting the local emergency proclamation, the County of San Diego remains committed to working with local, state, federal, and Mexican authorities to improve conditions for these communities. Local Environmental Justice communities have decades of suffering from various pollution sources, have been advocating and working to raise their concerns to the various agencies, and have engaged to elevate the need for data collection to document environmental injustices.

SUSTAINABILITY IMPACT STATEMENT

This action letter aligns with the County of San Diego's (County) Sustainability Goals: protect health and wellbeing and the environment. The proposed action contributes to the County's Sustainability Goal No. 6 to protect the environment and promote our natural resources, diverse habitats, and cultivate a natural environment for residents, visitors, and future generations to enjoy.

FISCAL IMPACT

There is no fiscal impact associated with this request to continue the emergency. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT

Increased beach water closures resulting from sewage impacts have a direct effect for the surrounding community due to decreased tourism, patronage of local businesses, and opportunities for youth recreation and camps. By continuing a local emergency, the County of San Diego will be able to engage businesses and non-profit service providers that have been impacted by the restricted access to local beaches and oceans with the goal of assisting in identifying ways to connect them to any state or federal relief programs.

2. SUBJECT: RECEIVE FIVE-YEAR REPORT OF PARK LAND DEDICATION ORDINANCE FEES FOR FISCAL YEAR 2023-2024 AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)

OVERVIEW

The Park Land Dedication Ordinance (PLDO) is one of the ways the County of San Diego (County) provides parks to support community growth and outdoor recreational needs, by requiring new residential development projects in the unincorporated county to dedicate park land for its new residents and/or pay park impact fees to the County so that parks can be developed. Park impact fees are used within the Local Park Planning Area they are collected in so that each new residential unit contributes its share to the development of parks. The PLDO was adopted by the County Board of Supervisors (Board) on December 19, 1972 (33) and comprehensively updated on July 25, 2018 (4). The update took effect on January 1, 2019, pursuant to both the State of California's Quimby Act and Mitigation Fee Act (MFA).

The annual report and five-year findings, received by the Board, are required by the MFA to be consolidated into a single report made available to the public within 180 days after the start of the fiscal year in which they are due. The Department of Parks and Recreation (DPR) prepares the annual report and the five-year findings on PLDO fees. The MFA also requires that the agency find that fees collected more than five years ago are still needed for the improvements for which the fees were initially collected. The attached report contains the information required to be included by Government Code Section 66006(b). The report also includes amounts collected, the projects for which the money has been collected, and how the funds will be spent. Projects are prioritized for this funding through DPR executive management review of various resources including (but not limited to) the Parks Master Plan, Park Capital Improvement Plan, One Time Only Funds, Capital Improvement Needs Assessment, Grant Funding Priorities, and priority lists from each Community Planning and Sponsor Group.

Today's requested action is for the Board to receive the Annual Report of PLDO Fees for Fiscal Year 2023-24 (Attachment A). The total amount of PLDO funds collected in Fiscal Year 2023-24 was $5,739,314. Funds totaling $96,741 were allocated to expenses related to the administration of PLDO funds including collection and reporting. The list of projects and approximate dates of when funding is expected are included in the attached report.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the receipt of this report is exempt from the California Environmental Quality Act (CEQA), as specified under 15061(b)(3) of the CEQA guidelines, because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

2. Receive the Annual Report of Park Land Dedication Ordinance Fees for Fiscal Year 2023-24.

EQUITY IMPACT STATEMENT
Fees collected in accordance with the Park Land Dedication Ordinance contribute to the continuation and development of current and new opportunities for residents to gather and recreate outdoors.

SUSTAINABILITY IMPACT STATEMENT
The Park Land Dedication Ordinance supports County of San Diego (County) Sustainability Goal No. 4 by expanding opportunities for community members to access outdoor recreation and nature by requiring new residential development projects to dedicate park land for its residents and/or pay park impact fees to the County so that the Department of Parks and Recreation can develop parks.

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

BUSINESS IMPACT STATEMENT
N/A

3. SUBJECT: RECEIVE TRANSPORTATION IMPACT FEE AND REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FISCAL YEAR 2023-24 COMPREHENSIVE ANNUAL AND FIVE-YEAR MITIGATION FEES REPORT AND RELATED CEQA FINDING (DISTRICTS: ALL)

OVERVIEW
The County of San Diego's infrastructure improvement fee programs are designed to equitably distribute the costs associated with new development by charging fees that correspond to the impacts of development projects. These programs help fund necessary infrastructure improvements while alleviating the financial burden on taxpayers. This approach ensures that

the growth in the community is sustainable and that essential public services are maintained. By linking fees directly to development impacts, the County aims to create a balanced framework that supports both growth and community needs.

The State of California’s Mitigation Fee Act (Act) (Section 66000-66025) establishes requirements that jurisdictions must follow when imposing fees on developers that are intended to mitigate impacts from those developments. The Act requires agencies collecting these types of fees to review and make available to the public an annual report accounting for the development fees held by the agency. The Act also requires that the agency review to confirm that fees collected more than five years ago are still needed for the improvements for which the fees were collected. An annual report and five-year findings are required by the Act to be consolidated into a single report made available to the public within 180 days after the last day of each fiscal year, which is December 28, 2024, for the current reporting period.

This letter describes two mitigation fees that the County of San Diego (County) collects and is accompanied by a report required by the Act in Attachment A. One fee is the Transportation Impact Fee and the other is the Regional Transportation Congestion Improvement Program fee. These fees are both collected from developers to mitigate impacts from traffic associated with their development projects. The County also maintains a third traffic impact mitigation fee program which was established on June 19, 1973 (94) called Board Policy J-25 (J-25), Participation of Individuals, Organizations, Private Developers, or other Jurisdictions in the Implementation of Intersection Betterments. The J-25 fee differs from the two fees described in this letter mainly in that J-25 fees are collected on an ad hoc basis according to the level of traffic impact a development is expected to cause as opposed to a set fee schedule. A letter and accompanying report submitted to the County Board of Supervisors at the December 11, 2024 hearing describes the J-25 fee and includes reporting information required by the Act.

The County’s Transportation Impact Fee (TIF) was established to enable developers of large and small development projects to mitigate cumulative traffic impacts in accordance with California Environmental Quality Act (CEQA) guidelines by paying into the TIF program instead of constructing physical road improvements. The TIF program was based on traffic impacts using traffic congestion as a measure under CEQA. Senate Bill (SB) 743 changed how traffic impacts are measured under CEQA, which are now measured by how much extra driving a project generates, referred to as Vehicle Miles Traveled, or VMT, instead of measuring congestion. As a result of this change to CEQA, after July 1, 2020, new projects that are not able to rely on or tier from a previous environmental analysis adopted prior to VMT, may not mitigate traffic impacts under CEQA using the TIF program. Fees that are held by the County are subject to guidelines from the TIF program and can only be used for projects on the approved list of roads in unincorporated communities as identified in the TIF Transportation Needs Assessment Report published September 2012. These guidelines ensure that road improvements will serve the communities associated with the development project for which fees were paid.

In addition to TIF, the County collects the Regional Transportation Congestion Improvement Program (RTCIP) fee. Fees from RTCIP ensure future development projects contribute their proportional share of funding needed to mitigate regional transportation impacts. RTCIP fees may only be spent on improvements on Regional Arterial System roads as required by the TransNet Extension Ordinance.

Today's request is for the Board of Supervisors to receive the Transportation Impact Fee and Regional Transportation Congestion Improvement Program Fiscal Year 2023-24 Comprehensive Annual and Five-Year Mitigation Fees Report, which contains the Mitigation Fee Act annual report and five-year findings.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the receipt of the Transportation Impact Fee and Regional Transportation Congestion Improvement Program Fiscal Year 2023-24 Comprehensive Annual and Five-Year Mitigation Fees Report is not subject to the California Environmental Quality Act (CEQA), as specified under Section 15060(c)(3) and Section 15378 of the CEQA Guidelines and Section 21065 of the Public Resources Code, because it involves an administrative review of a fiscal report with no commitment to any specific project that may have a significant effect on the environment, and is not a project.

2. Receive the Transportation Impact Fee (TIF) and Regional Transportation Congestion Improvement Program (RTCIP) Fiscal Year 2023-24 Comprehensive Annual and Five-Year Mitigation Fees Report and adopt the findings included therein.

EQUITY IMPACT STATEMENT
Fees collected in accordance with the Traffic Impact Fee program and Regional Transportation Congestion Improvement Program fund improvements are needed to mitigate traffic impacts arising from private development. This helps ensure a transportation system that is safe and accessible for all road users and modes of transportation, and for people of all income levels, races, ethnicities, ages, and abilities.

SUSTAINABILITY IMPACT STATEMENT
The proposed actions in today's request support the County of San Diego's (County) sustainability goals to align the County's available resources with services to maintain fiscal stability. The fund balances are used to help ensure the County can provide road improvements that maintain safe, reliable, and efficient travel for all modes of transportation in the unincorporated areas of the county. As funds are used for projects, the improved roads and intersections will incorporate features that reduce storm runoff, enhance pedestrian and cyclist safety, and improve operations to reduce idling and emissions, which aligns with the County's sustainability goal of reducing greenhouse gasses.

Additionally, staff are exploring practical strategies for facilitating residential development in vehicle miles traveled (VMT) efficient and infill areas. Following the conclusion of the analyses, staff will evaluate the future use of fee program funds to support these initiatives and associated findings.

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

BUSINESS IMPACT STATEMENT
N/A

4. SUBJECT: RECEIVE INTERSECTION IMPROVEMENT FEE PROGRAM (BOARD POLICY J-25) FISCAL YEAR 2023-24 COMPREHENSIVE ANNUAL AND FIVE-YEAR MITIGATION REPORT AND RELATED CEQA FINDING (DISTRICTS: ALL)

OVERVIEW

The County of San Diego's infrastructure improvement fee programs are designed to equitably distribute the costs associated with new development by charging fees that correspond to the impacts of development projects. These programs help fund necessary infrastructure improvements while alleviating the financial burden on taxpayers. This approach ensures that the growth in the community is sustainable and that essential public services are maintained. By linking fees directly to development impacts, the County aims to create a balanced framework that supports both growth and community needs.

The State of California's Mitigation Fee Act (Act) (Section 66000-66025) establishes requirements that jurisdictions must follow when imposing fees on developers that are intended to mitigate impacts from those developments. The Act requires agencies collecting these types of fees to review them annually and provide an annual report to the public that accounts for the agency's development of the fees. The Act also requires that agencies find that fees collected more than five years ago are still needed for the improvements for which the fees were collected. An annual report and five-year findings are required by the Act to be consolidated into a single report made available to the public within 180 days after the last day of each fiscal year, which is December 28, 2024, for the current reporting period.

This letter describes a mitigation fee that the County of San Diego (County) collects and is accompanied by a report required by the Act in Attachment A. These fees are collected from developers to mitigate impacts from traffic associated with their development projects. The County also maintains traffic impact mitigation fee programs which include the Traffic Impact Fee (TIF) and the Regional Transportation Congestion Improvement Program (RTCIP). Those fee programs differ from the one discussed in this letter mainly in that the TIF and RTCIP fees are set by a fee schedule. By contrast, the subject fee in this letter is collected on an ad hoc basis according to the level of traffic impact a development project is expected to cause. This letter and accompanying report describe the TIF and RTCIP fees and includes reporting information required by the Act.

On June 19, 1973 (94), the County Board of Supervisors (Board) adopted Board Policy J-25, Participation by Individuals, Organizations, Private Developers, or other Jurisdictions in the Implementation of Intersection Betterments (J-25). The policy created a local program to implement State law, which allows local jurisdictions to collect and allocate funds for intersection improvements, including traffic signals, roundabouts, additional traffic lanes, and turn lanes, that are needed to mitigate the impacts of new developments. Fees imposed in accordance with J-25 pay for improvements needed to mitigate project-related traffic impacts. The program ensures that the costs of new development on public infrastructure are fairly distributed, protecting taxpayers from bearing the full burden while also ensuring that the fees charged are reasonable and directly related to the impacts of development projects.

The J-25 fee program provides a means for developers to mitigate the traffic impacts of their development projects proportionally. Fees are designated for improvements at specific intersections where the County of San Diego (County) will construct intersection improvements once sufficient fees are collected. The program also allows developers to voluntarily contribute funds to accelerate the implementation of intersection improvements at locations near their development.

Today's request is for the Board to receive the required Intersection Improvement Fee Program (Board Policy J-25) Fiscal Year 2023-24 Comprehensive Annual and Five-Year Mitigation Report which contains the Mitigation Fee Act annual report and five-year findings.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the receipt of this report is not subject to the California Environmental Quality Act (CEQA) per 15060(c)(3), because it is not a project as defined under Section 15378 of the CEQA Guidelines and Public Resources Code Section 21065.

2. Receive the Intersection Improvement Fee Program (Board Policy J-25) Fiscal Year 2023 -24 Comprehensive Annual and Five-Year Mitigation Fees Report and adopt the findings included therein.

EQUITY IMPACT STATEMENT
Fees collected in accordance with Board Policy J-25 fund improvements needed to mitigate traffic impacts arising from private development. These fees help fund improvements that ensure a transportation system that is safe and accessible for all road users and modes of transportation, and for people of all income levels, races, ethnicities, ages, and abilities.

SUSTAINABILITY IMPACT STATEMENT
The proposed actions in today's request support the County of San Diego's (County) sustainability goals to align the County's available resources with services to maintain fiscal stability. The fund balances are used to help ensure the County can provide road improvements that maintain safe, reliable, and efficient travel for all modes of transportation in the unincorporated areas of the county. As funds are used for projects, the improved roads and intersections will incorporate features that reduce storm runoff, enhance pedestrian and cyclist safety, and improve operations to reduce idling and emissions, which aligns with the County's sustainability goal of reducing greenhouse gasses. Additionally, staff are exploring practical strategies for facilitating residential development in vehicle miles traveled (VMT) efficient and infill areas. If directed by the Board following the report out of the Development Feasibility Analysis in early 2025, staff will evaluate the future use of fee program funds to support these initiatives and associated findings.

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

BUSINESS IMPACT STATEMENT
N/A

5. SUBJECT: MEMORANDUM OF UNDERSTANDING WITH SAN DIEGO COMMUNITY POWER FOR THE SAN DIEGO REGIONAL ENERGY NETWORK (DISTRICTS: ALL)

OVERVIEW

Since 2012, the California Public Utilities Commission (CPUC) has authorized the creation of Regional Energy Networks (RENs) to increase involvement of local governments in energy efficiency initiatives. Statewide, RENs have been important avenues for local government agencies in California to offer energy efficiency programs for residents and businesses, playing a key role in the transformation of the State's clean energy future. RENs use funds already collected by utilities and distribute those funds through regional programs for local businesses, residents, public agencies, and community organizations. Investor-owned utilities (IOUs), such as San Diego Gas & Electric (SDG&E), have inherent constraints within their energy efficiency program portfolio, including cost-effectiveness requirements that limit the breadth of program offerings. RENs present a unique opportunity to fill demonstrated gaps in regional energy efficiency programs and program participation.

Until August 2024, when the CPUC authorized the San Diego Regional Energy Network (SDREN), the San Diego region was the only remaining area of the state eligible for a REN that did not have one. SDREN benefits the entire region, including Tribes and customers in all incorporated and unincorporated areas of San Diego County. The goal of SDREN is to ensure that no individuals or communities are left behind in the transformation to a clean energy economy by providing programs that focus on the needs and challenges of our most vulnerable communities, and are guided by community input and local programs such as the 2024 Climate Action Plan. Like all other RENs, SDREN is funded entirely from the Public Purpose Program Surcharge, which is an existing line item on utility bills that supports low-income and energy efficiency programs and will not increase as a result of the creation of SDREN. SDREN was approved with a budget of $124 million for fiscal years 2024 through 2029 with programs that focus on delivering services and support to disadvantaged and hard-to-reach communities throughout the San Diego region.

The programs offered by each REN vary based on community, business, and resident needs, but accomplish similar goals and provide benefits to residential, commercial, and public sector customers as well as the local workforce. RENs do not duplicate existing programs offered by IOUs, but supplement and complement those programs. SDREN will offer ten programs that will help residents and businesses in the San Diego region, including the Mutlifamily Program that provides incentives and rebates for upgrades available to owners and tenants of multifamily homes, the Tribal Engagement program that supports implementation of projects and programs in tribal communities, and the Energy Pathways Program that provides high school students with guidance and resources to enter a green career.

RENs can only be established when at least two public agencies partner to operate it in a region. On August 1, 2024, the CPUC approved the County of San Diego (County) and San Diego Community Power's (SDCP's) joint application to establish SDREN (see Attachment C). This formalized the County and SDCP's roles to oversee and administer SDREN.

- The Office of Sustainability and Environmental Justice (OSEJ) represents the County in SDREN Oversight and Administration. The County is a regional leader in addressing climate change, sustainability, and furthering the goals to reach zero carbon emissions. Establishment of SDREN supports the County's 2024 Climate Action Plan, the Zero Carbon Portfolio Plan, and the Regional Decarbonization Framework (RDF) through the development and implementation of energy efficiency programs. The RDF, a key initiative managed by OSEJ, promotes public and private interests working together to move the entire San Diego region to achieve zero carbon emissions. SDREN is an action supported by the RDF that would provide energy efficiency programs that reach communities and businesses most in need, while also reducing greenhouse gas emissions. In addition, it would bring collaborative investment to our region by designing programs and services for underserved and hard-to-reach communities, creating opportunities to increase energy affordability, reduce pollution, and improve health.

- SDCP serves as the Community Choice Aggregator for the cities of San Diego, Encinitas, La Mesa, Chula Vista, Imperial Beach, and National City, and the County of San Diego. In this role, SDCP provides affordable clean energy with a goal to provide 100 percent clean affordable energy to all customers by 2035 or sooner. Management and administration of SDREN fits within SDCP's mission to collaborate and provide regional resources, and to champion community needs. As a public agency, SDCP's structure provides regular public consultation and ongoing oversight of fiscal activities.

To further define and establish responsibilities for each agency, SDCP and the County have drafted a Memorandum of Understanding (MOU) (Attachment A) to define the goals and objectives for the SDREN, as well as outline administrative and governance responsibilities with respect to implementation. Today's request is for the County Board of Supervisors (Board) to approve the County's MOU with SDCP to document oversight responsibilities of the SDREN and establish funding and reimbursement mechanisms for County staff time.

No new County staff are needed to implement the County's responsibilities outlined in the MOU to set up SDREN structure and programs. The MOU establishes funding and reimbursement mechanisms allocating County staff time in amounts not to exceed 1.5 Full-Time Equivalent (FTE) as allowable costs, reimbursable through SDREN funding. Board approval would authorize the County to receive staff time reimbursement associated with SDREN implementation activities. As outlined in the MOU, this work will primarily include setting up and establishing SDREN programs. Additional County staff may be requested to support work when SDREN and associated programs enter implementation phases. Such requests would be included in future Operational Plans for OSEJ and the funding source would be revenue from the SDCP MOU.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed action is exempt from review under the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(5) because it is not a project and because it can be seen with certainty that there is no possibility that the proposed Memorandum of Understanding would have a significant effect on the environment.

2. Authorize the Deputy Chief Administrative Officer (DCAO), and its delegates such as the Chief Sustainability Officer, to execute the Memorandum of Understanding entitled "Memorandum of Understanding for the San Diego Regional Energy Network" and any extensions, amendments, and revisions thereof that do not materially impact or alter the program; and conduct all negotiations and submit all documents necessary to execute MOU agreements and responsibilities.

EQUITY IMPACT STATEMENT

The goal of SDREN is to ensure that no individuals or communities are left behind in the transformation to a clean energy economy. A majority of SDREN's budget will fund programs that focus on disadvantaged and hard-to-reach communities, which include about 56 percent of the San Diego region population. Through program operation and implementation, SDREN will continue to gather input from stakeholders to inform the design and roll out of programs. The ten SDREN programs will address long-standing barriers and be accessible to communities who have not been historically included (e.g., black and indigenous people of color, low-income communities). An Advisory Committee, which will include representatives from local community-based organizations in hard-to-reach communities, will provide ongoing advisement on program implementation.

In alignment with the CPUC's equity requirements, SDREN uses the terms "underserved communities" and "hard-to-reach customers" to describe focus populations in its portfolio. Additional details on how these terms are defined are included in Attachment B. Through program operation and implementation, SDREN will continue to gather input from stakeholders to inform the design and roll out of programs that address long-standing barriers and that are accessible to communities who have historically been excluded from governmental decision making and processes.

SUSTAINABILITY IMPACT STATEMENT

The approval of the County and SDCP's MOU for SDREN will support the County's sustainability goals by committing staff resources to implementation and administration of SDREN. Implementation of SDREN and its portfolio of programs aligns with the County's Sustainability Goal #1, Engage the Community; Goal #2, Provide Just and Equitable Access to County Services; and Goal #3, Transition to a Green, Carbon-Free Economy. SDREN programs will be developed in partnership with community-based organizations and representatives from diverse geographic areas of the county, and implementation will focus on "hard-to-reach" and underserved communities in the San Diego region. Energy efficiency programs are key components of the County's Climate Action Plan and Regional Decarbonization Framework to reduce greenhouse gas emissions associated with energy consumption and provide additional co-benefits including reducing exposure to health risks associated with extreme climate events.

FISCAL IMPACT

There is no fiscal impact associated with today's action. Existing staff resources in OSEJ will support initial SDREN oversight and administration. Upon approval of the MOU, the County will coordinate with SDCP to determine a not-to-exceed reimbursement amount based on the assumed work efforts of 1.5 FTE. If approved, this request will result in future costs and revenue for SDREN activities which include program oversight, administration, and development. The funding source will be reimbursement from SDCP through the MOU and will be included in future Operational Plans for OSEJ. There may be costs associated with outreach, marketing, and/or printing materials to support program development and implementation. These costs are not recoverable under the MOU but are included in FY 2024-25 Operational Plan in the Land Use and Environment Group Executive Office. The funding source is General Purpose Revenue in the Office of Sustainability and Environmental Justice.

BUSINESS IMPACT STATEMENT
N/A

6. SUBJECT: COUNTY OF SAN DIEGO TRACT NO. 5410-1 (FINAL MAP NO. 16279): APPROVAL OF FIRST AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION (SUBSTITUTION OF PARTIES, INCREASE AMOUNT OF SECURITY, AND EXTENSION OF TIME) FOR MARQUART RANCH TENTATIVE MAP LOCATED IN THE BONSALL COMMUNITY PLAN AREA AND RELATED CEQA FINDING (DISTRICT: 5)

OVERVIEW
The San Diego County Code of Regulatory Ordinances establishes the requirements for time extensions for completion of required improvements on private development projects. As conditions of their permits, 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 and their financial security protect the County by ensuring any required improvements are constructed. In the event of a default by the applicant, the financial security can be used by the County to complete the required improvements. However, under certain circumstances, the County can grant time extensions to allow an applicant additional time to complete the improvements, while simultaneously preserving the County's rights to have the public improvements constructed by the applicant.

The Marquart Ranch Tentative Map project (TM 5410) is a subdivision consisting of nine (9) single-family residential lots on a 44.2 acres parcel. The site is located at 8724 West Lilac Road, east of Interstate 15 in the Bonsall Community Plan Area within the unincorporated county. On September 21, 2007, the San Diego County Planning Commission voted to adopt the Resolution approving TM 5410RPL2 and the Mitigated Negative Declaration dated July 5, 2007. On December 13, 2010, the Director of Planning & Land Use, adopted the preliminary Decision approving a Resolution Amendment for Tentative Map 5410-1 (TM 5410RA), which reduced the road improvement requirements and revised the drainage improvements.

On June 21, 2018, the Director of Planning & Development Services approved the Subdivision Map and Improvement Agreement, which includes improvements to streets, drainage, and water facilities. On May 31, 2023, the original developer sold the property to Jaime and Maria Serrato.

The new owner desires to fully assume all obligations of the former owner relating to the Joint Improvement Agreement. The new owner of the subdivision has requested a two-year extension of time to construct the public improvements. To date, the project has not been built and no improvements or construction has begun. However, the new owner intends to proceed with construction and all necessary improvements once the extension is approved. No additional Board action is needed for the project to move forward.

This is a request for the Board of Supervisors (Board) to approve the First Amendment to Agreement to Improve Major Subdivision (First Amendment to Agreement) which includes an increase in the amount of security from $861,100 to $1,111,000 for the Faithful Performance Bond and an increase of $430,550 to $555,500 for the Labor & Material Bond, due to inflation. The request also includes a two-year extension of performance completion date of the improvements for County Tract No. 5410-1 (Final Map No. 16279), known as Marquart Ranch Tentative Map. The County Code allows the Director of PDS to grant the first extension for up to two additional years. Staff recommends approval of the extension to allow the owner time to secure the funding necessary to construct the project, which includes nine additional housing units. Extensions are common on subdivisions, which require substantial financial investments in infrastructure improvements, grading, and construction. All subsequent extensions require Board approval. There is no limit in State law or the County's Subdivision Ordinance on the number of extensions. Staff also recommends granting the extension to allow the applicant to resume construction the improvements as required by the conditions of the map, therefore, relieving the County of this responsibility. Once the extension is granted and improvements completed, it will enable the applicant to begin building homes without further delays.

If the Board chooses not to grant the extension as recommended, it may have other options available, including (but not limited to): Approving the recommended extension upon substitution of security; denying the recommended extension and using the existing security to fund the completion of the improvements; denying the recommended extension and seeking a remedy against the developer or surety.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the approval of the First Amendment to Agreement (Attachment A on file with the Clerk of the Board) and associated actions for County Tract No. 5410-1 is not a project subject to review under the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of the CEQA Guidelines because the activity is covered by the commonsense exemption and that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

2. Approve and authorize the Clerk of the Board of Supervisors (Clerk) to execute the First Amendment to Agreement. This agreement extends the time to construct improvements to two (2) years after the execution of this First Amendment to Agreement.

EQUITY IMPACT STATEMENT
Planning & Development Services (PDS) ensures that public improvements are constructed as part of new housing developments, such as roads and stormwater drainage systems. PDS ensures the completion of the public improvements through agreements and financial security, which ensures communities are safe. This extension to the improvement agreement will allow the applicant additional time to complete the required public improvements, which will help provide housing for unincorporated communities.

SUSTAINABILITY IMPACT STATEMENT
Planning & Development Services (PDS) is committed to promoting sustainable community growth by ensuring that essential public infrastructure, such as roads and stormwater drainage systems, 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. Any costs incurred to continue this project, at such time the owner wishes to move forward, will be paid for by the Marquart Ranch Enterprises, Owner. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT
N/A

7. SUBJECT: COUNTY OF SAN DIEGO TRACT NO. 4823-1 (FINAL MAP NO. 14462): APPROVAL OF FOURTH AMENDMENT TO AGREEMENT TO IMPROVE MAJOR SUBDIVISION AND LIEN CONTRACT (INCREASE AMOUNT OF SECURITY AND EXTENSION OF TIME) FOR LIVE OAK RANCH LOCATED IN THE FALLBROOK COMMUNITY PLANNING GROUP AREA AND RELATED CEQA FINDING (DISTRICT: 5)

OVERVIEW
The San Diego County Code of Regulatory Ordinances establishes the requirements for time extensions for completion of required improvements on private development projects. As conditions of their permits, 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 and their financial security requirements protect the County by ensuring any required improvements are constructed. In the event of a default by the applicant, the financial security can be used by the County to complete the required improvements. However, under certain circumstances, the County can grant time extensions to allow an applicant additional time to complete the improvements, while simultaneously preserving the County's rights to have the public improvements constructed by the applicant.

The Live Oak Ranch project is a subdivision consisting of nineteen (19) single family residential lots on a 58.03-acre lot. The project site is located south of Live Oak Park Road just northeasterly of Ridge Creel Drive in the Fallbrook Community Plan Area. On September 18, 2002 (20), the Board of Supervisors (Board) approved the Subdivision Map, Improvement Agreement, Lien Contract, and Holding Agreement No. 8131526, which includes public and private improvements such as street and drainage improvements and water facilities. On June 21, 2017 (9), the Board approved a "First Amendment to Agreement to Improve Major Subdivision, County of San Diego Tract No. 4823-1 and Lien Contract" ("First Amendment") to extend the performance completion date to June 21, 2021. The County and the Owner entered into a "Second Amendment to Agreement to Improve Major Subdivision, County of San Diego Tract No. 4823-1 and Lien Contract" ("Second Amendment") on June 29, 2022 (1). The County and Owner entered into a "Third Amendment to Agreement to Improve Major Subdivision, County of San Diego Tract No. 4823-1 and Lien Contract" ("Third Amendment") on September 1, 2023. The subdivision owner has requested an additional two-year extension to complete the public improvements. According to the terms of the Lien Contract and Holding Agreement, construction of any improvements or selling any individual lots are prohibited until substitute security is provided. Although the entire project was sold to a new owner, to date, the project has not been built and no improvements or construction has begun. The new owner intends to proceed with construction and all necessary improvements once the extension is approved. No additional Board action is needed for the project to move forward.

This is a request for the Board of Supervisors (Board) to approve the Fourth Amendment to Agreement to Improve Major Subdivision and Lien Contract (Fourth Amendment to Agreement) which includes an increase in the amount of security from $2,110,050 to $2,384,700 for the Faithful Performance security and an increase from $1,055,025 to $1,192,350 for the Labor & Material security, due to inflation. The request also includes a two-year extension of performance completion date for County Tract No. 4823-1 (Final Map No. 14462), also known as the Live Oak Ranch Subdivision. The County Code allows the Director of Planning & Development Services (PDS) to grant the first extension for up to two additional years. All subsequent extensions require Board approval. Staff recommends approval of the extension to allow the owner time to secure the funding necessary to construct the project, which includes nineteen (19) additional housing units. Extensions are common on subdivisions, which require substantial financial investments in infrastructure improvements, grading, and construction. All subsequent extensions require Board approval. There is no limit in State law or the County's Subdivision Ordinance on the number of extensions. Staff also recommends granting the extension to allow the applicant to start construction the improvements as required by the conditions of the map, therefore, relieving the County of this responsibility. Once the extension is granted and improvements completed, it will enable the applicant to begin building homes without further delays.

If the Board chooses not to grant the extension as recommended, it may have other options available, including (but not limited to): Approving the recommended extension upon substitution of security; denying the recommended extension and using the existing security to fund the completion of the improvements; denying the recommended extension and seeking a remedy against the developer or surety.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the approval of the Fourth Amendment to Agreement (Attachment A on file with the Clerk of the Board) and associated actions for County Tract No. 4823-1 is not a project subject to review under the California Environmental Quality Act (CEQA) pursuant to Sections 15061(b)(3) of the CEQA Guidelines because the activity is covered by the commonsense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

2. Approve and authorize the Clerk of the Board of Supervisors (Clerk) to execute the Fourth Amendment to Agreement, including Increase of Security and Extension of Time.

   This agreement extends the time to construct improvements to two (2) years after the execution of this Fourth Amendment to Agreement.

3. Direct the Clerk, upon execution of the Joint Agreement to Improve Subdivision (Attachment B on file with the Clerk of the Board), to forward the document 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 applicable projects. This ensures that housing developments in the unincorporated communities meet current and future sustainability standards.

FISCAL IMPACT
There is no fiscal impact associated with the approval of the requested time extension as presented today. Any costs incurred to continue this project, at such time the owner wishes to move forward, will be paid for by JDLC # 1 LLC, C/O Robert J. Kolodny, Owner. There will be no change in net General Fund costs and no additional staff years.

BUSINESS IMPACT STATEMENT
N/A

8. SUBJECT: SECOND CONSIDERATION AND ADOPTION OF ORDINANCE: SUNSET REVIEW OF BOARD OF SUPERVISORS POLICIES AND PROVISIONS OF THE COUNTY REGULATORY CODE ASSIGNED TO THE LAND USE AND ENVIRONMENT GROUP AND ASSOCIATED CEQA EXEMPTION (10/23/24 -First Reading; 12/11/24 - Second Reading, unless the ordinances are modified on second reading) (DISTRICTS: ALL)

OVERVIEW

On October 23, 2024 (08), the Board of Supervisors took action to further consider and adopt the Ordinance on December 11, 2024.

In accordance with Board of Supervisors (Board) Policy A-76, Sunset Review Process, the Land Use and Environment Group (LUEG) periodically reviews Board Policies and provisions of the County of San Diego (County) County Regulatory Code to ensure they reflect current Board standards and practices, that obsolete policies and Code provisions are removed, and that policy language is revised for clarity.

Today's proposed actions include Board approval of amendments and sunset date extensions to December 31, 2031, for seven Board Policies, of which three have no recommended changes (G-006, I-044, and I-070):

a) G-006, User Fees County Parks and Recreation Facilities
b) I-044, Procedure for Designing New County-Owned Community/Local Parks
c) I-053, Cost Responsibility for the Construction of Flood Control and Drainage Facilities Within Road Rights-of-Way
d) I-070, Reporting Complaint and/or Violations History for Planning Actions Brought Before Hearing Boards
e) I-073, Hillside Development Policy
f) I-118, Refund and Relief Policy When Permits and Projects are Issued in Error
g) I-121, Procedure for Determining Public Convenience or Necessity for Alcoholic Beverage License Applications

There are also recommended amendments and a sunset date extension to December 31, 2031, for Title 6: Health and Sanitation, and no amendments for Title 5: Regulation of Buildings, Mobilehome and Special Occupancy Parks and Trailer Coaches.

If on October 23, 2024, the Board approves the Board Policy updates and first reading of the ordinance related to the reviewed code, then on December 11, 2024, the Board will be asked to consider and adopt the ordinance to implement the amendments and sunset date extension.

RECOMMENDATION(S):
CHIEF ADMINISTRATIVE OFFICER

1. Consider and Adopt the following Ordinance (unless Ordinance is modified on second reading):
   AN ORDINANCE AMENDING TITLE 6 OF THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES PERTAINING TO DEPARTMENT OF ENVIRONMENTAL HEALTH PROGRAMS.

2. Approve the new sunset review date of December 31, 2031, for the amended San Diego County Regulatory Code.

EQUITY IMPACT STATEMENT
County departments are guided by several Regulatory Codes, Administrative Codes, and Board Policies in order to serve the region and customers consistently and equitably. The periodic review of County codes and policies ensures that departments keep documents up to date, provide clarifying language and continue to guide departmental practices. Additionally, this practice allows the language within these codes and policies to align with current efforts and be revised for inclusivity.

Today's recommendations will contribute to providing equitable, inclusive, and consistent service to the community and customers. The revisions proposed in this Board Letter enable the County of San Diego to provide residents the opportunity to review the updates that are made for consistency, clarity, and accuracy.

SUSTAINABILITY IMPACT STATEMENT
This action to review and amend the San Diego County Regulatory Code and Board policies aligns with the goal to promote opportunities for community engagement. Updates proposed in today's action are meant to ensure that codes and policies are up to date, reflect current processes and to continue County services and responsibilities in the region. Some examples of these are policies for continued parks operations and care of park locations, environmental standards for facilities, and undergrounding utilities for community safety.

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

BUSINESS IMPACT STATEMENT
N/A

**9. SUBJECT: NOTICED PUBLIC HEARING:
ACCEPT THE FALLBROOK SUB-AREA PLAN AND ADOPT ZONING ORDINANCE AMENDMENTS (DISTRICT: 5)**

OVERVIEW
This is a request for the County Board of Supervisors (Board) to accept the Fallbrook Sub-Area Plan (Plan) and adopt related zoning amendment ordinances. The Plan consists of zoning amendments within the Fallbrook Village that would remove barriers to housing and enhance its village character through updates to the Fallbrook Design Guidelines and a new Streetscape Plan for Main Avenue. In 2019, in response to community interest in revitalizing the Fallbrook Village, the Board established the Fallbrook Infrastructure Committee, consisting of diverse community members. The Board also allocated funds to Planning & Development Services (PDS) to collaborate with the Fallbrook Infrastructure Committee on ways to revitalize the Fallbrook Village area. Through an extensive outreach and engagement effort, the Plan was

shaped by community collaboration and input to improve pedestrian access, mobility, and safety; attract and retain businesses and residents; increase tourism; and preserve the small-town, historic character. It also creates the opportunity for some additional housing within the village.

The Plan includes three main components: 1) Fallbrook Village zoning amendments, including a rezone of four privately owned parcels in the village core (Assessor's Parcel Numbers (APNs) 103-221-34-00, 103-221-32-00, 103-221-33-00, and 103-221-27-00) from S86 (Parking) to FB-V1 (Fallbrook Village 1 Zoning), 2) an update to the Fallbrook Design Guidelines, and 3) a Streetscape Plan on Main Avenue.

The Plan area, also known as the Sub-Area, encompasses 93 acres across 295 parcels in Fallbrook's village core, centered around Main Avenue, bounded by North Mission Road and Fallbrook Street, in unincorporated San Diego County. This area features a variety of retail, food and beverage establishments, offices, and professional uses, with residential areas located on smaller adjoining streets. The study area includes schools, parks, historical, cultural, and arts features. Fallbrook Village is identified as Vehicle Miles Traveled (VMT) efficient area, which is an area where development would support the County's goal of reducing greenhouse gas emissions by further promoting housing units closer to jobs, amenities, and services.

The Plan, developed in close coordination with community stakeholders, lays out a long-term vision to revitalize the Fallbrook Village. Through three phases of community outreach beginning in 2019, the Plan identified initial issues, constraints, and opportunities for the Fallbrook Village. Staff continued collaborating extensively with the community to refine the final Plan recommendations, which include adopting streetscape enhancements along Main Avenue, objective and modernized updates to the Design Guidelines, and amendments to the Fallbrook Village Zoning regulations to remove potential development constraints and barriers to housing. To accomplish these goals, the Implementation Plan prioritizes the following recommendations into estimated short-, medium-, and long-term implementation timelines.

- Short-term implementation items that can be completed today include Fallbrook Village zoning amendments, rezoning four surface parking lot parcels, and rescinding and replacing the Design Standards.

- Medium-term implementation items include Streetscape Plan features such as striped intersection improvements, all-way stops, and Rectangular Reflective Flashing Beacons.

- Long-term implementation items include Streetscape Plan features such as construction of curb extensions, missing sidewalk connections, median improvements, and installation of pedestrian lighting.

The funding to develop this Plan did not include funds to implement the proposals in the Streetscape Plan, but the Plan features an Implementation Plan to explore funding opportunities, such as local, State, and federal grants that may assist with implementing the medium- and long-term streetscape improvements.

RECOMMENDATION(S)
PLANNING COMMISSION
On September 20, 2024, the Planning Commission considered the Fallbrook Sub-Area Plan and made the following recommendations to the Board of Supervisors (Board):

1. Find that the General Plan Environmental Impact Report (EIR), dated August 3, 2011, on file with 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 Planning Commission has reviewed and considered the information contained therein and the Addendum (PDS-2024-ER-24-00-001) thereto dated September 20, 2024, on file with PDS, prior to making its recommendation on the Update (Attachment A, on file with the Clerk of the Board).

2. Recommend that the Board of Supervisors 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 (PDS2024-ER-24-00-001) dated September 20, 2024 (Attachment A, on file with the Clerk of the Board).

3. Recommend that the Board of Supervisors accept the Fallbrook Sub-Area Plan, and Streetscape Plan (Attachment B, on file with the Clerk of the Board) and:
    a. Recommend that the Board of Supervisors rescind the existing Fallbrook Design Guidelines (Attachment B Exhibit G) and approve the Fallbrook Design Standards (Attachment B, Exhibit G.2).

    b. Approve the Streetscape Plan (Attachment B, Exhibit H).

4. Recommend that the Board of Supervisors adopt the attached Form of Ordinance: An Ordinance Amending 8001 Fallbrook Village Regulations General Provisions (Attachment C [Clean] and D [Strikeout])

5. Recommend that the Board of Supervisors adopt the attached Form of Ordinance: An Ordinance Changing the Zoning Classification of Certain Property Within the County of San Diego Related to The Fallbrook Sub-Area Plan and Rezone (POD-20-003; REZ 24-00-001) (Attachment E).

DEPARTMENT OF PLANNING & DEVELOPMENT SERVICES
Planning & Development Services concurs with the Planning Commission's recommendations.

EQUITY IMPACT STATEMENT
The California Healthy Places Index, which ranks census tracts based on community conditions, such as transportation, housing, pollution, and clean environment, identifies the Plan area to be in the 31st percentile, as compared to other California census tracts. The Plan reflects equitable community and stakeholder feedback by facilitating mixed-use development, increasing housing opportunities, and promoting walkability through pedestrian-friendly features. Allowing for additional mixed-use housing opportunities could create additional housing units, contributing to

the various County housing initiatives and achieving community goals. The Plan also includes pedestrian safety, access, and mobility improvements, such as updated continental crosswalks with curb ramps for Americans with Disabilities Act (ADA) accessibility, pedestrian countdown signals, pedestrian lighting, and traffic calming methods, such as Rectangular Rapid Flashing Beacons at crosswalks to improve pedestrian visibility.

SUSTAINABILITY IMPACT STATEMENT
The Fallbrook Village has been identified as Vehicle Miles Traveled (VMT) efficient area, which is an area where development would support the County's goals of reducing greenhouse gas emissions by further promoting housing units closer to jobs, amenities, and services. This Plan proposes to remove development constraints and barriers to housing within a VMT efficient village area to achieve the desired outcomes defined in the County's General Plan, and meet the State and County's climate, health, and mobility goals.

FISCAL IMPACT
There is no current fiscal impact associated with accepting the Fallbrook Sub-Area Plan and adopting zoning amendment ordinances presented today. However, there will be future fiscal impacts related to the proposed Streetscape Plan improvements that do not have any current funding and will require future funding for implementation. The Plan identifies potential grant funding sources to help guide County staff, community groups, property owners, and other stakeholders. Some sources include local, State, and federal grant opportunities and finance district formation. Staff will continue to coordinate and collaborate internally, with community partners, and other State and regional jurisdictions to seek funding opportunities to implement the Streetscape Plan. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT
N/A

10. SUBJECT: MCCLELLAN - PALOMAR AIRPORT - APPROVE LEASE WITH AMERICAN AIRLINES, REPEAL, WAIVE, OR AMEND BOARD POLICY F-44, AND RELATED CEQA FINDINGS (DISTRICTS: 3 AND 5)

OVERVIEW
The County of San Diego (County) Department of Public Works (DPW) operates eight airports: Agua Caliente Springs Airport, Borrego Valley Airport, Fallbrook Community Airpark, Gillespie Field, Jacumba Airport, McClellan-Palomar Airport, Ocotillo Airport, and Ramona Airport. McClellan-Palomar Airport (Palomar) has been in operation in Carlsbad since 1959 and is designated by the Federal Aviation Administration (FAA) as a Commercial Service Airport. Aside from San Diego International Airport, Palomar is the only other airport in the County providing access to commercial flights. The airport has a terminal building and supporting infrastructure for commercial service with available space. As the operator of a Commercial Service Airport with available facilities, the County is obligated by federal law and FAA regulations to review and negotiate in good faith with aeronautical service providers wishing to

lease space from the County to provide passenger service. The FAA certifies individual airlines for commercial operations, and as part of that process determines if proposed operations are compatible with an airport chosen by a carrier to support operations.

American Airlines is seeking a lease agreement (Attachment B) with the County to use the County's terminal building to begin passenger service at Palomar Airport. American Airlines proposes to operate the Embraer 175 aircraft (EMB 175), which is a dual-engine jet with a maximum of 76 seats. As part of the certification process, the FAA will certify that the EMB 175 can safely operate from Palomar using existing facilities approximately 30-60 days prior to the start of service. American Airlines proposes to operate two departures and two arrivals per day to Phoenix, AZ, and commence service on February 13, 2025.

The County Airport system is operated, maintained, and improved using lease revenues and federal and State grant funding. The County accepts federal grant funding from the FAA Airport Improvement Program (AIP) and, as a condition of receiving funding from the FAA, the County must comply with a list of Airport Sponsor Assurances. Grant Sponsor Assurance 22 (Grant Assurance 22) prohibits the County from discriminating against any type, kind, or class of aeronautical user. The FAA in Order 5190.6B of the FAA Airport Compliance Manual, explains the reach of Grant Assurance 22:

> "[Airport sponsors are required to] make [the] airport available as an airport for public use on reasonable terms, and without unjust discrimination, to all types, kinds, and classes of aeronautical activities including commercial aeronautical activities offering services to the public at the airport."

Both the airline's commercial service operating certificate and Grant Assurance 22 guide the review of American Airlines' lease proposal. If the County were to deny an airline the right to use this commercial facility the FAA may seek to revoke, deny or withhold grants to compel compliance, which would, if imposed, negatively impact the entire County Airport System making critical infrastructure improvements challenging and depleting the Airport Enterprise Fund. It is also possible that American Airlines, the FAA, or other interested party could sue in federal court or bring an administrative enforcement action to challenge denial of the lease agreement.

The proposed lease would accommodate commercial passenger services using the existing passenger terminal, parking facilities, aircraft ramp space, and infrastructure. To support commercial service, the County obtained funds and completed over 20 million dollars of improvements from 2008-2011, underscoring the County's significant improvement and investment in the airport which have largely been underused for the last nine years. Resuming commercial service to Palomar Airport allows the County to maximize the return on these investments, as well as strengthens the economy through job creation, increased access to air travel, and additional infrastructure investments.

This proposal is for a lease that would allow American Airlines to occupy two ticket counter spaces, a kiosk, and office space at the passenger terminal totaling about 479 square feet of exclusive use space. American Airlines estimates there would be about 150 employees and passengers entering the airport on an average day. This lease proposal is consistent with the historical use outlined in the County's Airport Master Plan (Master Plan) and Program

Environmental Impact Report (PEIR). No additional facilities would need to be constructed to support the lease as the proposed uses are within the scope of uses the existing facilities were designed and built to accommodate. As an established commercial airport, any airline can seek a lease to utilize Palomar airport's facilities for commercial flights. The County is prohibited by federal law and grant assurances from discriminating against American Airlines and is obligated to negotiate in good faith with the airline for the use of available space.

Approving the lease with American Airlines is consistent with FAA grant assurances, aligns with the existing Conditional Use Permit 172 (CUP), and represents an implementation of the County's Airport Master Plan and PEIR which outlines the use of commercial service at Palomar Airport. Specifically, the County would not require an amendment to the existing CUP issued by the City of Carlsbad as limited commercial airline service at Palomar is consistent with the facilities and uses allowed by right under the current CUP. Additionally, the Master Plan Update and PEIR approved by the Board of Supervisors for Palomar on December 8, 2021, included a facilities review and a 20-year forecast of anticipated aviation activity at the airport. The Master Plan update anticipated the continuation of commercial service at the airport and identified safety improvements to continue to support these activities over the planning period.

American Airlines has proposed that one of its flights occur at 6:15 am which is within the quiet hours recommended in the Voluntary Noise Abatement Program (VNAP) approved by the FAA for Palomar. In 1992 and 2006 the County sought FAA permission to establish mandatory noise restrictions, including a curfew at Palomar, in accordance with the Airport Noise and Compatibility Act of 1990 (ANCA) and FAA implementing regulations. The FAA rejected the County's request and approved only the voluntary program in the VNAP. Consistent with ANCA and Grant Assurance 22, the County does not have the authority to impose what would amount to a curfew on American Airlines by prohibiting the airline from flying before 7:00 am. Consistent with the voluntary nature of the VNAP, the County informed American Airlines of the VNAP and requested that American Airlines comply with it. American Airlines cannot meet the VNAP quiet hours requirement for its first flight because of the need to timely connect passengers with its regional hub facilities at Phoenix, AZ. In accordance with ANCA, only the FAA can establish flight curfews. Imposition of a curfew at Palomar is unsupported by federal requirements set forth in ANCA and federal regulation.

However, County Airports takes the concerns of area residents about noise seriously. To support our commitment to being a good neighbor, the County has expanded its noise monitoring efforts by installing additional noise monitors in local communities, increased our educational outreach to pilots, added staff to support noise complaints, created a public dashboard to track and log concerns, and continue to work with air traffic controllers to encourage compliance with our voluntary noise abatement program. County Airports will continue to engage with pilots, aviation businesses, and the FAA about noise on behalf of area residents and seek voluntary compliance with the VNAP whenever possible.

Additionally, approving the lease with American Airlines is consistent with the forecasted economic impact in 2026 and 2036 under the Full Development model detailed in the Airport Economic Impact Analysis (2021) representing the least constrained economic scenario to facilitate current and forecasted aviation activity and accommodate commercial air service. This analysis provided baseline data outlining the Airport's current economic contribution as well as the potential benefit to the region under various growth scenarios and timeframes as discussed in the Master Plan Update. The Airport's operational and capital expenditure, tenant activity, and passenger spending supported 2,590 jobs, drove $460.6 million in industry activity, and generated $72.2 million in federal, State, and local tax revenue. In 2019, the off-airport business park activity generated an additional 622 jobs, $82.6 million in industry activity, and $14.9 million in tax revenue. The economic impact associated with the addition of future American Airlines services at Palomar Airport will continue to expand Palomar Airport's regional economic impact and critical role in supporting the growth of economic activity in the region.

Total fees and charges the County Airports is anticipated to receive from American Airlines in the first year of operations is $606,678. Moreover, approving the lease and re-establishing commercial service at Palomar Airport will help Palomar Airport's annual FAA entitlement funding to increase from $150,000 to $1.0M once the airport exceeds 10,000 enplaned passengers. This represents an $850,000 entitlement increase for the County to receive through FAA grants to utilize for eligible capital improvement projects. Additional entitlement funding would allow for improved infrastructure at any County airport facility, further strengthening the Airport System and benefiting the San Diego County aviation community through access to improved facilities and the general public through increased economic activity. Consistent with industry standards, County Airports recommends partially waiving fees for the first year of its operations. Fee Waivers are a common practice across the industry for an airport to incentivize new services bringing economic and transportation benefits to the region. Additionally, commercial airports are expected to offer incentives to airlines to attract new service. The total fees proposed to be waived for the first year are $351,428, reducing the year one revenue to $255,250. The total revenue County Airports will receive in the second year American Airlines operating at Palomar is about $606,678. Additionally, to meet Transportation Security Administration (TSA) safety requirements, the County will also be adding armed law enforcement during service departure times. However, the projected lease revenue and FAA grant funding are anticipated to substantially exceed the amounts waived and operational costs during the term of the proposed lease to facilitate the commencement of operations.

Lastly, Airports requests that the Board repeal, waive, or amend Policy F-44. The need to repeal, waive, or amend Policy F-44 was identified in the Master Plan under section 2.10.5 POLICY F-44 "DEVELOPMENT OF MCCLELLAN-PALOMAR AIRPORT." Addressing Policy F-44 is a necessary action regardless of the approval of the American Airlines lease as it is necessary to eliminate the ambiguity created by the two conflicting documents (i.e., the Policy and Master Plan), and bring the Policy into conformance with FAA Grant Assurance 22 relating to seat restrictions. The 70-seat restriction outlined in Policy F-44 is contrary to FAA Grant Assurance 22 prohibiting discrimination between any type, kind, or class of aeronautical activity. Policy F-44 was established in the 1980s and amended over the years including revising the number of seats allowed to provide guidelines for the operation and development of the airport. The Policy states that the role of Palomar Airport shall be to provide air transportation and to facilitate aviation support activities; however, the Master Plan, which was adopted in 2021, decades after F-44 was established, lays out a comprehensive plan for the development of the airport making Policy F-44 unnecessary. The Board could choose to repeal, waive, or amend Policy F-44. Staff recommends repealing Policy F-44 to bring Board Policy into alignment with the Palomar Airport Master Plan and to ensure compliance with federal requirements. Alternatively, the Board could choose to waive or amend Policy F-44, as shown in Attachment C.

This is a request for the Board of Supervisors to authorize the Director of Airports to execute a two-year lease agreement and partially waive fees during the first year with American Airlines, in compliance with the FAA regulations. If approved, revenues from this lease on airport property would be placed into the County's Airport Enterprise Fund to be used to develop, operate, maintain, and improve the County's airport system. Additionally, this is a request for the Board of Supervisors to repeal, waive, or amend Policy F-44 to eliminate the discrepancy with the Palomar Airport Master Plan, to ensure compliance with FAA Grant Assurance 22, and make required CEQA findings.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the Final Program Environmental Impact Report (PEIR) for the McClellan-Palomar Airport Master Plan Update, certified by the Board of Supervisors on December 8, 2021 (06), State Clearinghouse #2016021105 on file with the Department of Public Works, was completed in compliance with the California Environmental Quality Act (CEQA) and state CEQA Guidelines, that the decision-making body has reviewed and considered the information contained therein and the Findings thereto dated December 11, 2024 before approving the project, that the PEIR 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 that were not considered in the previously certified PEIR, 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 PEIR was prepared in accordance with CEQA Guidelines Section 15168.

2. Approve the County entering into a two-year lease with American Airlines, in compliance with the FAA regulations, and authorize the Director of Airports to execute, upon receipt, three copies of the lease. **(4 VOTES)**

3. Waive approximately $351,428 of partial fees and charges the County Airports is anticipated to receive from American Airlines in the first year of operations.

4. Take one of the following actions with regard to Board Policy F-44 (choose one):
   A) Repeal the Policy to eliminate the discrepancy with the Palomar Airport Master Plan, to ensure compliance with federal requirements, and allow for approval of the proposed lease with American Airlines; or
   B) Waive Section 2 of the Policy to allow American Airlines to use the 76 seat EMB 175 for commercial service at Palomar; or
   C) Amend the Policy in accordance with Attachment C to remove inconsistencies with the proposal from American Airlines, the adopted Master Plan for Palomar, and federal requirements related to airport operations.

EQUITY IMPACT STATEMENT
The County of San Diego (County) has eight airports that are owned and operated by the County which provide vital air transportation hubs, emergency response facilities, and serve as economic engines. The County pursues delivery of these services in a fair and equitable manner and actively works to remove barriers by providing airport guests with general airport information in the County's threshold languages, encouraging participation, and providing competitive opportunities for small businesses, businesses that traditionally have less working capital, and business owners and managers who may be socially and economically underserved.

SUSTAINABILITY IMPACT STATEMENT
This request to authorize the Director of Airports to execute the lease with American Airlines has economic and social sustainability benefits. The base monthly rent from these leases help support economic and social sustainability by providing services for the region. The revenue that County Airports will receive from the commercial aviation and continue to receive from the current charter airlines will help operate, maintain, and improve the County Airport System consistent with the County sustainability goal of providing just and equitable access to County services and resources in support of sustainable communities.

FISCAL IMPACT
Funds for this request are included in the Fiscal Year 2024-25 Operational Plan in the Airport Enterprise Fund. If approved, today's recommendation will approve a lease agreement with County Airports. Total fees and charges the County Airports is anticipated to receive from American Airlines in the first year of operations is $606,678. If the lease with American Airlines is approved, County Airports recommends a partial fee waiver for the first year of its operations beginning on February 13, 2025. Fee waivers are a common practice across the industry for an airport to incentivize new services. The total fees proposed to be waived for the first year are $351,428, reducing the year one revenue to $255,250. However, commencing commercial service at Palomar Airport will help Palomar Airport's annual FAA entitlement funding to increase from $150K to $1.0M once the airport exceeds 10,000 enplaned passengers. This represents an $850,000 entitlement increase for the County to receive through FAA grants to utilize for eligible capital improvement projects, helping to offset any fees waived. The total revenue County Airports will receive in the second year American Airlines operating at Palomar is approximately $606,678. To meet Transportation Security Administration (TSA) safety requirements, the County will also be adding armed law enforcement during service departure times. There will be no change in net General Fund cost and no additional staff years.

BUSINESS IMPACT STATEMENT
Leases at airports benefit the local business community by creating jobs, increasing economic activity, providing business opportunities, and supporting infrastructure development. They attract visitors, generate revenue, and help small businesses grow, thus stimulating the local economy and improving the quality of life for residents. Airports connect individuals to jobs and local communities to the world. Revenue derived from airport leases allows DPW to operate and maintain the eight County airports, airstrips, and airpark safely, efficiently, and cost-effectively. Today's action of authorizing the Director of Airports to execute a lease agreement with American Airlines promotes self-sufficiency by enhancing the economic viability of the County airport system.

11. SUBJECT: RECEIVE THE FOOD JUSTICE COMMUNITY ACTION PLAN, DIRECT FISCAL ANALYSIS OF SELECT ACTIONS, AND RELATED CEQA EXEMPTION (DISTRICTS: ALL)

OVERVIEW

On June 4, 2024 (12) the County of San Diego (County) Board of Supervisors (Board) directed County staff to (a) convene a regional summit of stakeholders, service providers, community leaders, local farmers, and other governmental agencies; and (b) develop a regional community Food Justice Community Action Plan (FJCAP) with recommendations for the County to implement, to improve food access and reduce food insecurity. The Board directed a 90-day report back on the status of the summit and action plan as well as a return back on the final FJCAP. A memo with progress updates was sent to the Board on September 27, 2024. Today's request is for the Board to receive the FJCAP and, if the Board chooses, select one, multiple, or none of the actions for subsequent additional analysis. The actions, derived through community roundtables and informed by community priorities, aim to increase collaboration between the County and community partners, promote transparency and accountability, and improve food security in the region.

The FJCAP was informed by existing efforts and guided by community engagement, including individuals and communities with lived experiences related to food access and food insecurity. Staff received more than 1,500 comments, ideas, and shared experiences across a two-month timeframe. This also included letters from organizations, such as the San Diego Hunger Coalition, I Love to Glean, UC San Diego Center for Community Health, and the San Diego Food System Alliance. These comments, ideas, and experiences represented about 200 unique community ideas, reflecting the breadth and depth of input received from the community. County staff from a wide range of County departments reviewed these ideas and solidified them into 20 distinct actions the County can take based on alignment with County programs and services, scope, expertise, and/or resources. The full list of the more than 200 community ideas for action and the final 20 FJCAP actions and descriptions are included in Attachment A. The FJCAP actions are not comprehensive but rather a starting point for the County to take which can help build momentum for collaborative change to improve food access and reduce food insecurity in the San Diego region.

The final 20 FJCAP actions are divided into three groups based on readiness of implementation and resource needs:

A. **Community-informed actions that are part of an existing County program or effort, which can continue to be implemented with no additional resources**.
B. **Community-informed actions that are part of an existing County program or effort that could be modified or expanded with additional resources**. Further analysis would need to be conducted on the specific resource needs, including funding needs and identification of funding source and amounts along with implementation plans.
C. **Community-informed actions that do not fit within current County programming and would require additional resources**. Further analysis would need to be conducted on the specific resource needs, including funding needs and identification of funding source and amounts along with implementation plans.

Today's request is for the Board to receive the FJCAP and, optionally, direct staff to report back in 120 days on the resources needed to implement any actions the Board would like to explore from Category B and/or C.

RECOMMENDATION(S)
CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed action is exempt from review under the California Environmental Quality Act (CEQA) pursuant to Section 15378(b)(5) because it is not a project and because it can be seen with certainty that there is no possibility that the action plan would have a significant effect on the environment.

2. Receive the Food Justice Community Action Plan.

3. Select unfunded actions, if any, from Category B and Category C in Attachment A of the FJCAP, and direct staff to report back in 120 days on resource needs and implementation steps for selected actions.

EQUITY IMPACT STATEMENT
The San Diego region is home to over 4,000 small family-owned farms and more than 300 organic producers-the largest number of organic producers of any county in the country. There is also an active fishing industry, over 15,000 diverse food facilities, a year-round growing season, and 37 farmers markets. The County also currently leases over 130 acres of County land for food cultivation (through agricultural leases); over 9,000 acres of land for grazing, and 3-acres of land for a community garden. Despite the region's robust food system there are gaps in access. One indicator is the San Diego Hunger Coalition's estimate that one in four individuals in the region experience nutrition insecurity, or are unable to provide three, nutritious meals per day for themselves and/or their families. This negatively impacts our residents' health, longevity, and quality of life.

Food is fundamental to quality of life. The food system has various elements, including all processes and infrastructure involved in feeding a population: growing, production, processing, storage, distribution, preparation, purchasing, consumption, and disposal. This system relies on a complex network of stakeholders, communities, and individuals. Conceptually, food also represents connection; it creates linkages between individuals and households, cultures, and the environment. Decisions made about food within one part of the system can have powerful ripple effects that, in turn, impact community and individual health outcomes. Therefore, to reach individuals and communities with lived experiences of food insecurity, staff worked with various County departments to promote engagement opportunities by sharing information through channels and networks, passing out fliers, partnering with community-based organizations to share the information, and used emails and social media posts to spread the word. In addition, in preparing the County actions, County staff analyzed over 1,500 public comments from diverse residents, community organizations, and local governments who shared their ideas and perspectives through comments provided in direct emails, Engage online, in-person and virtual roundtables and meetings.

SUSTAINABILITY IMPACT STATEMENT
The community-informed proposed actions to address food security and food access across the region contribute to Sustainability Goal #1: engage the community in meaningful ways and continually seek stakeholder input to foster inclusive and sustainable communities; Goal #2: provide just and equitable access to County services, policy decision making, and resource allocation in support of sustainable communities; and Goal #4: protect the health and wellbeing of everyone in the region, with a focus on collaborating with community partners and advocating for environmental justice for communities that have been disproportionately impacted. Throughout the development of the Food Justice Community Action Plan, County staff engaged with individuals and communities most impacted by food access and the input provided directly informed and shaped the actions for Board consideration.

FISCAL IMPACT
There is no fiscal impact associated with receiving the Food Justice Community Action Plan (FJCAP). Existing programs that are currently operational and contribute toward the FJCAP may be funded with various funding sources, including grants and current year revenue, included in the Fiscal Year 2024-25 Operational Plan. At this time, there is no funding source identified to support new investments for any of the unfunded actions outlined in FJCAP. If the Board directs further analysis of any actions, any future costs and funding for unfunded actions in Category B or Category C that the Board identifies would be reported back to the Board in 120 days. Any new costs associated with those unfunded actions may include one-time and ongoing resource needs, which may be funded by the reallocation of existing resources from other programs.

BUSINESS IMPACT STATEMENT
N/A