

**County of San Diego
Ramona Community Planning Group
MEETING MINUTES
August 7, 2025
7:00 PM @ the Ramona Community Library, 1275 Main Street, Ramona**

ITEM 1: Call to Order, Lauren Elyse Welty, Chair

ITEM 2: PLEDGE OF ALLEGIANCE

ITEM 3: ROLL CALL (Welty, Chair)

In Attendance:	Basil Aruin	Janelle Clark	Maureen Dant
	Jonas Dyer	Debbie Foster	Andrea Gibson
	Holly Hamilton-Bleakley	Kristi Mansolf	Dawn Perfect
	Andrew Simmons	Paul Stykel	Lauren Elyse Welty

Members absent: Robin Joy Maxson, Terry Maxson, Dustin Turley

Lauren Elyse Welty, RCPG Chair, acted as Chair of the meeting, Andrea Gibson, RCPG member, acted as Vice-Chair of the meeting, and Kristi Mansolf, RCPG Secretary, acted as Secretary of the meeting.

ITEM 4: APPROVAL OF MINUTES 7-3-25 (Action)

MOTION: TO APPROVE THE JULY 3, 2025, MINUTES AS PRESENTED.

Upon motion made by Andrew Simmons and seconded by Jonas Dyer, the motion **passed 12-0-0-0-3**, with Robin Joy Maxson, Terry Maxson and Dustin Turley 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 submit speaker slip to the Vice Chair, each speaker is limited to 3 minutes, and the elected body of the RCPG cannot respond.

Speaker: Bev Torres, Ramona Resident

Ms. Torres said she wanted to give an update on moving mailboxes from Elm to Poplar Street. She has been in the touch with the post office, and they want to acknowledge that the residents in the area are aware of the change before any changes to the mailboxes are made. She has been working to contact the residents. She wanted to thank Ms. Mansolf for the guidance she has provided on this matter.

Ms. Mansolf thanked Ms. Torres for her expression of appreciation. She wanted to thank the Chair for the additional information she has provided on this issue.

Speaker: Sue Thygesen, Ramona Resident

Ms. Thygesen wanted to thank Ms. Maxson for her involvement with SANDAG and her dedicated efforts to increase safety on our roadways. While she is in full agreement that the many local crashes are not the fault of the road, it is obvious since many drivers are unable or unwilling to follow the laws of the road, control their tempers, or keep their distractions in check – safety measures are required. Since the multiple fatality crashes – channelizers, rumble strips and increased patrols haven't deterred these deadly drivers, and it looks like k-rails are the only option. SR 67 in Lakeside has them and Scripps Poway Parkway has them, as well as many others she would not be able to list in 3 minutes. Do those areas experience crashes? Absolutely, but not nearly as many fatalities as Ramona suffers. She also believes billboards are in order that say, "Is Your Impatience/Distraction Worth It?" – and include the image of the recent 5 fatality crash. If cost is an issue, she does see lawyer advertised billboards coming up the SR 67 in Lakeside. Maybe a law firm could be persuaded to erect them. She does have more to say on this, especially after what she heard at the July 25, 2025, meeting at SANDAG. The focus of her dialog is that people are dying on SR 67. She listed the names of 8 people who have died on SR 67 and said they are just a fraction of the people who have lost their lives. She said that if these people had been the Director of Caltrans, the CEO of SANDAG or the Governor of California – she asks, per information from the SANDAG meeting, would the "\$30-\$40 million be fast and sufficient enough?" "Slaughterhouse Alley" is our tagline. She is angry – this is the very definition of WTH.

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

MOTION: TO APPROVE THE AGENDA AS PRESENTED.

Upon motion made by Andrea Gibson and seconded by Jonas Dyer, the motion **passed 12-0-0-0-3**, with Robin Joy Maxson, Terry Maxson and Dustin Turley absent.

ITEM 7: ACTION ITEMS:

7-A: INFORMATIONAL ITEM ONLY : Update from San Diego County Sheriff's Department - Ramona Substation for the community of Ramona.

Lieutenant Navarro gave the update. It will still be a couple of weeks before the Sheriff's Substation personnel know where they will be moving to while the new Ramona Sheriff's Substation is being built. They will be meeting with Valfor Construction to discuss what they want on the outside of the building. As far as SR 67 – they want the deputies to stop people when enforcement is needed. He invited the CHP to the meeting but they were unable to make it. He has met with the Poway Sheriff's to discuss enforcement on SR 67. Now there is extra traffic control as there are more deputies and CHP on SR 67. Lieutenant Navarro said they are giving a lot of tickets for people driving at a high rate of speed. The Sheriff's have zero tolerance and there are signs out there telling people they need to slow down.

They are trying to curtail the traffic issues as it does impact the Sheriff's.

7-B. Action Item: Addition of Illuminated Sign to the Bank of America Building,
1407 Main Street

Mr. Miki, representative for the applicant, was in attendance regarding adding an illuminated sign to the Bank of America building.

Mr. Dyer said the Design Review Board approved the sign at their last meeting. The item is on the RCPG agenda because the property has a D Designator on it.

MOTION: TO APPROVE THE ILLUMINATED SIGN FOR THE BANK OF AMERICA BUILDING.

Upon motion made by Jonas Dyer and seconded by Andrew Simmons, the motion **passed 12-0-0-0-3**, with Robin Joy Maxson, Terry Maxson and Dustin Turley absent.

7-C. Discussion and Possible Action: Process Improvements Zoning Ordinance
Updates – Amplified Live Music at Boutique Wineries and Health Care Trailers

Mr. Chase gave the presentation on proposed changes to the Zoning Ordinance for the amplified live music at Boutique Wineries and the Health Care Trailers. For amplified live music at Boutique Wineries, they are addressing the Noise Ordinance at the property line for noise levels in relation to music. They are also looking at occupancy limits and considering regulations for events.

A Noise Ordinance violation occurs, for applicable zones, if a land use generates noise that results in property line noise levels at an excess of 50 dBA from 7 am to 10 pm and 45 dBA from 10 pm to 7 am, or an increase of 3 dBA over the pre-existing ambient noise levels.

Noise analysis case studies were performed to determine the Zoning Ordinance requirements. These were done during live music performances. Musicians were not contacted ahead of time. Pre-music noise measurement was used to determine the baseline ambient noise level. Music noise was measured at 10 feet from the source, and at/near the property lines.

Most of the winery live music events that were analyzed were in compliance with the Noise Ordinance. The distance between the music source, amplification and property lines was important to compliance in most situations. The setback distances by noise levels at the source are covered in the draft updates.

In the Draft Zoning Ordinance text, there is a table showing setback distances for outdoor live music. For setback distances larger than 200 feet, wineries can apply for a Zoning Verification Permit (ZVP) with a Noise Study to seek a smaller setback. A ZVP is a relatively low cost, flat fee. If Code Compliance finds there is a violation of the Noise Ordinance, a ZVP can be required.

The proposed minimum setback for outdoor amplified live music at Boutique Wineries is 200 feet. This would be connected to 75 dBA at the source, which would be the low end of the levels measures. If a smaller setback is desired, it is possible to move into the Small Winery or Winery tiers with a discretionary permit process. A smaller setback would not be possible by-right under the Boutique Winery tier.

Wineries hosting live music are required to have an Entertainment Establishment License through the Sheriff. PDS has a role in the process, including providing information for setting the maximum site occupancy. Having an Entertainment Establishment License does not exempt a winery from ongoing compliance with the Zoning Ordinance.

There is no expansion of allowed winery structure square footage to accommodate live music. The total site occupancy is limited to the sum of the total occupancy of all permitted commercial winery structures open to the public plus 20 person maximum outdoor seating (this is the outdoor seating maximum allowed in the Zoning Ordinance now). All structures must be permitted, and all outstanding code violations must be resolved.

Amplified live music does not constitute an event if it accompanies commercial winery activities, such as sales and tasting, and it does not require a ticket or paid entry. Most types of events are still prohibited at Boutique Wineries. Live music can be advertised and promoted as incidental to promoting wine sales and tasting.

For the Health Care changes to the Zoning Ordinance – a health care trailer is a dwelling for temporary health care on a lot where there is a permanent single family dwelling which is permitted as follows: the trailer is exclusively for temporary occupancy by either providers of health care or administration of health services which are required by an occupant of the main dwelling; or, it is for relatives of an occupant of the main dwelling who require health care as directed by a health services provider.

Currently the issuance of a building permit for a health care trailer requires a Certificate of Need signed by a physician licensed to practice medicine in the State of California to be renewed on an annual basis. The proposed amendment would allow permitting a health care trailer for up to 5 years, dependent upon the duration of need noted in the required physician's Certificate of Need. The current Zoning Ordinance text requires the connection to utility systems. Related to this current text, proposed additional text is requested by the County Department of Environmental Health and Quality to clarify that where sewer is not available, permitting of the onsite wastewater treatment system is required prior to building permit issuance for use of the health care trailer.

The Chair asked that members of the public wishing to speak on the issue fill out a speaker slip to address the RCPG.

Speaker: Kate DeWeerd, Ramona Resident

Ms. DeWeerd supports musicians and lives next door to a winery. How can we engage youth? With music. How can we expand entertainment in Ramona? With music. Music is engaging

and will attract more people to come to Ramona. She thanked the wineries for bringing music to Ramona.

Speaker: Teri Kerns, Ramona Resident

Ms. Kerns co-owns Ramona Ranch Winery with her husband and winemaker, Micole Moore. They have proudly been part of the Ramona community for over 20 years, growing grapes, making wine, and helping build the vibrant local wine region we all know and love today. Nine years ago, they stood before the RCPG, and received a unanimous vote of support for their new tasting room and production building, which is now up and running. She is representing the Ramona Valley Vineyard Association (RVVA)—a volunteer-run organization of over 200 local grape growers, winery friends, local businesses and wineries. The members work hard to preserve open space, promote sustainable agriculture, and create community-centered experiences through wines that benefit our local economy. They appreciate the County's efforts to bring clarity to the Winery Ordinance, but are deeply concerned about several unintended consequences of the proposed updates, particularly for small, rural wineries.

One area of concern is that outdoor seating has a 20 seat maximum. Many Ramona wineries operate primarily outdoors due to the rural setting and size of their tasting rooms. Limiting them to 20 outdoor seats makes it economically unfeasible to operate, especially for wineries that depend on weekend traffic. Outdoor tasting areas are essential for guest safety, and are a key part of the Ramona wine experience. The draft prohibits activities like art classes, yoga or hosting community meetings unless they are directly tied to agriculture. These events help connect the public to rural spaces and allow wineries to partner with local artists, instructors and entrepreneurs, many of whom are women-owned small businesses. Removing this flexibility harms our ability to collaborate and serve our community.

Imposing a 200 foot setback for any sound could eliminate live music, which is often quieter than the ambient noise on a rural road. The CEQA option costs are around \$15,000 per winery and it is not feasible for these small businesses. Wineries already comply with the Noise Ordinance. Adding distance-based restrictions creates unnecessary and site specific burdens. Live music supports local musicians and creates a warm, welcoming space for visitors.

Ticketing is critical for crowd control, safety, and sustainability. Private wine club events build customer loyalty and help small wineries compete with larger operations. These are low-impact, agriculture-centered events that should be supported, not restricted.

We have more than 45 licensed wineries with tasting rooms in Ramona alone and over 150 County wide. It is essential that policymaking reflects the true scope and value of this growing agricultural sector.

Let's work together. We are not opposed to reasonable updates, but we ask that the ordinance support—not stifle—what we've all worked so hard to build. Rural wineries preserve farmland, promote local agriculture, support tourism and small businesses and provide jobs and cultural enrichment. Let's protect this unique, community-driven economy by ensuring the ordinance encourages success and does not restrict it.

Speaker: Ashley Norton, Ramona Resident

Ms. Martin wrote a song to share, and she asked for some time to sing it. Everyone loves music. The music in Ramona makes Ramona special. Singers need amplification. It hurts their voices to sing loudly. She thanked the people from the County who were in attendance. She feels that the 200 feet from the property line requirement in the proposed ordinance could only be met by 2 wineries currently, out of 50 wineries. Wineries are the biggest draw in Ramona. People come from everywhere to visit them.

Speaker: Casey Lynch, Ramona Resident

Mr. Lynch supports part of the ordinance and feels some of the ordinance could be improved. As stated, the 200 foot setback can only be met by a few people. Sound goes beyond property lines. We follow the decibels at the property line if people complain. He feels the 200 foot setback needs to be adjusted. The rest of the ordinance he feels is acceptable. The requirement to have 20 people watching musicians is not great. He would like for there to be a stakeholder meeting on this issue. Maybe the RCPG can hold the stakeholder meeting.

Speaker: Robert Anderson, Ramona Resident

Mr. Anderson is a 60 year Ramona resident. He supports music and musicians in Ramona. Musicians are his friends. Musicians are his neighbors.

Speaker: Houman Dahi, Ramona Resident

Mr. Dahi has concerns with the economic impacts from the ordinance on wineries. Limitations are forcing winery closures.

Speaker: Teri Kerns for Elaine Lyttleton, Ramona Resident

Ms. Kerns said Elaine Lyttleton could not be attendance, and if she could, she would like to speak for Ms. Lyttleton. Wineries are struggling. With more restrictions, the businesses will close. Some wineries are already closing due to the restrictions and the economic impacts that they are having to deal with. If people want wineries, wineries can't be overburdened to the point where there will be no benefit for them to be in business.

Mr. Chase said the County could definitely attend a stakeholder meeting so they could get more input. They will take comments and comments can also be given when the Boutique Winery item goes to the Planning Commission and the Board of Supervisors.

The Chair made a motion to open the discussion.

MOTION: TO REVISIT THE DRAFT AFTER INPUT, AND THE STAKEHOLDER INPUT IS TAKEN INTO CONSIDERATION. REQUEST A STAKEHOLDER MEETING WITH COUNTY REPRESENTATIVES FOR AN UPDATE ON THE DRAFT.

The motion was made by the Chair and seconded by Ms. Mansolf.

The Chair said a ZVP costs \$1,700 to submit. She asked about the fee structure for this process?

Mr. Chase said the County gets a memo or some other documentation from an expert for the noise analysis. PDS oversees the approval. He will look into the fee structure.

The Chair asked if the the noise analysis has to comply with CEQA?

Mr. Chase said the County works to determine compliance. CEQA should not be triggered.

The Chair asked if a site plan will be done?

Mr. Chase said a site plan is not required relating to noise. The County is interested in the details of the noise analysis. They consider noise 10 feet from the source. For a music noise level range, if 10 feet from the source,, the required setback is 200 feet for the attenuation setback. Setback distances are calculated to ensure a sound level of no more than 50 dBA at the property line. The analysis, done by the applicant's consultant, is reviewed by PDS in-house experts. If they feel it is in compliance, the process is complete. It can be revisited.

Mr. Aruin said 200 feet is a pretty big distance.

Mr. Stykel said Ms. Norton was well over 50 dBA when singing. He asked if all stakeholders are being involved in this update? Is Alpine and Fallbrook aware of the update? He wants to be sure all stakeholders are included.

Mr. Chase said Alpine and Fallbrook are aware of the update. The County has regular standing meetings with the Farm Bureau, and they have shared this update with them. He appreciates consideration of reaching out to rural residents.

Mr. Dyer wants to support the motion. We need more community input. The wineries are a core element in Ramona and the musicians at wineries are bringing people here. He wants to hear from the people.

Ms. Gibson encourages the County to look at all aspects of the process. People are required to fill out a specific application for this process. One size doesn't fit all.

Mr. Chase said the County is circulating a questionnaire relating to having music at wineries.

Ms. Gibson said she feels the 20 person cap is not realistic. There needs to be a more realistic approach.

Mr. Chase said some of the planning for this process is done as part of the entertainment license as far as the consideration of the maximum occupancy limit. Maybe the 20 person limit concept can be revisited.

Ms. Dant said the residential community can be bothered with the noise from the wineries.

Mr. Dyer said he would like for there to be a public meeting at the September RCPG meeting on this issue.

Mr. Stykel said he would like to form an ad hoc committee for this topic.

The Chair said there isn't time for ad hoc committee meetings on this item. She will check to see if any other groups in Ramona are looking to have a stakeholder meeting on the update. She will reach out to the County on this, too.

Ms. Mansolf suggested revising the motion to include submitting comments to the County on this issue.

MOTION: TO REVISIT THE DRAFT AFTER INPUT, AND THE STAKEHOLDER INPUT, IS TAKEN INTO CONSIDERATION. REQUEST A STAKEHOLDER MEETING WITH COUNTY REPRESENTATIVES FOR AN UPDATE ON THE DRAFT, AND TO SUBMIT COMMENTS TO THE COUNTY.

Upon motion by Lauren Elyse Welty and seconded by Kristi Mansolf, the motion **passed 12-0-0-0-3**, with Robin Joy Maxson, Terry Maxson and Dustin Turley absent.

7-D: Action Item: Presentation by Caltrans on the SR-67 Highway Improvement Project Draft Emergency Evacuation Plan Recommendations Report

(The following information was provided by Caltrans)

Mr. Amen introduced the topic. The SR 67 Improvement Project is studying potential improvements along 16 miles of SR 67, from Maplevue to Highland Valley Road in Ramona. The purpose of the project is to improve the safe and efficient movement of people and goods utilizing various modes of travel and emergencies such as evacuations.

Miyoko Nakajima said the plan was developed through a multi step outreach stakeholder process to inform the analysis and to provide insight into the unique challenges of wildfire evacuations, and to provide recommendations to enhance safety and future operations within this corridor. Stakeholder outreach/input was a critical element to guide and refine the evacuation analysis. Input was obtained through a series of technical working group meetings which were designed to occur in smaller settings to encourage active participation from all participants. The technical working group is involved in emergency operations and evacuations throughout the area. A second stakeholder group, a technical advisory group, was formed of local agencies that are affected by evacuations but do not have a leading role in evacuations. Workshops were held to review critical infrastructure locations and evacuation routes, review risk hazards such as wildfire and dam breaks and landslides and develop evacuation scenarios that could be analyzed. The project team also visited a CAL FIRE station to simulate the most likely evacuation scenarios so they could better understand evacuation operations and constraints. CAL FIRE had a new fire simulation tool that simulates natural and man made disasters. With this tool,

previous wildfires were reviewed, including the challenges firefighters face and their observations of driver behavior. During a second workshop, the information from the first workshop was shared. Stakeholders then refined the assumptions to fit local areas. The recommendations were then incorporated into the analysis to determine which project alternatives would meet the demand of the selected scenarios. During the third workshop, the results of the refined analysis were presented. Stakeholders could provide additional comments and recommend improvements to help with evacuation operations.

Scenario 1, the Santa Ana Wildfire, is defined as the most likely scenario. In this scenario, a wildfire would start east of Ramona and quickly spread west due to strong, dry westbound winds. It is assumed that some vehicles (20%) would evacuate in the northbound direction on SR-78; however, most evacuees (80%) would take SR-67 to the west in the southbound direction. This scenario assumes all major roadways along SR-67 would be accessible for evacuees to turn off the corridor as they travel towards their final destination.

Scenario 2 is a Santa Ana Wildfire with Closures on SR-78 and SR-67 South of Scripps Poway Parkway. This is one of two worst-case scenarios. In this scenario, in addition to the Scenario 1 Santa Ana Wildfire, SR-78 would become impassable as well as all of SR-67 south of Scripps Poway Parkway due to other emergency complications such as additional wildfires, earthquakes, or a dam break causing flooding, forcing vehicles to evacuate using Poway Road and Scripps Poway Parkway as the primary evacuation routes. This scenario increases evacuating vehicle volume demand on select segments of SR-67 north of Scripps Poway Parkway.

Scenario 3 is a Santa Ana Wildfire with Closures on SR-78 and Scripps Poway Parkway. This is the second worst-case scenarios. In this scenario, in addition to the Scenario 1 Santa Ana Wildfire, SR-78 and Scripps Poway Parkway would become impassable due to other emergency complications, such as additional wildfires, earthquakes, or a dam break causing flooding, forcing vehicles to evacuate using Poway Road or to continue south on SR-67 towards the Community of Lakeside as the primary evacuation routes. This scenario also increases evacuating vehicle volume demand on SR-67.

Karina Cantero-Angel said the boundary of the Ramona Village neighborhood was determined to be too small to capture the vehicle demand that would likely be generated by a large-scale wildfire evacuation. However, the full boundary of the Ramona Planning Area includes locations that would be unlikely to use SR-67 as the evacuation route or would be unlikely to be issued an evacuation order within the 4-hour peak-of-threat time period. Therefore, a custom boundary was developed to include only the parts of the Ramona Planning Area that are likely to use SR-67 during an evacuation (which includes Ramona Village). Based on feedback from the TWG, the Barona Reservation and a small northern neighborhood outside the Ramona Planning Area were added to the evacuation study area.

The project team acknowledges that there are communities outside of the determined evacuation area that may also be impacted by the evacuation scenarios of this study, as well as communities within the evacuation area that may not be impacted by the evacuation scenarios of this study. Unique circumstances of real-life emergency events create changing variables; therefore, depicting an exact evacuation area that satisfies every emergency scenario is not possible. The

evacuation area for the purpose of this analysis was determined through Geographic Information System (GIS) analysis and input from the TWG. Through this process, the outlined evacuation area met the goal of this analysis, to compare cross-section improvement options to be used in a final set of alternatives.

Once the evacuation area boundary was finalized, population data was obtained from the SANDAG Activity Based Model (ABM) for the evacuation analysis. The various quantitative assumptions described in the previous section were applied to this data to calculate the vehicle volume demand generated in the case of an emergency evacuation

Unique circumstances of real-life emergency events create changing variables; therefore, depicting exact assumptions that satisfies every emergency scenario is not possible.

In order to establish the demand and capacity numerical values for evaluation, several assumptions about natural disaster conditions and general population behavior during emergency evacuations. These assumptions included usage of evacuation routes, percentage of the population who choose not to evacuate, and types of vehicles used to evacuate. These parameters are assumed to remain constant throughout each evacuation scenario.

Under normal conditions, two-lane highway lane capacity is generally about 1,700 vehicles/lane/hour. Emergency responders in the stakeholder outreach workshops indicated that throughput is significantly reduced during emergency evacuations. For this analysis, the assumed highway lane vehicle throughput is reduced to 1,000 vehicles/lane/hour to account for greater percentages of trailers and recreational vehicles that travel slower, stalled vehicles, and unpredictable driver behavior. This value was vetted by the TWG.

In an evacuation situation, medians, shoulders, and multi-use paths with sufficient width could also be utilized as evacuation lanes. The capacity of these types of evacuation lanes was assumed to be 800 vehicles/lane/hour, further reduced from the assumed travel lane capacity of 1,000 vehicles/lane/hour, to account for reduced lane width and/or reduced speeds caused by drivers exercising caution on unfamiliar lanes.

SR-67 is a combination of 2-4 lanes limited by mountains, valleys, and private property.

Ms. Cantero-Angel said the red color on the screen showed a 2-Lane facility (one-lane in each direction) with some Paved Median and Centerline Channelizers
Yellow shows a 3-Lane facility (one lane in a direction and two lanes in the other direction) with some Paved Median and Centerline Channelizers
Green shows a 4-Lane facility (two lanes in each direction) with Paved Median and a section with Concrete Barrier west of the San Vicente Reservoir

Having the number of lanes constantly change can create ‘bottlenecks’ and it is at these locations where evacuation improvements are a must.

The configuration on the screen is considered the No-Build Alternative with no proposed improvements and to Maintain Existing Conditions.

Here is an overview of the alternatives being studied:

Each alternative considers

- Normal operations
- Evacuation operations
- All improvement alternatives meet evacuation demand

“Normal” travel lane capacity ranges 1500 - 1900 v/l/h

Emergency evacuation lane capacities:

Travel Lane Capacity (veh/ln/hr) x ln: 1,000

Median Lane Capacity (veh/ln/hr) x ln: 1,000

Shoulder Lane Capacity (veh/ln/hr) x ln: 800

Bike Path Lane Capacity (veh/ln/hr) x ln: 800

Demand in direction of fire accounts for emergency personnel, livestock evacuations, and people making trips in to evacuate children

Percent of evacuees that will use SR-67 is 90% to account for people who take only side streets and those who take SR-78

Scenario 1

- Santa Ana season fire starting east of Ramona and spreading west
- Likely to spread quickly due to westbound winds
- This scenario is the most likely major evacuation cause in the corridor
- Evacuation Effectiveness
 - Would the Alternative increase temporary evacuation capacity during wildfires or other emergencies? Would the Alternative provide enough capacity to meet the evacuating vehicle demand?
 - An Alternative is considered “More Beneficial” if it would:
 - Provide enough capacity to meet the anticipated evacuating vehicle demand during a wildfire or other emergency event.
 - Provide enough capacity for the Ramona area to evacuate in less than four hours.
 - An Alternative is considered “Less Beneficial” if it would:
 - Not provide enough capacity to meet the anticipated evacuating vehicle demand during a wildfire or other emergency event.
 - Require more than four hours for the Ramona area to evacuate.

Scenario 2 & 3

- Santa Ana season fire starting east of Ramona and spreading west
- Fires, earthquakes, or other emergencies make another major road or highway impassable
- Evacuation Effectiveness

- Would the Alternative increase temporary evacuation capacity during wildfires or other emergencies? Would the Alternative provide enough capacity to meet the evacuating vehicle demand?
- An Alternative is considered “More Beneficial” if it would:
 - Provide enough capacity to meet the anticipated evacuating vehicle demand during a wildfire or other emergency event.
 - Provide enough capacity for the Ramona area to evacuate in less than four hours.
- An Alternative is considered “Less Beneficial” if it would:
 - Not provide enough capacity to meet the anticipated evacuating vehicle demand during a wildfire or other emergency event.
 - Require more than four hours for the Ramona area to evacuate.

Caltrans is currently doing the environmental review, and can't predetermine or appear to predetermine an outcome - we are sharing all the factors we must consider and evaluate for each of the alternatives.

Caltrans wants comments and inquiries.

Please visit Caltrans' public engagement portal to learn more about the project, ask questions, and leave comments.

The portal is a pilot, and this project was the first in District 11 to go live. Please access the project page via the web address.

Speaker: Mischa Dobrotin, Ramona Resident

Mr. Dobrotin said he appreciates Caltrans wanting to upgrade SR 67 by adding 2 lanes. It took him 8 hours to evacuate during the 2007 fire. He would like to see the actual contributions made to SANDAG by Ramona as he knows not much of the funding has gone to the backcountry and SR 67. There have been 8 accidents in the last month. SR 79 was upgraded. We need to keep a log of all of the accidents on SR 67 and maybe we will see more improvements.

Speaker: Casey Lynch, Ramona Resident

Money from SANDAG is spent all over the County. Caltrans does the best they can with the money SANDAG gives them for improvements. We have lost 11 people this year on SR 67. It may be time to take an act of civil disobedience.

Mr. Aruin said he appreciates all of Caltrans efforts to make improvements in Ramona.

Mr. Simmons said he created a website Highway 67.com to memorialize those who have lost their lives on SR 67. Mr. Summers gave him all of the information to do this.

Ms. Dant asked if there was anything that Caltrans could do immediately to improve the current situation on SR 67? Concrete barriers may be a good solution.

Mr. Welborn said concrete barriers have not been used yet . They don't work in all scenarios. For example, they could be a problem with all of the access roads on/off SR 67.

Ms. Dant said the plastic barriers make us feel unsafe.

Ms. Foster said that concrete barriers would prevent cars crossing over the centerline of the road. She's an advocate of concrete barriers. Channelizers are a waste of money. Additionally, if smoke is heavy in a fire, cars will stall.

Speaker: Sue Thygesen, Ramona Resident

Ms. Thygesen is a 32 year resident of Ramona and she appreciates Caltrans' efforts. She lost her good friend Cindy on SR 67. Channelizers don't work and they can cause seizures at night. We need concrete barriers.

Mr. Welborn said every option is on the table. He likes concrete barriers but they can't go everywhere. If it is determined that the channelizers are doing more harm than good, there may be a change.

7-E: INFORMATIONAL ITEM ONLY: Presentation by Emmet Aquino, Park Project Manager, County of San Diego Parks and Recreation regarding Mt. Woodson Gateway County Preserve Parking Lot. The County will provide the RCPG with a Mt Woodson construction project update

Mr. Aquino made the presentation. The Mt. Woodson parking lot project is moving forward. Construction started last year. There will be 4 parking lots. All 4 are graded now. The team is working on getting the concrete for the bridges. The project is on time and will be done early next year. When the bridge is complete, they will meet with the Mt. Woodson HOA and the RMWD to work on signage.

7-F: Action Item: Consideration of the RCPG writing a letter of support to Congressman Darrell Issa to change the Ramona Post Office name to the Archie Moore Memorial Post Office

Mr. Summers said Archie Moore was a world class citizen. Congressman Darrell Issa is going to submit a bill to Congress to change the name of the Ramona Post Office to the Archie Moore Memorial Post Office, and he would like letters of support for this effort. Archie Moore had 220 fights and 186 wins. He started the Any Boy Can program in 1957 to help keep young men off drugs and away from gangs. He was a great person and deserves this recognition.

Ms. Dant said she supports the efforts to commemorate early Ramona residents, such as boxer and trainer Archie Moore, and to highlight their accomplishments and contributions to the community. She feels a statute and possible wall mural would not be appropriate for the Ramona Post Office. Public Service buildings such as our Post Office and library should be neutral public spaces where all are welcome. Not everyone feels boxing is a neutral sport. Some

feel it is a sport that promotes violence. She does not believe the Ramona Post Office should be renamed or promote the sport of boxing.. She encourages a different location to highlight the accomplishments of former Ramona resident Archie Moore.

MOTION: TO SUPORT CHANGING THE NAME OF THE RAMONA POST OFFICE TO THE ARCHIE MOORE MEMORIAL POST OFFICE.

Upon motion made by Kristi Mansolf and seconded by Jonas Dyer, the motion **passed 10-1-0-0-4**, with Maureen Dant voting no, and Andrea Gibson, Robin Joy Maxson, Terry Maxson and Dustin Turley absent.

7-G: INFORMATIONAL ITEM ONLY: APG Report on updates in the unincorporated area
Maxson

The Chair asked that the RCPG members read the APG report Ms. Maxson sent out.

ITEM 8: GROUP BUSINESS (Possible Action)

8-A: Announcements and Correspondence Received *(None Brought Forward)*

8-B: Discussion Items:

1. Concerns from Members *(None Brought Forward)*
2. Future Agenda Item Requests

Ms. Perfect said she will have the public access on the Canada de San Vicente property, and the Acres paving on the next Transportation/Trails agenda. The meeting will be August 26, 2025.

3. Addition and Confirmation of New/Continuing Subcommittee Members
(None Brought Forward)
4. Reimbursement request to PDS for the secretary for copies made for the 7-3-25 and the 8-7-25 meetings.

Ms. Mansolf said that she spent \$10.65 for copies for the July 3, 2025, RCPG meeting, and \$19.50 for copies for the August 7, 2025, RCPG meeting.

MOTION: TO APPROVE THE REIMBURSEMENT REQUEST AS PRESENTED.

Upon motion made by Jonas Dyer and seconded by Andrew Simmons, the motion **passed 12-0-0-0-3**, with Robin Joy Maxson, Terry Maxson and Dustin Turley absent.

8-C: DESIGN REVIEW REPORT (Jonas Dyer) – Update on Projects Reviewed

Mr. Dyer gave the Design Review Board report from the July 31, 2025, meeting:

WAIVER REQUESTS:

D & 11th Street Mixed Use – APPROVED

1407 Main Street, Signage – APPROVED

1855 Main Street, Signage – APPROVED

8-D: Meeting Updates

1. Board of Supervisors, Planning Commission and TAC Meetings
(No Additional Information Brought Forward)
2. Future Group Meeting Dates – Next RCPG Meeting to be 10-2-25,
Ramona Community Library, 1275 Main St

ITEM 9: 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 #6: 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.

Public Disclosure: We strive to protect personally identifiable information by collecting only information necessary to deliver our services. All information that may be collected becomes public record that may be subject to inspection and copying by the public, unless an exemption in law exists. In the event of a conflict between this Privacy Notice and any County ordinance or other law governing the County's disclosure of records, the County ordinance or other applicable law will control.