

**County of San Diego County of San Diego
Ramona Community Planning Group
MEETING MINUTES**

March 3, 2022

In Person Meeting

7:00 PM @ the Ramona Community Library, 1275 Main Street, Ramona

ITEM 1: Call to Order

ITEM 2: PLEDGE OF ALLEGIANCE

ITEM 3: ROLL CALL (Maxson, Chair)

In Attendance:	Torry Brean	Scotty Ensign	Debbie Foster
	Lynn Hopewell	Kristi Mansolf	Robin Joy Maxson
	Elio Noyas	Dawn Perfect	Matt Rains
	Michelle Rains	Paul Stykel (Arr. 7:10)	Dan Summers

Members Absent: Casey Lynch, Andrew Simmons, Kevin Wallace

ITEM 4: APPROVAL OF MINUTES 2-3-22 (Action)

MOTION: TO APPROVE THE MINUTES OF THE FEBRUARY 3, 2022, MEETING AS PRESENTED.

Upon motion made by Dawn Perfect and seconded by Scotty Ensign, the motion **passed 11-0-0-0-4**, with Casey Lynch, Andrew Simmons, Paul Stykel and Kevin Wallace absent.

ITEM 5: PUBLIC COMMUNICATION: Opportunity for members of the public to speak to Group on any subject matter within the Group’s jurisdiction that is not on posted agenda. (Speakers will be limited to 3 minutes)

Mr. Brean read the following information from Michelle Holman under Public Communication: “The issue I would like to address is at the intersection of Main St and 16th. The new median they put in is crazy as it stands, and I’m sure they’ve gotten a fair share of complaints on that alone. However, they placed a sign on the median that is seen by Eastbound traffic. When traveling Westbound, and turning left onto 16th St, that sign seriously hinders the view of any car attempting that turn. I have contacted CalTrans about the issue, but aside from confirmation of them receiving my email, I have heard nothing. I would love for this to be addressed. As I mentioned, being a parent of little kids, I very much lookout for their safety and would like to not be in (or cause) an accident due to the inability to see oncoming traffic. I have looked at other medians and noticed that others with a sign like this have the sign up higher. Just a suggestion!”

Speaker: Mischa Dobrotin, Ramona Resident

Mr. Dobrotin wanted to speak regarding the Ramona Intergenerational Community Campus (RICC). In the Ramona Sentinel article following discussion on this issue after an RCPG meeting, the article talked only about housing and there was no discussion on elements of the RICC for children. In the past a skatepark was discussed and also the possibility of having a swimming pool. As the project is an Intergenerational Community Campus, he feels there should be something for kids and

adults within the campus area, and not just amenities for people living on the RICC property in housing.

Mr. Brean read the following information from Ashley Breshears under Public Communication: “I have heard about the thoughts of turning the creek into a horse trail. I think this is a horrible idea for not only the owners of properties that back up to creek/easements of their land taken but also the environment. Has there been an environmental study done on what will happen to the beautiful ecosystem once people rip it all up so that other people or horses can walk down it? There are endangered species in that creek and I thought people were not allowed to destroy an ecosystem of an endangered species. The creek supports endangered San Diego fairy shrimp and several rare plant species. Santa Maria Creek and associated habitats are important for neotropical migrant songbirds and the endangered arroyo toad, and a diverse raptor community, including the largest population of wintering ferruginous hawks in San Diego. The creek is home to coyotes as well so with their habitat gone, where will they go? Seems dangerous to displace these animals as their only options would be to go out in the city looking for food (possibly biting anyone coming in contact with) or to attack people on the trail. The creek corridor serves as both a hydrological and habitat linkage for numerous species. It also provides essential ecosystem processes, such as natural filtration of anthropogenic contaminants that may impair downstream water quality. The coastal sage scrub, chaparral, and oak woodlands of the surrounding landscape, together with the grasslands, riparian habitat, and vernal wetlands constitute an exceptional concentration of regionally and globally significant resources. So I don’t understand why we are needing to take away from the environment for ANOTHER trail. There is no need for it as there are places to ride horses all over Ramona, I know specifically there is an option in the estates. As far as walking trails, we live in California where there are hiking trails within 5 minutes from where ever you are. We moved to the “country” to have land and space, not to have to deal with people trashing the place. Have you seen any trail lately? There is a lot of litter everywhere, there is no way anyone could promise the owners near the creek that there will be no trash because there will be. We do not support this project.”

ITEM 6: APPROVAL OF ORDER OF THE AGENDA (Action)

MOTION: TO APPROVE THE ORDER OF THE AGENDA.

Upon motion made by Torry Brean and seconded by Lynn Hopewell, the motion **passed 12-0-0-0-3**, with Casey Lynch, Andrew Simmons and Kevin Wallace absent.

ITEM 7: Consent Calendar:

- 7-A: Ratification and Continuance of Teleconferencing Meeting Option Pursuant to Government Code Section 54953(e).**

In order to continue the teleconferencing meeting option, when needed, the following motion was made:

MOTION: TO APPROVE THE RATIFICATION AND CONTINUANCE OF THE TELECONFERENCING MEETING OPTION PURSUANT TO GOVERNMENT CODE SECTION 54953(e)

Upon motion made by Torry Brean and seconded by Dan Summers, the motion **passed 12-0-0-0-3**, with Casey Lynch, Andrew Simmons and Kevin Wallace absent.

ITEM 8: ACTION ITEMS:

- 8-A: AD 22-002, Old Julian Hwy at Cinnamon Rock Rd. Agricultural clearing for animal raising, approximately 6 acres of 80 acres. Hopewell, East Subcommittee**

Jaime Lazarit presented the project. He has vacant land on the Old Julian Highway at Cinnamon Rock Road that he would like to raise animals on. He has cleared some acreage of 80 acres for this purpose, although some of the land was cleared when he bought it. About 6 acres is cleared now.

Mr. Ensign asked if there were any erosion caused by the clearing? Also it looks as though the clearing falls within the first 300 feet from a scenic highway.

Mr. Lazarit said there was no erosion, and he was not aware of the property being along a scenic highway.

Ms. Hopewell gave the report from the East Subcommittee meeting, where the project was approved as presented.

MOTION: TO APPROVE THE PROJECT AS PRESENTED.

Upon motion made by Dawn Perfect and seconded by Michelle Rains, the motion **passed 12-0-0-0-3**, with Casey Lynch, Andrew Simmons and Kevin Wallace absent.

8-B: Site Plan waiver request for an as-built detached workshop on 2742 Mesa Oak Court (APN 285-120-06-00) Noyas, South Subcommittee

Kenny Bruce presented the project. After buying their house in Holly Oaks, they realized that they had bought an unpermitted building, which was built as a workshop. The Holly Oaks setback requirement is 50 feet and the building is setback 33 feet, so they are requesting a waiver.

Mr. Noyas gave the South Subcommittee report. George Eastwood has no problem with the waiver for the building being approved. There was no opposition to the project at the South Subcommittee, and the project was approved.

Mr. Bruce said the workshop is also surrounded by trees, which helps to camouflage it.

MOTION: TO APPROVE THE SITE PLAN WAIVER REQUEST AS PRESENTED.

Upon motion made by Elio Noyas and seconded by Lynn Hopewell, the motion **passed 12-0-0-0-3**, with Casey Lynch, Andrew Simmons and Kevin Wallace absent.

8-C: Presentation by SANDAG, Caltrans, and the Consultant Team on the San Vicente Comprehensive Multimodal Corridor Plan (CMCP). Presentation will include an overview of the Plan, where the team is in the planning process, and the initial project recommendations for the Corridor. The team will be seeking input from the RCPG on the draft project inventory

Melina Pererira, the Caltrans project manager for the San Vicente Comprehensive Multimodal Corridor Plan (CMCP) gave a brief overview of the Highway 67 improvement project, which will include the addition of fiber optics (broadband) with the paving, some specific road segment improvements and the beautifying of the Main Street in the Town Center as part of the Clean California program.

Rachel Kennedy explained that CMCP's are plans and projects that are included in a transportation planning document. Environmental documentation and review is also included as well as design and construction.

Amy Jackson said that Recreation Ridge, Wine Country and Ramona are included in the San Vicente CMCP project. A needs assessment was done first. Caltrans has met with the public and a working group to get input. They are comparing project alternatives. As part of the needs assessment, 7 needs have been identified for the project inventory: safety, evacuation, active transportation, the movement of goods, information technology, traffic congestion and utilities.

For safety, 38 percent of the collisions occur at unsafe speeds, with 31 percent of the collisions being rear end collisions and 28 percent of the involved vehicles hitting objects. For study area goals, they are looking for hot spots, sharp curves, recreation areas, urbanization and places where the corridor breaks up the habitat. Spot areas have been identified where improvements to enhance can be made.

For evacuation, in 2003 and 2007 there were approximately 32,000 people in the evacuation area, and 80 percent used SR 67 to evacuate. They are identifying staging areas and possible safe refuge areas that could be used during wildfire events, if necessary.

For active transportation – currently SR 67 is falling short. They are trying to create a network of mobility options. Right now 92 percent of the transportation is occurring from cars. They are looking at putting buffered bike lanes outside of the width of the roadway. Where necessary, they want to put pedestrian multi use paths, just for pedestrians. They are looking at ways to calm traffic on Main. They are looking at ways to put in equestrian trails.

For utilities, they will be installing the infrastructure for broadband. There already are a couple of message boards in place to communicate information to motorists during wildfire events.

Mr. Summers said he greatly appreciates the 4 year effort that has gone into creating this plan. In Old Town, perhaps there could be a center median and electric vehicles. The presentation did not include the addition of lanes to SR 67.. SR 67 is dangerous and it needs to be widened to fix this problem. Thirty three years ago Ramona had a population of 20,000. Caltrans and the CHP said the highway was dangerous and obsolete. When Transnet first came up, one of the roads identified to be improved was SR 67, but it didn't get done. Tax funding was redirected to the coast, transit and buses. There are 4 lanes for a lot of SR 67, but not so much when heading north/east starting at Poway Road. In a recent 5 year study, ending December 31, 2021, there were 772 motor vehicle accidents, with 439 injuries and 12 fatalities on SR 67. In the 2003 and 2007 fires, there were 5 ways out of Ramona and 3 were on fire.

Mr. Summers has another concern – there is a wide chimney canyon that goes up to SR 67 from Dos Picos Park. If that canyon caught fire, it could become a dangerous place for evacuees leaving Ramona who are stuck in the gridlock on SR 67. What we need is what was promised to us.

Speaker: Mischa Dobrotin

Mr. Dobrotin referenced Mr. Summers' comment about the need for 4 lanes when there is an evacuation. It took Mr. Dobrotin and his family over 8 hours to evacuate in the Cedar fire. Another problem is bicycles heading west by Mt. Woodson. The speed limit for cars of 55 mph. Bikes are going about 20

mph. Something should be removed to make traveling in this area less dangerous for both motorists and bicyclists.

Speaker: Furio Pico, Ramona Resident

Mr. Pico said in 1987 representatives from Caltrans came to a Kiwanis meeting and said that SR 67 would be improved within 5 years and it didn't happen. The sales tax went to the coast. We're still paying for it, but it's not going to us. In 2007 he stayed home rather than risk being on the backed up highway.

Mr. Stykel asked about the timeline for the project?

Victor Mercado said the environmental review could occur in summer, 2025. The board will select a project alternative – the project will be designed and then they will move into the construction phase. They are still studying the project.

Mr. Ensign said we need 4 lanes. Let's get this moving.

Ms. Rains said that bike lanes will be put in but no evacuation lanes for cars.

Mr. Rains said additional lanes were considered. Why is this not in the plan? Evacuation is more important than some of the other things being considered..

Mr. Mercado said the goal is 80 percent evacuation within the first 4 hours.

Ms. Foster said we need 4 lanes. Ramona has asked for this for so long. We need bigger roads.

Mr. Summers said that we pay taxes and want to see something for it. The State is demanding a reduction in VMT's. We need more lanes on SR67.

Mr. Brean said that when alternative routes SR 78 and Wildcat Canyon are closed, evacuation backups are worse. Part of the problem is us. There is opposition to improve a periphery road like Ramona Street and to have the South Bypass. This needs to be taken into account.

Ms. Mansolf said, in reference to the canyon from Dos Picos Road that leads over to SR 67 – in 2003 that canyon, which is very steep and has people living in the canyon and on both sides of the slope above it, was on CAL FIRE's radar. They knew if it caught fire the people evacuating on SR 67 would be in great danger. It would also impact emergency vehicles and fire fighting assistance coming into Ramona. CAL FIRE lit a back fire in a seasonal creek that went up the mountain before the fire arrived in the area to help eliminate some fuel. Then they defended the canyon and along SR 67 where the canyon meets the road for 4 or 5 days. When she came back, after evacuating, they were still there. They let the whole mountain burn except in the canyon and by SR 67. It will be important that the canyon beyond Dos Picos Park and leading up to SR 67 is on someone's radar in the future so the canyon is protected next time there is a fire in this vicinity.

Mr. Noyas said we drive more and the Transnet money is never spent here. A lot of people pass through Ramona going to the desert and to the snow. Bike lanes are often unsafe. Lets concentrate on putting the money spent on SR 67 on the road itself.

**8-D: SDCE Traffic Calming Measures (Next Zone Discussion).
Rains, Transportation/Trails Subcommittee**

Mr. Rains said the Transportation/Trails subcommittee went through the items on the SDCE traffic calming list one by one. The first 2 intersections are both hot topics. The stop signs were discussed but there were questions relating to data collection, so these will be discussed more later.

Ms. Perfect said she would like to see the Traffic Study Plan.

Stephen Strandberg's comments were read into the record:

"Im speaking as a resident/homeowner in the Estates. My comment pertains to item 8-D on the agenda. The intersection I'm commenting on is Arena Dr at San Vincente. The intersection is not dangerous itself, but rather the lack of patience and courtesy of drivers has lead to accidents, road rage and now the proposal of closing the median to left turns. I do agree that closing the east bound left turn lane on to Arena would help. 90% of the left turns made are trying to beat the westbound San Vincente traffic, which leads to vehicles entering Arena Dr at a high speed. I live on the corner and no longer let my kids play out front due to inconsiderate drivers, some come inches from the curb, everyone seems to be in a rush. I know soom individuals are worried emergency vehicles would be delayed, but this is easily fixed with a rolled curb median for emergency vehicles. I know closing this may hinder individuals, no one more than myself, but the safety of everyone is a bigger concern, especially with no sidewalks and locals walking themselves or with pets/children, this changed would help tremendously. Another change I would like to propose is for the westbound San Vincente at Arena Dr. It seems due to the speed of drivers that there should be one through #1 lane and a dedicated right #2 lane; allowing drivers to slow to a proper speed prior to turning right onto Arena Dr. As it sits right now, drivers take that turn too fast due to the risk of being rear ended or being honked at for taking too long to turn. I see it all day long. This proposal would also allow for an acceleration lane for the westbound San V traffic coming from Arena Dr, alleviating the need to beat westbound #2 lane traffic. As for the flashing beacons proposed for the xwalk, I only request that they are inlaid in the asphalt rather than a post. I do have bedrooms and windows that face San V and feel I would be seeing the post version beacons all night long through my windows. Thank you for your time."

Thanks again for the info and hearing me out. Feel free to pass along my email to anyone with the county who would like to speak more about the issue.

Marlene Robershaw's comments were read into the record.

"Well, it happened again, yesterday. I was coming out of the swimming pool at the restaurant, and going onto San Vicente Rd. heading west. And here comes this car, atleast 65 mph racing down the street heading west also. Than I remembered when I was on the SDCE Board of Directors, in the late 90's, at the junction of Ramona Oaks Rd. and San Vicente, when you were

heading west, when turning onto San Vicente Rd, there was always a stop sign. You had to stop and then turn right or left.

Well there was some people who tried to get rid of that sign, they did not to be bothered coming to a stop. I fought to keep the stop sign. But when I left the Board, they were successful and the stop sign was taken out.

I really do think that is what is adding on to their high speed. Just throwing out this idea, maybe the stop sign would slow the drivers down.”

Mr. Ensign said that at the San Vicente and Arena Drive intersection, cars go very fast. There are plants near the intersection that impact visibility. He thought a flashing light was being considered at one point. Maybe the County could do a visibility study.

Mr. Noyas said his wife has been reading that most people are against closing off the left turn at the San Vicente and Arena Drive intersection. People race to pass before merging. They merge into the fast lane, and the left turn ends shortly. It is confusing and people in the left lane have to merge into the right lane. People speed right there.

Mr. Rains asked Mr. Noyas to come to the next Transportation/Trails meeting to share his insights. He said Vista Vicente was added to the traffic calming list.

After some discussion and changes to a motion, Mr. Rains brought forward the following motion:

MOTION: TO SEND A LETTER TO COUNTY STAFF SUPPORTING THE INSTALLATION OF TRAFFIC CALMING STOP SIGNS AT THE 4 INTERSECTIONS IDENTIFIED IN THE TRAFFIC AND TRAILS REPORT DURING DECEMBER’S RCPG MEETING.

(Discussion on the motion)

Ms. Foster asked if SDCE will send out letters to residents informing them of the stop signs?

Mr. Rains said this item was discussed as part of the traffic calming issue at the Transportation/Trails and RCPG meetings.

Ms. Perfect said we don’t have the data yet. Neighbors are not aware of any changes. Ms. Perfect has asked for the data on this issue. She feels it is important to get the word out to residents.

(Disposition of the motion)

Matt Rains made the motion and Lynn Hopewell seconded the motion, however, the motion was withdrawn with both the first and second of the motion agreeing to withdraw the motion and to continue discussion of the item in the future.

ITEM 9: OTHER BUSINESS (Possible Action)
9-A: Announcements and Correspondence Received

Ms. Mansolf announced the County Department of Parks and Recreation had just submitted their final Intersection Control Evaluation (ICE) to the County for the Mt. Woodson parking lot.

As read by Mr. Brean, the Chair announced Supervisor Anderson's update on Mt. Woodson – Parks is working through comments from Caltrans on the intersection change evaluation (CTE) study, while the County is completing the 100% design drawings. Anticipating construction beginning fall assuming the wildlife agencies approve the permits in a timely fashion.

9-B: Annual County Training for Planning Group Members, and Biennial Ethics Training

The Chair announced that the deadline for filing the Form 700 was March 31.

9-C: DESIGN REVIEW REPORT (Ensign) – Update on Projects Reviewed

Mr. Ensign gave the Design Review Board report. The Feghali Center will be remodeled and Cozy Cubs Daycare will be going in at 1721 Main Street. Steve Powell's business, Woodcrest Rev, is doing the remodeling. They are working with the architect to take down a legal non conforming sign at the site. There will be 14 stalls for parking. AT&T had a site reviewed and they will be back for further review.

Mr. Summers asked what was the new compound across from Cheers?

Mr. Ensign asked if this was where the flooded house was located? The County has send letters and one trailer is gone.

Mr. Summers said this compound is in the Scenic corridor.

Mr. Ensign gave the Code Enforcement phone number to Ms. Mansolf, who emailed the number to the RCPG members.

9-D: Discussion Items (Possible Action)

9-D-1: Concerns from Members

Ms. Foster said she would like the RCPG to invite the Sheriff and the Ramona Fire Department to come to each RCPG meeting and give a monthly report at the beginning of the RCPG meeting. She has seen this done in other locations, and it works well for staying in touch and for the RCPG establishing a relationship with the Sheriff and fire department.

Ms. Foster mentioned a recent event that was a bulls only rodeo by the river bed on a Sunday night. People were being charged to park in the river bed, and there was loud music. The Sheriff had to vacate the 200 cars parked in the river bed.

9-D-2: Future Agenda Item Requests

Mr. Stykel asked that the Ramona Street Extension project be placed on the next agenda.

Mr. Brean said the County will give the RCPG a report/presentation on the Ramona Street Extension project in May.

Mr. Summers said the fire engines in Ramona moving to 3 person staffing is moving forward as is the 3rd ambulance for Ramona issue. These items will be on the next RCPG agenda.

9-D-3: Addition and Confirmation of New/Continuing Subcommittee Members

(None brought forward)

9-E: Meeting Updates

9-E-1: Board of Supervisors, Planning Commission and TAC Meetings

It was announced that the 3 all way stops at the San Diego Country Estates, that were approved by the Traffic Advisory Committee in October, had gone to the Board of Supervisors on March 2.

9-E-2: Future Group Meeting Dates – Next RCPG Meeting to be 4-7-22, Location/Format to be Determined

10. ADJOURNMENT

Respectfully submitted,

Kristi Mansolf

The RCPG is advisory only to the County of San Diego. Community issues not related to planning and land use are not within the purview of this group. **Item #5: Opportunity for members of the public to speak to the RCPG on any subject within the group's jurisdiction that does not appear as an item on this agenda. The RCPG cannot discuss these matters except to place them on a future agenda, refer them to a subcommittee, or to County staff. Speakers will be limited to 3 minutes. Please fill out a speaker request form located at the rear of the room and present to Vice Chairperson.**

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