

May 19, 2021

STATEMENT OF PROCEEDINGS

The Minutes of the

***BOARD OF SUPERVISORS
REGULAR MEETING
PLANNING AND LAND USE MATTERS***

COUNTY OF SAN DIEGO

STATEMENT OF PROCEEDINGS
COUNTY OF SAN DIEGO BOARD OF SUPERVISORS - LAND USE
REGULAR MEETING
MEETING AGENDA
WEDNESDAY, MAY 19, 2021, 9:00 AM
COUNTY ADMINISTRATION CENTER, ROOM 310
1600 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA

Order of Business

A. **REGULAR SESSION:** Meeting was called to order at 9:01 a.m.

PRESENT: Supervisors Nathan Fletcher, Chair; Nora Vargas, Vice-Chair; Joel Anderson; Terra Lawson-Remer; Jim Desmond also; Andrew Potter, Clerk of the Board of Supervisors.

(Please note, California Governor Gavin Newsom issued Executive Order N-29-20 on March 17, 2020, relating to the convening of public meetings in response to the COVID-19 pandemic. Pursuant to the Executive Order, and to maintain the orderly conduct of the meeting, members of the Board of Supervisors attended the meeting via teleconference and participated in the meeting to the same extent as if they were present.)

B. Closed Session Report

C. 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.

D. Approval of the Statement of Proceedings/Minutes for the meeting of May 5, 2021.

ACTION:

ON MOTION of Supervisor Anderson, seconded by Supervisor Vargas, the Board of Supervisors approved the Statement of Proceedings/Minutes for the meeting of May 5, 2021.

AYES:Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

E. Formation of Consent Calendar

F. Discussion Items

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

**1. SUBJECT: NOTICED PUBLIC HEARING:
UPDATE ON IMPLEMENTING VEHICLE MILES TRAVELED
ANALYSIS DURING ENVIRONMENTAL REVIEW IN THE
UNINCORPORATED REGION AND PROVIDE DIRECTION ON
POSSIBLE UPDATES TO THE ANALYSIS OF TRANSPORTATION
IMPACTS ON THE ENVIRONMENT (DISTRICTS: ALL)**

OVERVIEW

In 2013, the State of California passed Senate Bill 743 (SB 743), which changed how jurisdictions, including the County of San Diego (County), analyze transportation impacts from privately and publicly initiated projects under the California Environmental Quality Act (CEQA). The CEQA analysis can no longer use level of service (LOS) when analyzing transportation impacts. LOS focuses on road congestion by measuring average amount of delay experienced by vehicle drivers at an intersection during the most congested time of day. SB 743 noted that while automobile delay explains how projects will affect drivers, it does not consider how projects and plans will change the number and length of driving trips and the corresponding effects on the environment. Therefore, instead of using LOS, SB 743 identified Vehicle Miles Traveled (VMT) as the standard to evaluate a project's environmental impacts. VMT measures the amount and distance people drive to destinations, and the number of trips specific types of land uses will generate. The stated legislative intent behind SB 743 was to balance the needs of congestion management (traffic) with statewide goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through more active transportation. All local jurisdictions were required to apply SB 743 no later than July 1, 2020.

On June 24, 2020 (6), the Board of Supervisors (Board) adopted the Transportation Study Guide (TSG), a technical guide for analyzing transportation impacts using VMT. The TSG describes the process and procedures for project applicants and their consultants to use when preparing transportation analyses beginning July 1, 2020. The TSG also included a methodology referred to as Local Mobility Analysis (LMA) to meet the County's General Plan requirement for an LOS D (which is considered a stable flow of traffic with an acceptable level of delay) or better and ensure the safe operations of the roadways for all users. In September 2020, Cleveland National Forest Foundation, Coastal Environmental Rights Foundation, and Sierra Club filed suit, alleging that the adoption of the TSG violated CEQA. The case is pending and no decision has been issued.

Today's request is for the Board to receive information on how VMT implementation is progressing nearly a year after its adoption and on Phase 2 efforts regarding VMT mitigation. In addition, the request is for the Board to provide direction on potential updates to the VMT thresholds used to evaluate the significance of a project's transportation impacts, including options for using an unincorporated average, sub-areas average, or a regional average to measure existing average VMT, and the screening level threshold for "small" projects, which is currently 110 Average Daily Trips (ADT). The Board may opt to leave the existing TSG in place or direct staff to prepare revisions and return to the Board this summer, following public outreach and preparation of CEQA findings, for a final decision.

Because CEQA does not require a lead agency to adopt a threshold of significance for general use, the Board may also opt to suspend the TSG for projects in process and apply project-specific thresholds to evaluate the significance of each project's transportation impacts pending preparation and adoption of revisions to the TSG. Alternatively, the Board may leave

5. Further exploration of exceptions to the VMT thresholds for affordable housing projects at less than 100% affordable, including mixed income and various components of Area Median Income (AMI), along with exploring the possibility of exceptions for middle-income or workforce housing, local hire, and agriculture type projects that might have a net impact of lowering VMT.
6. Explore land use density of land that is in VMT efficient areas.
7. Continue to track guidance from the California Office of Planning and Research (OPR), along with other governing body efforts, including the SANDAG Regional Transportation Plan.
8. Monitor the progress of other jurisdictions as it relates to their adoption, along with what unique programs, exemptions, or opportunities they may be exploring that the County may want to consider.
9. Consider a phase-in timeline to allow for a transition into a Regional geography.
10. Consider compliance options for projects that have already been proposed or are in the process now.
11. Conduct an analysis of the options to remove the Local Mobility Analysis.
12. Inform the Board regarding updates on development of the Smart Growth component of the Climate Action Plan (CAP) SEIR to ensure it is integrated and aligned with efforts around VMT.
13. Conduct an analysis of proposed housing projects designated for individuals under 60% AMI and under 80% AMI and the potential cost impact of switching to a regional geography.

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

2. SUBJECT: REDUCING COMMUNITY EXPOSURES TO HEALTH HAZARDS BY ESTABLISHING AN OFFICE OF ENVIRONMENTAL AND CLIMATE JUSTICE (DISTRICTS: ALL)

OVERVIEW

As the County continues the development of the first Environmental Justice (EJ) Element in the County of San Diego General Plan that will focus on our County's efforts in addressing environmental justice, the work will need to be advanced with increased community participation and will need to ensure implementation of strategies and actions that will result in reduced exposure to pollution and improved public health for Environmental Justice (EJ) Communities, as expressed in the future Guiding Principles of the General Plan.

Environmental Justice is defined by the State of California as "the fair treatment and meaningful involvement of people of all races, cultures incomes and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." While the goals and policies, and the EJ Communities continue to be refined in the draft EJ Element, the work will also need to establish cross-sector

3. Direct the Chief Administrative Officer to return to the Board within 120 days and report back on the overall scope, roles and responsibilities of the Office of Environmental Justice including, but not limited to:
 - a. Engaging environmental justice communities and including them in setting priorities for County programs and services across the County enterprise and engaging in the budget-making process, beginning with the creation of four community steering committees in the four communities identified in the draft Environmental Justice element of the County's General Plan (North El Cajon, North Lemon Grove, Spring Valley and Sweetwater);
 - b. Collaborating with County departments across the County enterprise, the San Diego Air Pollution Control District, and multi-jurisdictional partners to develop a working group to report on the cumulative impacts to EJ communities throughout the region, mutual activities to advance pollution exposure reductions and improved air quality, best practices, identify barriers and gaps to ensure robust environmental and climate justice practices through our region. And work alongside other jurisdictions in the region to ensure cohesion and avoid duplication of efforts;
 - c. Identify state and federal grant or funding opportunities to support the expansion of environmental and climate justice programs, activities and investments throughout the region; and
 - d. Creating an outreach and engagement strategy targeting environmental justice communities throughout the region.

FISCAL IMPACT

Funds for this request are not included in the Fiscal Year (FY) 2021-22 CAO Recommended Operational in the Land Use and Environment Group Executive Office. If approved, FY 2021-22 costs and funding required to staff and maintain the functions of the new Office of Environmental Justice are estimated to be \$1.3 million and will be referred to budget for consideration during the FY 2021-22 budget deliberations and adoption. Funding source is unassigned General Fund fund balance for FY 2021-22 and General Purpose Revenue for future years.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Vargas, seconded by Supervisor Fletcher, the Board of Supervisors took action as recommended.

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

3. SUBJECT: SUPPORTING OUR COMMUNITIES: INTERGENERATIONAL CENTER PILOT PROGRAM (DISTRICTS: ALL)

OVERVIEW

With growing populations throughout the unincorporated communities of our region, there's a need for the County of San Diego (County) to offer services for our youth and aging

**4. SUBJECT: ADMINISTRATIVE ITEM:
THIRD CONSIDERATION AND ADOPTION OF ORDINANCE:
APPROVAL OF FEE ADJUSTMENTS IN THE DEPARTMENT OF
ENVIRONMENTAL HEALTH AND QUALITY EFFECTIVE FISCAL
YEAR 2021-22 AS DIRECTED BY THE BOARD OF SUPERVISORS ON
APRIL 7, 2021, AND ASSOCIATED ORDINANCE REVISIONS
(DISTRICTS: ALL)**

OVERVIEW

On May 05, 2021 (01), the Board of Supervisors took action to further consider and adopt the Ordinance on May 19, 2021.

The Department of Environmental Health and Quality (DEHQ) protects the environment, community, and public health with over 40 programs that prevent disease, promote environmental responsibility, and enforce environmental and public health laws. DEHQ operates environmental health programs that regulate restaurants, public swimming pools, body art, substandard housing, small drinking water systems, septic systems, water wells, and hazardous materials. DEHQ reduces the risk of disease carried by rats and mosquitoes, oversees the cleanup of methamphetamine and fentanyl contaminated properties, and monitors beach and bay water quality. In addition, DEHQ serves as the Certified Unified Program Agency, Solid Waste Local Enforcement Agency, Local Primacy Agency, and is delegated the duties to implement and enforce the powers of a mosquito abatement and vector control district.

Board of Supervisors Policy B-29: *Fees, Grants, Revenue Contracts - Department Responsibility for Cost Recovery* (Board Policy B-29) directs departments to recover the full cost of services provided to agencies or individuals. Exceptions require specific Board of Supervisors (Board) approval. The last cost recovery package was adopted by the Board on May 1, 2019 (5). Since that time, DEHQ has continued to provide services to the public at the approved rates.

On April 7, 2021 (3), DEHQ presented a cost recovery proposal for fees that would become effective in Fiscal Year (FY) 2021-22 and requested Board direction regarding enforcement of the Small Drinking Water Systems Program by selecting one of three options. The Board adopted option 3 and approved notifying the State Water Resources Control Board (State) of the County's intent to return the Small Drinking Water Systems Program to the State over the next fiscal year. However, the Board did not adopt the proposed fees included in cost recovery proposal, and instead directed staff to return with alternative funding source options, such as federal and/or state stimulus funding, or if not available then General Fund fund balance.

At the direction of the Board, DEHQ is returning to present an updated cost recovery proposal that removes the proposed 137 fee increases, and instead, includes \$648,103 in alternative funding to offset the need to increase fees. Pending guidance from the Treasury Department, the funding source is anticipated to be American Rescue Plan Act funds. If replacing these foregone revenues is not an enumerated allowable use of American Rescue Plan Act funds, or if the unrestricted portion of available American Rescue Plan Act funds are instead prioritized for other purposes, the funding source will be prior year available unassigned General Fund fund balance. The updated cost recovery proposal continues to include the use of \$1,091,779

BUSINESS IMPACT STATEMENT

If approved, these recommendations will allow the Department of Environmental Health and Quality to continue to provide services that promote and enhance protection of the environment and public health, and continue to align fees to the actual costs of services provided to fee payers in each fee category. These important services prevent disease, promote environmental responsibility, and ensure a level playing field for businesses.

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Vargas, the Board of Supervisors took action as recommended, on Consent, adopting Ordinance No. 10733 (N.S.), entitled: ORDINANCE AMENDING THE SAN DIEGO COUNTY CODE OF REGULATORY ORDINANCES TO ADJUST DEPARTMENT OF ENVIRONMENTAL HEALTH AND QUALITY REGULATORY PROGRAM FEES AND ASSOCIATED ORDINANCE REVISIONS.

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

5. SUBJECT: TRAFFIC ADVISORY COMMITTEE (05/19/2021 - ADOPT RECOMMENDATIONS; 06/09/2021 - SECOND READING OF ORDINANCES) (DISTRICTS: 2 & 5)

OVERVIEW

As part of the Department of Public Works (DPW) traffic engineering program, the Board of Supervisors (Board) established the Traffic Advisory Committee (TAC) in the 1960s as an aid in providing uniform traffic regulations throughout the unincorporated areas of the county. The goal of the TAC is to make recommendations to the Board on traffic matters to provide communities in the unincorporated region with a road system that strives to enhance safety and reduce congestion. To accomplish this, traffic policies are established to provide persons using the road system with consistent and uniform regulations. In order to be effective, these policies are designed to be legally enforceable so that the majority of motorists will comply. The TAC meets every six weeks to review proposed additions, deletions, or changes to regulatory traffic control devices such as speed limits, stop signs, traffic signals, and parking regulations on County of San Diego (County) maintained roads. Upon receipt of a request or recommendation for a traffic regulation in unincorporated areas of the County, the TAC reviews and investigates the requested item including engineering and traffic condition studies.

The TAC recommends the Board act on seven items from the January 22, 2021, TAC meeting agenda:

District	Item	Location	Action
2	2-A	Alpine Boulevard, Alpine	Certify the 35 miles per hour (MPH) speed limit
2	2-B	Alpine Boulevard, Alpine	Certify the 40 MPH speed limit and correct eastern limit's street name
2	2-C	Pepper Drive, Bostonia	Reduce the 40 MPH speed limit to 35 MPH and certify

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed project is exempt from the California Environmental Quality Act (CEQA) as specified under Section 15301 of the CEQA Guidelines because the proposed action involves minor alterations of existing public facilities relating to regulatory traffic control on County maintained roadways, resulting in negligible or no expansion of existing or former use.
2. Adopt the Traffic Advisory Committee’s recommendations.
3. Approve the introduction, read title, and waive further reading of the following Ordinances:
ORDINANCE AMENDING SECTIONS 72.169.25. AND 72.169.92. AND DELETING SECTIONS 72.169.29. AND 72.172.1. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

If, on May 19, 2021, the Board takes action as recommended, then, on June 9, 2021: Consider and adopt the following Ordinances:
ORDINANCE AMENDING SECTIONS 72.169.25. AND 72.169.92. AND DELETING SECTIONS 72.169.29. AND 72.172.1. OF THE SAN DIEGO COUNTY CODE RELATING TO SPEED LIMITS ON COUNTY MAINTAINED ROADS IN SAN DIEGO COUNTY.

FISCAL IMPACT

There is no fiscal impact associated with today’s action.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Vargas, the Board of Supervisors took action as recommended, on Consent, to further consider and adopt the Ordinance on June 9, 2021.

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

6. **SUBJECT: RECEIVE AND PROVIDE DIRECTION ON AMENDING THE GRADING, CLEARING, AND WATERCOURSES ORDINANCE TO STREAMLINE THE AGRICULTURAL CLEARING PERMIT PROCESS (DISTRICTS: ALL)**

OVERVIEW

On October 10, 2018 (2), the Board of Supervisors (Board) heard the Report on Options to Improve Housing Affordability in the Unincorporated County and directed staff to update the Grading, Clearing, and Watercourses Ordinance (Ordinance). The direction included a phased approach to streamline the process for agricultural clearing permits (Agricultural Clearing Permits) first, followed by addressing grading for residential housing projects. Agricultural Clearing Permits are required for legal vegetation/brush clearing of land to establish

Impact Report would also need to be prepared for both approaches, which would be costly and largely duplicative of efforts to allow agricultural clearing exemptions that will be considered as part of the North County Plan and future East County Plan.

During the public outreach process, feedback was received from agricultural stakeholders that agricultural grading permit streamlining is also needed in addition to a streamlined permit process for agricultural clearing. Stakeholders commented that the current agricultural grading permit threshold of 200 cubic yards is too low, agricultural grading requirements should be consolidated into a separate chapter, definitions are unclear, and site restoration should be allowed without permits. For reference, 200 cubic yards of soil would fill approximately 15 construction dump trucks. Environmental stakeholders also provided comments supporting maintaining existing regulations and not easing processes that protect stormwater or water quality. Consolidating agricultural grading regulations and revising unclear agricultural grading definitions will be captured in the first part of staff's recommended Ordinance Update for Agricultural Clearing. However, streamlining agricultural grading regulations is beyond the scope of the current Board direction to streamline the Agricultural Clearing Permit Process. If directed by the Board, a comprehensive update of the Ordinance could be initiated. Initiation of a comprehensive update would include reviewing best practices, evaluation of the benefits and risks of changing the agricultural grading requirements, and analysis of environmental impacts under CEQA.

Staff recommends proceeding with an Ordinance Update for Agricultural Clearing to address stakeholder requests to reorganize the agricultural clearing and grading regulations into one chapter, to clarify definitions, and to preserve existing environmental protections. Part I and Part II of staff's recommendation will consolidate agricultural clearing and grading regulations into a new chapter within the Ordinance, will clarify and add definitions, and Part III of the recommendation will explore additional agricultural clearing streamlining as part of the North County Plan and future East County Plan development.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find in accordance with Section 15061(b)(3) of the California Environmental Quality Act Guidelines that this action is exempt because it has no potential to result in either a direct physical change to the environment or a reasonably foreseeable indirect physical change to the environment.
2. Direct staff update the Grading, Clearing, and Watercourses Ordinance to consolidate the agricultural regulations into a single chapter within the Ordinance while maintaining existing requirements and to clarify language and add missing definitions.
3. Direct staff to analyze agricultural clearing exemptions as part of the previously directed North County Multiple Species Conservation Plan (North County Plan) and the North County Plan's accompanying Programmatic Environmental Impact Report.

FISCAL IMPACT

Funds for amending the Grading, Clearing, and Watercourses Ordinance (Ordinance) are included in the Fiscal Year 2020-21 Operational Plan in Planning & Development Services. If approved, this request will result in costs of \$100,000, and the funding source is prior year available General Fund fund balance. Approximately \$135,000 of budgeted funds were allocated for project management, meetings, stakeholder engagement and outreach, research,

- Additional Staff: 1 FTE

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

7. **SUBJECT: ADVERTISE, AND AWARD A CONSTRUCTION CONTRACT FOR FIVE TRAFFIC SIGNALS IN THE UNINCORPORATED COUNTY AREAS (DISTRICTS: 2, 3, & 5)**

OVERVIEW

The Traffic Advisory Committee (TAC) is composed of representatives from nine different agencies and two members-at-large appointed by the County of San Diego (County) Board of Supervisors (Board). The TAC reviews requests from the public, other agencies, and various County departments regarding regulatory controls on County-maintained roads and makes recommendations to the Board for final action. The Board has the authority to implement traffic control devices, such as traffic signals.

County staff annually review road segments and intersections with increased traffic volumes and/or higher than expected collision rates. The Board approves recommendations from the TAC to add intersections to the Department of Public Works (DPW) Traffic Signal Priority List (Priority List). The TAC recommends signalization of the intersections based on increased traffic volumes and/or traffic accident data, input from DPW staff, and the support of the associated Community Planning Groups. The Board approved the TAC's recommendations and directed staff to add the following five intersections to the unfunded Priority List at various times.

1. Old Hwy 395 and Rainbow Glen Road - District 5
2. S. Mission Road and Green Canyon Road - District 5
3. Camino San Bernardo and Deer Ridge Road - District 3
4. Hillsdale Road and Vista Grande Road - District 2
5. Fury Lane and Calle Verde - District 2

DPW added the intersections to the Priority List following Board approval. Signal locations were identified based on community concerns, service requests from constituents, and input from Community Planning Groups. Many of the proposed intersections for traffic signals are near schools or school bus stops. The safety of the school crossings could be improved by the installation of these traffic signals. The traffic signals would also reduce the delay of vehicles entering the intersection and the timing of the signals could be adjusted to account for traffic conditions resulting in reduction in delay. Traffic signals were prioritized based on traffic volumes, correctable collisions, presence of pedestrians, and proximity to schools or school bus stops. On August 25, 2020 (02), the Board approved a recommendation from DPW to establish appropriations in the DPW Road Fund, Services & Supplies, for critical safety projects, including traffic signals at multiple locations, based on available prior year Road Fund fund balance. DPW is moving forward with the funding for design and construction of the 18 traffic signals on the Priority List. The five identified intersections are the first group of the 18 traffic signal locations to move forward towards construction.

The five intersections are collectively referred to as the 2021 Five Traffic Signals Project (Project). The Project design is now complete, and construction is scheduled to begin in fall 2021. The Project will include new traffic signals at the above five intersections in various communities. Other traffic improvements will include the installation of new traffic striping,

8. SUBJECT: AUTHORITY TO ADVERTISE AND AWARD CONTRACTS FOR THE COMPREHENSIVE TREE PROGRAM (DISTRICTS: ALL)

OVERVIEW

The Department of Parks and Recreation (DPR) manages more than 150 locations across 56,000 acres of land, and over 380 miles of multi-use trails. A valuable part of each park is the natural shade offered by trees for the benefit of park users and the environment. Trees are valuable assets to the park system as they increase the usability of parks, contribute to biodiversity, and serve as important climate buffers that moderate temperature and moisture and make parks more desirable for the public.

Through the Comprehensive Tree Program, DPR provides services to remove and replace dead and diseased trees and install temporary watering systems to enhance the trees' natural ability to absorb oxygen, water, and nutrients. DPR is planting a variety of native and climate ready species and size trees to parks devastated by tree loss caused by years of drought and infestation by wood boring insects throughout the park system. DPR partners with local non-profit, service, and volunteer groups to plant trees and connect people with nature. To determine where to plant trees, DPR identifies priority areas where trees are needed based on factors including where trees have been lost due to the impacts of drought, invasive pests (mainly Goldspotted Oak Borer and Shot Hole Borer), age of the existing trees, and the environmental fit for the trees. More trees will help clean the air, provide shade, and cool the air temperatures in the surrounding environment, which benefits underserved communities. DPR will plant trees based on these needs in order to create diverse tree populations in terms of species and age to help support a healthy tree canopy system in the region. Since 2016, the program has planted over 22,000 trees in County parks. Through the Comprehensive Tree Program, DPR supports the County's 2018 Climate Action Plan goal of reducing greenhouse gases by 1,796,692 metric tons of carbon dioxide equivalent (MTCO₂) by 2030. The 22,000 trees planted since 2016 provide a healthier environment for all San Diego County residents by removing 476 MTCO₂ annually.

Today's proposed actions will authorize the Director of Department of Purchasing and Contracting to advertise and award contracts estimated at \$2,000,000 including contingency, for the purchase of approximately 3,500 trees through multiple vendors, the installation of watering systems, removal of dead and diseased trees, and the equipment needed to plant and maintain the trees through the Comprehensive Tree Program. Funds for this request are included in the Fiscal Year 2020-21 Operational Plan in the Department of Parks and Recreation. If approved, the trees purchased through this action will be planted beginning in June 2021 and be completed in winter 2022.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the proposed Project is exempt from the California Environmental Quality Act (CEQA) pursuant to the CEQA Guidelines section 15304.
2. Authorize the Director of Department of Purchasing and Contracting to advertise and award contracts and take any action authorized by Section 401 et seq. of the Administrative Code, with respect to contracting for the Comprehensive Tree Program
3. Designate the Director, Department of Parks and Recreation, or designee, as the County Officer responsible for administering the contracts, in accordance with Board Policy.

Since its inception, the park host program has proven to be a valuable component of DPR's park operations by supplementing maintenance efforts and ultimately saving County taxpayer money. A volunteer park host is expected to work 20 hours per week, and each volunteer hour is valued at \$29.95 for an annual cost offset of over \$30,000. Park hosts provide support to County employee workgroups by assisting with maintenance, enforcement, and security to sites overnight and during non-operational hours. The proposed project will add two new concrete RV pads, RV utility connections, fencing, driveways, and associated improvements.

Today's proposed action will authorize the Director, Department of Purchasing and Contracting, to advertise and award a construction contract for the volunteer pads at El Monte Park and Old Ironsides Park for an estimated cost of \$180,000, including contingency, and there will be \$120,000 for related project costs including design, surveys, inspections, and project administration for a total project cost of \$300,000. Funds for this request are included in the Fiscal Year 2020-21 Operational Plan in the Capital Outlay Fund. If approved, project construction is anticipated to begin in summer 2021 and be completed in fall 2021.

RECOMMENDATION(S)

CHIEF ADMINISTRATIVE OFFICER

1. Find that the volunteer pads At El Monte Park and Old Ironsides Park project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15301, 15302, 15303 and 15304.
2. Authorize the Director, Department of Purchasing and Contracting to advertise and award a construction contract and take any other action authorized by section 401 et seq. of the Administrative Code with respect to contracting for the construction of volunteer pads at El Monte Park and Old Ironsides Park.
3. Designate the Director, Department of Parks and Recreation as the County of San Diego Officer responsible for administering the construction contract, in accordance with Board Policy F-41, Public Works Construction Projects.

FISCAL IMPACT

Funds for this request are included in the Fiscal Year 2020-21 Operational Plan in the Capital Outlay Fund. If approved, this request will result in current year costs of \$150,000 for Capital Project 1021913 and \$150,000 for Capital Project 1021914, volunteer pads at El Monte Park and Old Ironsides Park. Total construction costs are estimated at \$180,000, including contingency, and there will be \$120,000 for related project costs including design, inspection, and project administration. The funding source is available prior year General Fund fund balance. There will be no additional staff years.

BUSINESS IMPACT STATEMENT

N/A

ACTION:

ON MOTION of Supervisor Desmond, seconded by Supervisor Vargas, the Board of Supervisors took action as recommended, on Consent.

AYES: Vargas, Anderson, Lawson-Remer, Fletcher, Desmond

Approved by the Board of Supervisors, on Wednesday, June 9, 2021.



NATHAN FLETCHER
Chair

Attest:



ANDREW POTTER
Clerk of the Board

05/19/2021