

SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

137 B



FROM: TLMA - Planning Department

SUBMITTAL DATE:  
December 30, 2010

**SUBJECT: GENERAL PLAN AMENDMENT NO. 1091** – Entitlement/Policy (Circulation Element) – Applicant: Building Management Services – Engineer/Representative: Samuel Alhadeff - Third Supervisorial District – Hemet-San Jacinto Zoning District – San Jacinto Valley Area Plan: Mixed Use Planning Area (MUPA); Rural: Rural Mountainous (RUR:RM) (10 Acre Minimum Lot Size); Open Space: Conservation (OS:C) and Open Space: Water (OS:W) – Location: Northerly of the City of San Jacinto, southerly of the City of Beaumont and easterly of Highway 79 – 28.09 Gross Acres - Zoning: Mobile Home Subdivisions and Mobile Home Parks (R-T); Heavy Agriculture, 10-Acre Minimum Lot Size (A-2-10); Open Area Combining Zone Residential Developments (R-5) and One-Family Dwellings (R-1) – Secondary Road (100' Right of Way) **REQUEST:** This General Plan Amendment proposes to amend the Circulation Element of the Riverside County General Plan by removing approximately 2.32 miles of Gilman Springs Road between State Route 79 and Soboba Road from the circulation element and to evaluate alternatives to re-align the subject portion of Gilman Springs Road. - APNS: 430-040-021, 430-040-023, 430-040-024, 430-070-012, 430-070-013, 430-070-019, 430-070-020, 430-140-010, 430-140-011, 430-140-005, 430-150-001, 430-150-014, 430-150-013, 430-150-015, 430-150-016, 430-160-002, 430-160-006, 430-160-007, 430-160-008, 430-160-005, 430-160-009, 430-160-010, 430-160-011 and 430-160-012.

**RECOMMENDED MOTION:** The Planning Director recommends that the Board of Supervisors tentatively decline to adopt an order initiating proceedings for General Plan Amendment No. 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element, but to adopt an order initiating General Plan

*Carolyn Syms Luna*  
\_\_\_\_\_  
Carolyn Syms Luna  
Planning Director

Initials:  
CSL:th

(continued on attached page)

REVIEWED BY EXECUTIVE OFFICE

DATE

Departmental Concurrence

Jennifer Sargent

Dept't Recomm.:  Consent  Policy  
Per Exec. Ofc.:  Consent  Policy

Prev. Agn. Ref.

District: Third

Agenda Number:

Amendment No. 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road. The initiation of proceedings by the Board of Supervisors for the amendment of the General Plan, or any element thereof, shall not imply any such amendment will be approved.

**BACKGROUND:** The initiation of proceedings for any GPA requires the adoption of an order by the Board of Supervisors. The Planning Director is required to prepare a report and recommendation on every GPA application and submit it to the Board of Supervisors. Prior to the submittal to the Board, comments on the application are requested from the Planning Commission, and the Planning Commission comments are included in the report to the Board. The Board will either approve or disapprove the initiation of proceedings for the GPA requested in the application. The consideration of the initiation of proceedings by the Planning Commission and the Board of Supervisors pursuant to this application does not require a noticed public hearing. However, the applicant was notified by mail of the time, date and place when the Planning Commission and the Board of Supervisors would consider this GPA initiation request.

If the Board of Supervisors adopts an order initiating proceedings pursuant to this application, the proposed amendment will thereafter be processed, heard and decided in accordance with all the procedures applicable to GPA applications, including noticed public hearings before the Planning Commission and Board of Supervisors. The adoption of an order initiating proceedings does not imply that any amendment will be approved. If the Board of Supervisors declines to adopt an order initiating proceedings, no further proceedings on this application will occur.

The Board of Supervisors established the procedures for initiation of GPA applications with the adoption of Ordinance No. 348.4573 (effective May 8, 2008), which amended Article II of that ordinance.

**Agenda Item No.: 3.1**  
**Area Plan: San Jacinto Valley**  
**Zoning District: Hemet-San Jacinto**  
**Supervisory District: Third and Fifth**  
**Project Planner: Tamara Harrison**  
**Planning Commission: November 3, 2010**

**GENERAL PLAN AMENDMENT NO. 1091**  
**Entitlement/Policy Amendment**  
**Applicant: Building Management Services**  
**Engineer/Representative: Samuel Alhadeff**

## **COUNTY OF RIVERSIDE PLANNING DIRECTOR'S REPORT AND RECOMMENDATIONS TO THE BOARD OF SUPERVISORS**

### **RECOMMENDATIONS:**

The Planning Director recommended to tentatively decline to adopt an order initiating proceedings for General Plan Amendment No. 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating General Plan Amendment No. 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road and the Planning Commission made the comments below. The Planning Director continues to recommend to tentatively decline to adopt an order initiating proceedings for General Plan Amendment No. 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating General Plan Amendment No. 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road. For additional information regarding this case, see the attached Planning Department Staff Report(s).

### **PLANNING COMMISSION COMMENTS TO THE PLANNING DIRECTOR:**

The following comment(s) were provided by the Planning Commission to the Planning Director:

**Commissioner John Roth:** Mr. Roth inquired about the timing of the studies if in fact the case is initiated by the Board of Supervisors. The applicant indicated that the studies could take months to complete. Mr. Roth also noted that the majority of the materials that he has reviewed regarding the proposal have overwhelmingly stated that closing Gilman Springs Road was not a good idea. Sam Alhadeff, applicant's representative, responded by saying that the applicant just wants the opportunity to study possibilities for the road and that no one has stated that they are opposed to the studies. Commissioner Porras agreed with staff to tentatively decline to adopt an order initiating proceedings for GPA 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating GPA 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road.

**Commissioner John Snell:** In response to Commissioner Porras's comments regarding possible biased studies being produced from an applicant who has paid for the study, Commissioner Snell noted that he has seen a number of unbiased and factual studies come from a number of applicants. Mr. Snell inquired about the process that the case would go through if it is in fact initiated by the Board of Supervisors. Larry Ross, Principal Planner noted that if the case is initiated by the Board, the case would return to the Planning Commission as a public hearing item for full vetting and recommendation, the case would then move on to the Board of Supervisors as a public hearing item. Finally, in response to discussion regarding the applicant for GPA 1091 revising the original proposal, Mr. Snell noted that it is not unusual that an applicant's proposal or intent changes during case processing.

## GENERAL PLAN AMENDMENT NO. 1091

### Planning Director's Report and Recommendations to the Board of Supervisors

Page 2 of 2

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**Commissioner John Petty:** Mr. Petty noted that this proposal is the first General Plan Initiation of Proceedings (GPIP) case involving the removal of a road from the Circulation Element and as such he requested that County Counsel explain what the Commissioner's should be looking for. County Counsel stated that the Commissioners should follow the specific findings set forth in the Riverside County General Plan Administration Element in order to guide comments. Mr. Petty also explained to the applicant that those studies that may be required under the proposal could become costly and timely with no guarantees of approval. The applicant's representative noted that the applicant is aware of the potential costs involved with processing the case and producing the necessary studies. Commissioner Petty inquired as to whether the Transportation Department would be removing any roads from the Circulation Element of the general plan as part of the current overall update of the Riverside County General Plan. Juan Perez, Director of Transportation, answered that he is not aware of any roads that are being proposed for removal from the Circulation Element. Mr. Perez also noted that a number of roads are being proposed to be added to the Circulation Element under the current update. Mr. Petty also inquired as to how long case processing would take if the Board initiated proceedings. Larry Ross, Principal Planner answered that much of the timing would depend on the applicant with regard to producing various studies, etc. Commissioner Petty questioned whether or not an addendum had been made to the applicant's original proposal as a number of speakers mentioned one. Adam Rush, Principal Planner noted that subsequent information had been provided to staff for review by the applicant after the original application was submitted, the new information does include changes from the original proposal. Finally, Commissioner Petty agreed with staff to tentatively decline to adopt an order initiating proceedings for GPA 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating GPA 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road

**Commissioner Jim Porras:** Commissioner Porras expressed some concern with the possibility of biased studies being submitted if the studies are in fact funded by the applicant. Commissioner Porras also inquired as to whether or not the City of San Jacinto would be interested in any studies that may be conducted on Gilman Springs Road. Tim Hults, City Manager of San Jacinto, expressed that the studies may present a burden to the City as a contract employee would have to be paid in order for the City to participate. However, Mr. Hults indicated that the City would like to participate in the studies if that is what the Riverside County Board of Supervisors would like to see. Mr. Porras also noted that after hearing the discussion on the proposal, studies may help to answer many of the questions about Gilman Springs Road as there seemed to be some varying opinions about the road amongst professionals. Commissioner Porras agreed with staff to tentatively decline to adopt an order initiating proceedings for GPA 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating GPA 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road.

**Commissioner Jan Zuppardo:** Commissioner Zuppardo commented that she is opposed to the closure of Gilman Springs Road; however, there is no harm in studying Gilman Springs. Ms. Zuppardo agreed with staff to tentatively decline to adopt an order initiating proceedings for GPA 1091 that proposes to remove an approximately 2.32 mile segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating GPA 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road.

**Agenda Item No.: 3.1**  
**Area Plan: San Jacinto Valley**  
**Zoning District: Hemet-San Jacinto**  
**Supervisory District: Third and Fifth**  
**Project Planner: Tamara Harrison**  
**Planning Commission: November 3, 2010**

**General Plan Amendment No. 1091**  
**Applicant: Building Management Service**  
**Engineer/Rep.: Samuel Alhadeff**

## **COUNTY OF RIVERSIDE PLANNING DEPARTMENT STAFF REPORT**

### **PROJECT DESCRIPTION AND LOCATION:**

The applicant proposes an Entitlement/Policy General Plan Amendment to amend the Circulation Element of the Riverside County General Plan by removing approximately 2.32 miles of Gilman Springs Road between State Route 79 and Soboba Road from the circulation element and to evaluate alternatives to re-align the subject portion of Gilman Springs Road. The project is located northerly of the City of San Jacinto, southerly of the City of Beaumont and northeasterly of Highway 79.

### **POTENTIAL ISSUES OF CONCERN:**

The subject 2.32 mile section of Gilman Springs Road is located within the San Jacinto Valley Area Plan between the City of Beaumont to the north and the City of San Jacinto to the South. Given the proximity of the subject section of Gilman Springs Road to nearby incorporated cities and major roadways such as the Ramona Expressway and Soboba Road, the 2.32 mile section of roadway is a vital segment to the overall circulation of the area. Gilman Springs Road is one of the vital transportation arterials in the San Jacinto Valley, providing access to and from the San Jacinto Valley for both residents and visitors alike and carries approximately 17,000 vehicles a day. The proposal to vacate this section of Gilman Springs Road would disrupt the current circulation flow shifting traffic to nearby roadways and increasing existing congestion with or without improvements to those roadways and ultimately degrading the current levels.

Currently, Gilman Springs Road is a two-lane road with a 100 foot right of way and is designated by the Circulation Element of the Riverside County General Plan as a Secondary Roadway, ultimately having 4 lanes with a 100 foot right of way. The Riverside County General Plan Vision states that "the intention of the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with the Land Use Element." A proposal to vacate the subject 2.32 miles of Gilman Springs Road would be contrary to this vision statement.

The "Planned Circulation Systems" section within the Circulation Element of the General Plan also notes that it's not only important to accommodate the traffic generated specifically by the County but that circulation systems must also accommodate regional relationships and "pass through" traffic. Per the Riverside County Progress Report (2009), the City of San Jacinto's population is expected to increase from 36,477 in 2009 to approximately 68,731 in 2015. The Progress Report also notes that employment

within the City of San Jacinto is expected to increase from 6,166 in 2009 to 16,284 in 2015. The City of Beaumont's population is expected to increase from 32,403 in 2009 to approximately 45,029 in 2015 and employment is expected to increase from 5,595 in 2009 to 11,480 in 2015. With the projected population and employment growth in the surrounding region, traffic to and from the area will experience increases as well, therefore intensifying the need for efficient circulation routes in an effort to accommodate all traffic. Gilman Springs Road is an integral component to these efforts.

The General Plan indicates that "significant wildland fire hazards exist in the San Jacinto Valley," specifically in the area northeast of Gilman Springs Road among other areas in the Valley. The subject section of Gilman Springs Road provides a critical route for emergency vehicles that protect the Valley from wildfires that occur in the wildland areas of the mountains. Vacating the said portion of Gilman Springs will adversely affect emergency access routes and times and may potentially create inconsistencies between the Circulation and Safety Elements of the General Plan.

Gilman Springs Road has been designated as a County eligible Scenic Highway within the San Jacinto Valley by the General Plan due to scenic views of the San Jacinto Valley from the path of the roadway. Scenic routes promote tourism and also carry many economic implications for their surrounding areas. Furthermore, vacation of the subject section of Gilman Springs may remove the road as an eligible scenic highway and prevent aesthetic resources from being enjoyed by both residents and visitors. General Plan Circulation Policy 19.1 (C 19.1) notes that "scenic routes that have exceptional or unique visual features..." should be preserved.

In a letter dated 12/17/2009 (see attached Exhibit B), the City of San Jacinto expressed "strong" opposition to any proposed "closure, or change to classification" of Gilman Springs Road due to the importance of the Road to the City. The San Jacinto City Council has also taken formal action opposing the closure of Gilman Springs Road as City of San Jacinto Resolution No. 3284 (see attached Exhibit B).

While vacating the subject section of Gilman Springs Road may not be feasible given the importance of its circulation function for the County, the County Planning Department and Transportation staff has concluded that a re-alignment of the subject section of the road may be reasonable. According to Transportation staff, the current alignment of Gilman Springs Road is "less than ideal" given the age and the curvy nature of the road. Transportation also noted that widening the road from its present alignment to four-lanes would be costly given the proximity to the existing hillside and existing development. Based on this information, the Transportation Department would not be opposed to considering an alternative alignment of the 2.32 mile subject section; however, all proposals shall meet requirements set forth in the Transportation Department Memorandum dated 10/12/10 (see attached Exhibit A).

Planning Department staff has determined that the General Plan vision, principles and purposes may still be achieved with an appropriate re-alignment of Gilman Springs Road. Re-alignment proposals must be determined to provide efficient circulation and promote the health safety and welfare of the general public.

**RECOMMENDATION:**

The Planning Director recommends to tentatively decline to adopt an order initiating proceedings for General Plan Amendment 1091 that proposes to remove a segment of Gilman Springs Road from the General Plan Circulation Element but to adopt an order initiating General Plan Amendment 1091 as modified by staff and the applicant to evaluate re-alignment options for the subject 2.32 miles of Gilman Springs Road. The initiation of proceedings by the Board of Supervisors for the amendment of the General Plan, or any element thereof, shall not imply any such amendment will be approved.

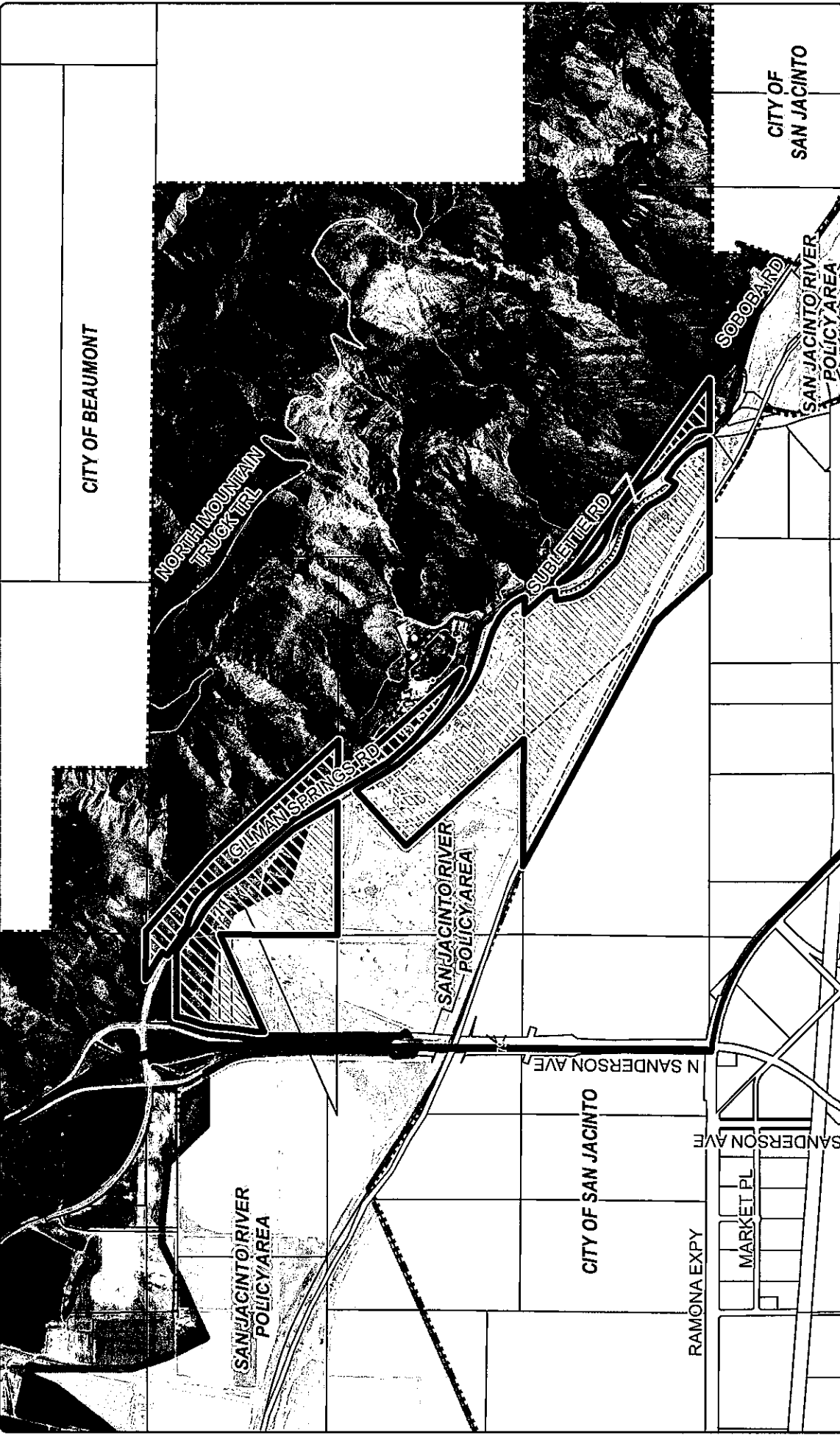
**INFORMATIONAL ITEMS:**

1. This project was filed with the Planning Department on November 24, 2009.
2. Deposit Based Fees charged for this project as of the time of staff report preparation, total \$7,570.00.
3. The project site is currently designated as Assessor's Parcel Numbers: 430-040-021, 430-040-023, 430-040-024, 430-070-012, 430-070-013, 430-070-019, 430-070-020, 430-140-010, 430-140-011, 430-140-005, 430-150-001, 430-150-014, 430-150-013, 430-150-015, 430-150-016, 430-160-002, 430-160-006, 430-160-007, 430-160-008, 430-160-005, 430-160-009, 430-160-010, 430-160-011 and 430-160-012.

**RIVERSIDE COUNTY PLANNING DEPARTMENT  
GPA01091  
VICINITY/POLICY AREAS**

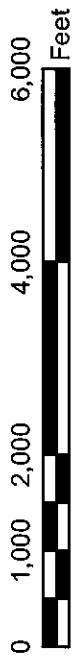
Supervisor Stone  
District 3

Date Drawn: 10/13/10  
Vicinity Map



Zoning Area: Hemet-San Jacinto  
Township/Range: T4SR1W  
Section: 8, 9, 16

Assessors Bk. Pg. 430-15, 430-16, 430-07, 430-04  
Thomas Bros. Pg. 780 G2  
Edition 2009



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different types of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951) 955-3200 (Western County), or in Indio at (760) 863-8277 (Eastern County) or website at <http://www.ftma.co.riverside.ca.us/infex.html>.



**Addendum to General Plan Amendment Application No. 01091**

**Applicant:** Building Management Services

In advance of our General Plan Amendment Initiation Process hearing, Building Management Services wanted to provide you some additional information and a new exhibit to show a potential alternative for a portion of Gilman Springs Road. Building Management Services requests the ability to move forward with its General Plan Amendment application for purposes of evaluating alternatives for Gilman Springs Road as it bisects Building Management Services properties. By processing this application and future projects, Building Management Services wants to determine and implement safe and efficient traffic solutions for the immediate areas surrounding its properties

As you know, Building Management Services is requesting that a portion of Gilman Springs Road be removed from the Riverside County General Plan's circulation element. Attached as Exhibit "A" is an overview of the portion of Gilman Springs Road covered by this request. Building Management Services, through its future project application and evaluation wants to look at alternatives to the current segment of Gilman Springs Road. Attached as Exhibit "B" is an example of one such alternative.

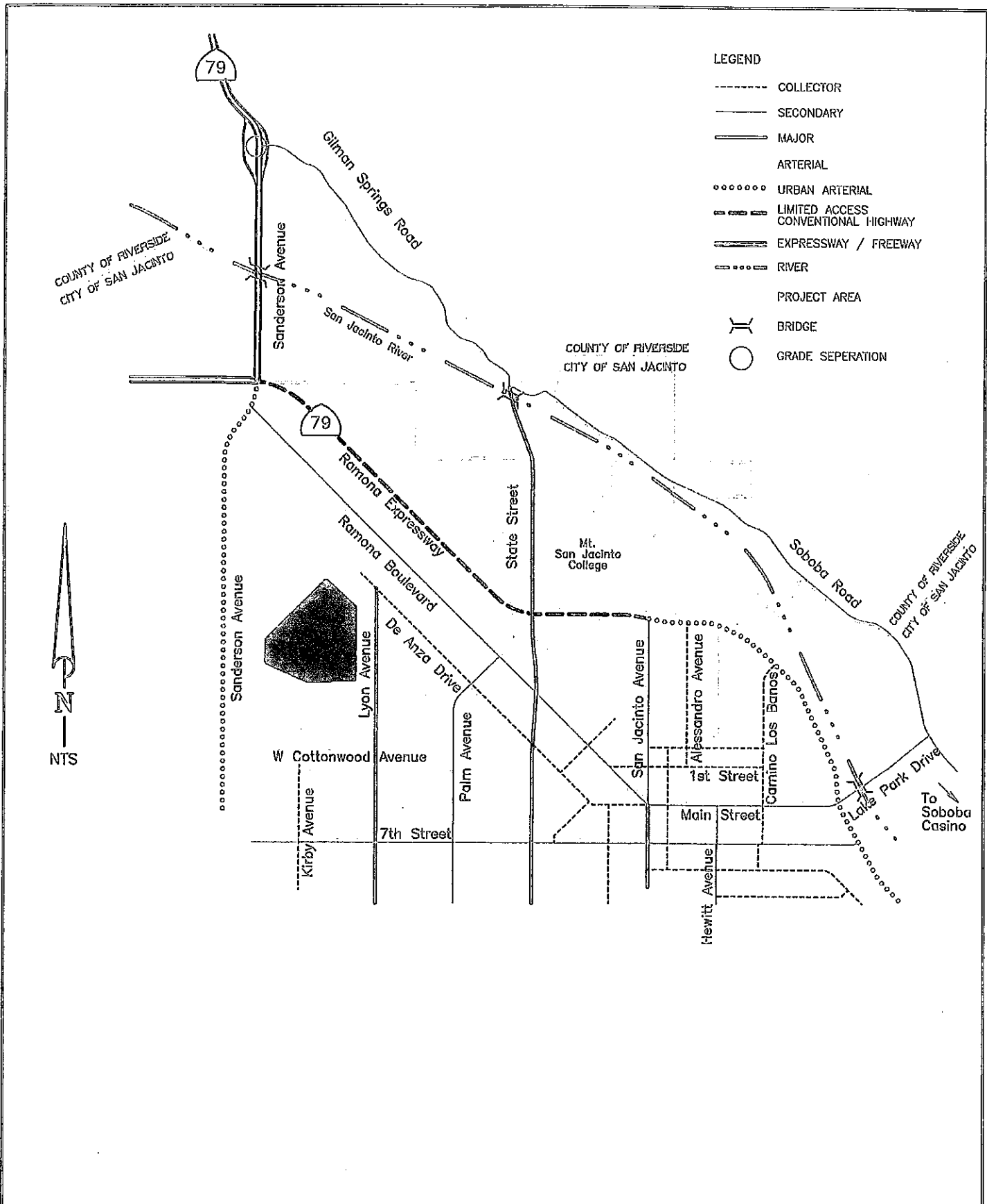
The overarching goal of this process is to determine the safest and most effective circulation alternatives for the current Gilman Springs Road route. With regional traffic and circulation issues in mind, we intend to, through the course of our environmental review and overall project evaluation, focus on alternatives which provide both convenience and safety to the traveling public. Unfortunately, this stretch of Gilman Springs Road, in its current configuration, is not the ideal and safe route that it should be for the estimated 15,000 cars traveling this stretch on a daily basis. By looking at safer alternatives that benefit the region as a whole Building Management Services seeks to enhance and improve the circulation and traffic flow for this area of the Hemet/San Jacinto Valley.

The alternative shown is just one of several potential options of alternatives for the current configuration of Gilman Springs Road as it bisects Building Management Service's properties. We anticipate that through the General Plan Amendment process, other options and alternatives may present themselves for evaluation and study.

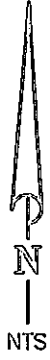
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**EXHIBIT A**

**Project Location Map**



- LEGEND**
- COLLECTOR
  - SECONDARY
  - ===== MAJOR
  - ===== ARTERIAL
  - o o o o o URBAN ARTERIAL
  - LIMITED ACCESS CONVENTIONAL HIGHWAY
  - ===== EXPRESSWAY / FREEWAY
  - RIVER
  - PROJECT AREA
  - ⌋ BRIDGE
  - GRADE SEPERATION



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ALBERT A.  
**WEBB**  
 ASSOCIATES

**PROJECT LOCATION MAP**

GILMAN SPRINGS ROAD VACATION  
 RIVERSIDE COUNTY, CALIFORNIA

**EXHIBIT B**

**Potential Alternate Route**

EXHIBIT B

# GENERAL PLAN NETWORK WITH GILMAN SPRINGS ROAD REALIGNMENT AND NEW SAN JACINTO RIVER BRIDGE (REVISED NOVEMBER 8, 2007)

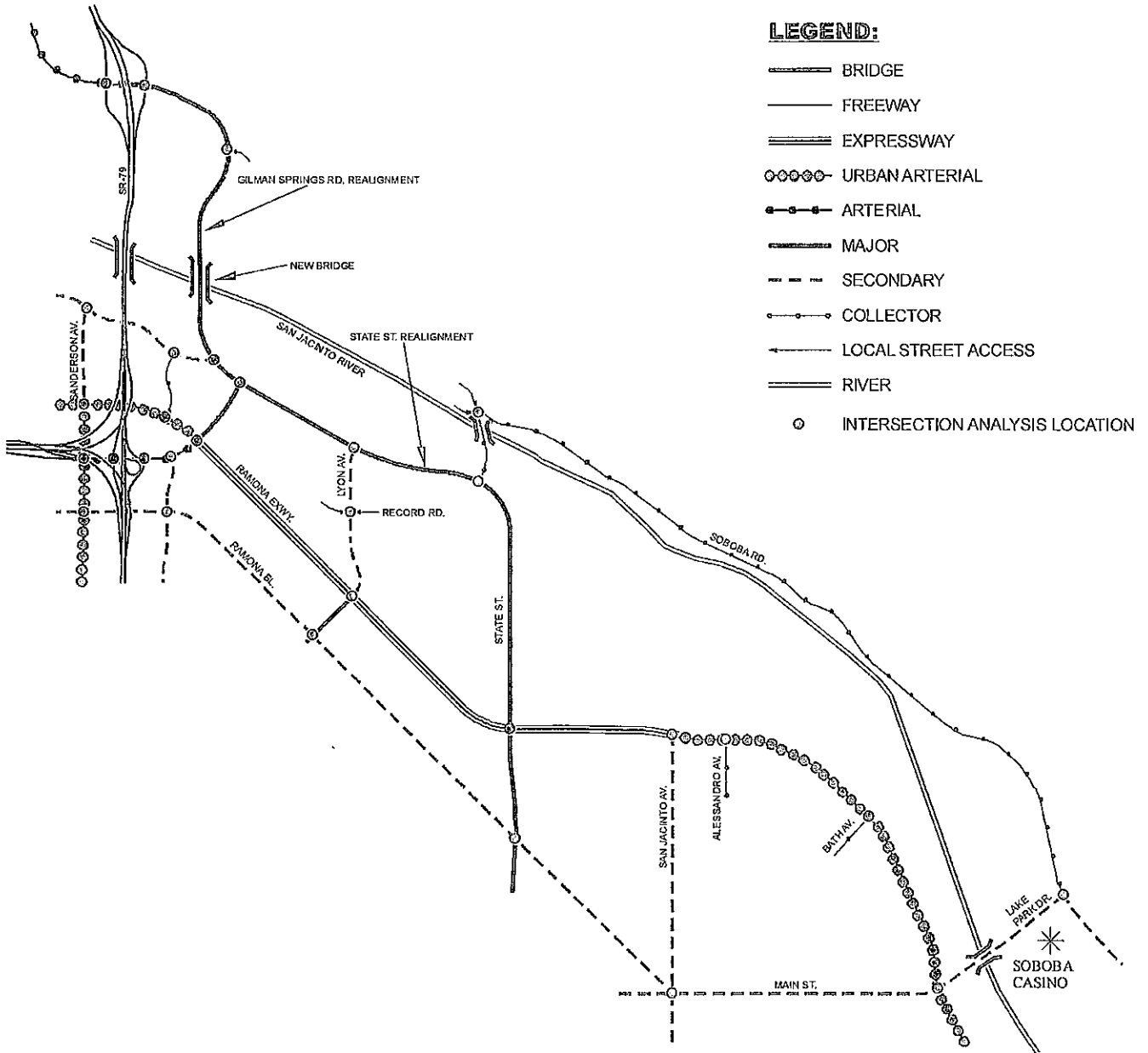
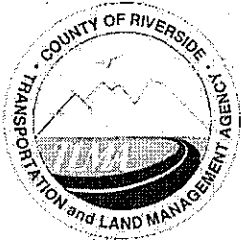
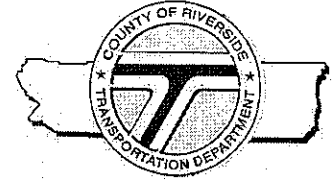


EXHIBIT H



COUNTY OF RIVERSIDE  
TRANSPORTATION AND  
LAND MANAGEMENT AGENCY



Juan C. Perez, P.E., T.E.  
Director of Transportation

Transportation Department

MEMORANDUM

TO: Carolyn Syms-Luna, Planning Director  
Adam Rush, Principal Planner

FROM: Juan C. Perez, Director of Transportation

DATE: October 12, 2010

SUBJECT: General Plan Initiation (GPIP) Request No. 01091 – Gilman Springs Road

The Transportation Department is providing this response to the application submitted on behalf of Golden Era, which proposes to amend the County's General Plan to evaluate alternatives to the current alignment of Gilman Springs Road between Sanderson Avenue (SR 79) and State Street.

Gilman Springs Road has likely been in its current location for over 100 years. Our Survey records show references in the map books to sections dating back to 1896. The road provides a critical and important link into the San Jacinto Valley from Lambs Canyon and The Pass Area and through its north/westerly continuation to SR 60 into Moreno Valley.

The alignment of Gilman Springs Road has several curves and is less than ideal, since it evolved over the decades from a "farm to market" road to a major artery that now carries about 17,000 vehicles per day. The road is identified as a Secondary Highway (4-lanes within a 100-foot right-of-way) on the General Plan. Due to its proximity to the hillside, it would be costly to widen it to four lanes along its current alignment. The collision history on this segment is higher than the State-wide average for similar roads. The road has been improved in segments next to Golden Era to widen for turn lanes. The Transportation Department continues to make safety improvements, including recent installation of guard rail and radar speed feedback signs.

Given the number of curves, collision history, and the topographical challenges to widen it, the Transportation Department would not be opposed to having other replacement alignments studied that are engineered to the latest standards.

However, the Transportation Department can only support an alternative to Gilman Springs Road that meets all of the following requirements:

- 1) This section of Gilman Springs Road provides an important access route into the Hemet/San Jacinto Valley for daily traffic and emergency access. We would be strongly opposed to any proposal to close the road entirely without building a new

- alignment. Closing the road entirely would shift significant current and future traffic to Ramona Expressway and Sanderson Avenue, adding to levels of congestion even with planned improvements. It would also eliminate an alternate access point to the Valley, and the most direct access from the north/west to Mt. San Jacinto College, the residential area adjacent to it, and uses along Soboba Road.
- 2) There is currently a two-lane road within a 100-foot right-of-way to allow for future expansion. Any new realignment would have to replace "like for like", i.e. provide a two-lane road within a 100 foot right-of-way.
  - 3) The new alignment needs to be superior to the old alignment by meeting current engineering standards and being more feasible to widen to 4-lanes when needed.
  - 4) No portion of Gilman Springs Road would physically be closed until a replacement alignment is built.
  - 5) The realignment should be through property owned by Golden Era to minimize right-of-way impacts to third parties. Golden Era currently owns most of the land north of the San Jacinto River between Sanderson Avenue and State Street.
  - 6) The terminus points at State Street and Sanderson Avenue should be kept if feasible to eliminate the need for another crossing of the San Jacinto River.
  - 7) There should be no additional cost to the public for replacement of the two-lane road and 100-foot right-of-way with a new alignment.
  - 8) The environmental study of a new alignment needs to have an active public review and involvement process, including involvement of stakeholders such as emergency service providers, the Cities of San Jacinto and Hemet, Mt. San Jacinto College, and the Soboba Tribe.
  - 9) The General Plan should not be amended until a new alignment has been studied both for engineering feasibility and environmental impacts.

Given that there may be some traffic benefits to a realignment, but that ultimately it depends on how it is implemented in accordance with the above points and other considerations that may come out of the public involvement process, the Transportation Department is taking a "neutral" position to the request at this time.

Cc: George Johnson, TLMA Director  
Patty Romo, Deputy Director  
Farah Khorashadi, Engineering Division Manager  
Lawrence Tai, Engineering Division Manager, Traffic Engineer  
Ken Teich, County Surveyor



December 17, 2009

Juan Perez  
Director of Transportation  
Riverside County Transportation Department  
4080 Lemon St, 8<sup>th</sup> Floor  
Riverside, CA 92502

Dear Juan,

The purpose of this letter is to discuss the disposition of the stretch of Gilman Springs Road between Sanderson Avenue (SR-79) and State Street, just outside the San Jacinto city limits. We are aware that the County has recently received a request from Golden Era Productions seeking the closure of this road, a move which the city strongly opposes. While Gilman Springs Road lies outside our corporate boundaries, it is intrinsically linked to our community, and thus we seek to be involved in any conversations that occur which would affect the road's operation.

Attached to this correspondence please find a copy of City of San Jacinto Resolution No. 3284, which enumerates the City Council's position regarding any proposed closure of Gilman Springs Road. You will note that the Council "opposes, in the strongest of terms, the vacation, closure, or change to classification of Gilman Springs Road."

Given that this road is of such importance to the City of San Jacinto, we respectfully ask to be made one of the stakeholders in the decision making process for Golden Era's request. Furthermore, we ask to be included on any list of contacts you develop to provide notification of public hearings or other such forums in which to express our position relative to the future of Gilman Springs Road.

Sincerely,

A handwritten signature in black ink that reads "Barry McClellan". The signature is written in a cursive style.

Barry McClellan  
City Manager

Cc: Mayor & Council Members



**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JACINTO, CALIFORNIA, OPPOSING THE CLOSURE OF GILMAN HOT SPRINGS ROAD**

**WHEREAS**, the City of San Jacinto ("City") has been requested to support, and in fact apply for, the closure of a certain portion of Gilman Hot Springs Road, commencing at Highway 79 and traveling easterly to State Street (hereinafter "Gilman Hot Springs Road"); and

**WHEREAS**, Gilman Hot Springs Road is located within the territorial jurisdiction of the County of Riverside ("County"); and

**WHEREAS**, according to the San Jacinto Valley Area Specific Plan, Circulation Elements, Figure 7, the County has designated Gilman Hot Springs Road as a four lane, "Secondary Highway", with an ultimate build-out width of a one hundred foot (100') right of way; and

**WHEREAS**, according to the San Jacinto Valley Area Specific Plan, Scenic Highways, Figure 9, Gilman Hot Springs Road is a County Eligible Scenic Highway within San Jacinto Valley; and

**WHEREAS**, Gilman Hot Springs Road provides a means of protecting the Valley from wildfires that occur in the wildland areas of the mountains to the North of San Jacinto, by providing vehicular access for fire fighting equipment and personnel; and

**WHEREAS**, Gilman Hot Springs Road provides access to the historically significant "Massacre Canyon" (HISTORIC SPOTS IN CALIFORNIA, *Riverside County* 4<sup>th</sup> ed. DOUGLAS E. KYLE, pp. 276-277.); and

**WHEREAS**, Gilman Hot Springs Road provides one of only a few thoroughfares providing access to and from the City and to the neighboring Soboba Tribal reservation; and

**WHEREAS**, according to SCAG figures, population and employment growth in the San Jacinto Valley is expected to increase at historically high rates into the year 2030, and at rates that outpace the rest of Riverside County, with population expected to increase by 58% and employment expected to increase by 51% in the City of San Jacinto alone; and

**WHEREAS**, therefore the continued presence of Gilman Hot Springs Road, and indeed its expansion to its ultimate build-out width, as a regional transportation corridor is necessary for the protection of the public health, safety and welfare of the residents, businesses and visitors to the City of San Jacinto and the San Jacinto Valley.

**NOW, THEREFORE, BE IT RESOLVED** determined and ordered by the City Council of the City of San Jacinto:

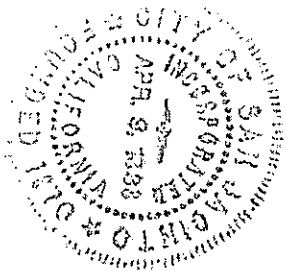
**SECTION 1.** Incorporation of Recitals. The City Council hereby finds and determines that the Recitals of this Resolution are true and correct and are hereby incorporated into this Resolution as though fully set forth herein.

**SECTION 2.** Opposition to Closure of Gilman Hot Springs Road. The City Council hereby opposes, in the strongest of terms, the vacation, closure or reduction in capacity of Gilman Hot Springs Road. In addition, the City Council supports the ultimate widening and build-out of Gilman Hot Springs Road to its ultimate Secondary Highway roadwidth. City staff is authorized and directed to take any and all actions necessary or convenient to the implementation of the City Council's policy, as set forth in this Resolution.

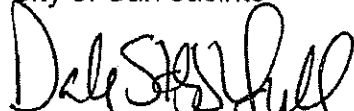
**SECTION 3.** Effective Date. This Resolution shall become effective upon its adoption.

**PASSED, APPROVED and ADOPTED**, this 3rd day of September, 2009, by the following vote:

Ayes:	Ayres, Di Memmo, Mansperger, Potts, Stubblefield
Nays:	None
Absent:	None
Abstain:	None



City of San Jacinto

  
by Dale Stubblefield, Mayor

ATTEST:

  
Barry McClellan, City Clerk

APPROVED AS TO FORM  
BEST BEST & KRIEGER LLP

  
Jeffrey S. Ballinger, City Attorney



# RIVERSIDE COUNTY FIRE DEPARTMENT

In cooperation with the  
California Department of Forestry and Fire Protection

210 West San Jacinto Avenue • Perris, California 92570 • (951) 940-6900 • Fax (951) 940-6910

John R. Hawkins  
Fire Chief

Proudly serving the  
unincorporated  
areas of Riverside  
County and the  
Cities of:

Banning  
❖  
Beaumont  
❖  
Calimesa  
❖  
Canyon Lake  
❖  
Coachella  
❖  
Desert Hot Springs  
❖  
Indian Wells  
❖  
Indio  
❖  
Lake Elsinore  
❖  
La Quinta  
❖  
Menifee  
❖  
Moreno Valley  
❖  
Palm Desert  
❖  
Perris  
❖  
Rancho Mirage  
❖  
San Jacinto  
❖  
Temecula  
❖  
Wildomar

Board of Supervisors

Bob Buster,  
District 1

John Tavaglione,  
District 2

Jeff Stone,  
District 3

Roy Wilson,  
District 4

Marion Ashley,  
District 5

**To: Barry McClellan  
San Jacinto City Manager**

**Date: August 26, 2009**

**From: David Fulcher  
CAL FIRE / Riverside Unit  
San Jacinto Battalion Chief**

**Subject: Proposed Road Closure - Gilman Springs Rd**

San Jacinto City Manager, Barry McClellan,

I believe the closure of Gilman Springs Rd between Sanderson Ave and Soboba Rd will adversely impact the Riverside County Fire Department's ability to adequately serve the citizens that reside in and around the City of San Jacinto. Response times for emergency vehicles will be increased because of the additional traffic flow on secondary circulation routes and the additional distances they will be required to travel because of this proposed road closure. Unless the issues listed below can be adequately addressed and resolved, the fire department cannot support the road closure as proposed.

The issues of proposed road closures are without doubt significant concerns for the fire department and many others who ordinarily use and have access to public roads and places. More than in most areas, circulation routes in and around the San Jacinto Valley are dictated by topography and landforms. Though limited in capacity, the continuity of the circulation system is critical because there are so few options for getting from one place to the other. The implementation and maintenance of a circulation system are designed to enhance public safety. Decision makers must implement land use characteristics with strict regard to the overall County circulation system with particular notice to:

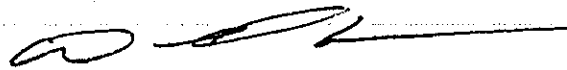
- Maintain alignment and coordination with the policies of the General Plan Circulation Element.
- Provide the safety of the existing street network.
- Preserve travel times between the connected communities.
- Protect the existing community and environment.
- Maintain or improve the reliability of travel and access to the existing street network.

- Enhance emergency access and reduce emergency response times for areas served by the local circulation network.

The area in which the proposed road closure is being proposed is in a "Hazardous Fire Area." The site also falls within a "State Responsibility Land Area," which makes secondary access a minimum fire safety standard under section 4290 of the Public Resource Code. The fire department has strong concerns about the need to allow emergency vehicles to get to the area and provide residents an alternative means of escape.

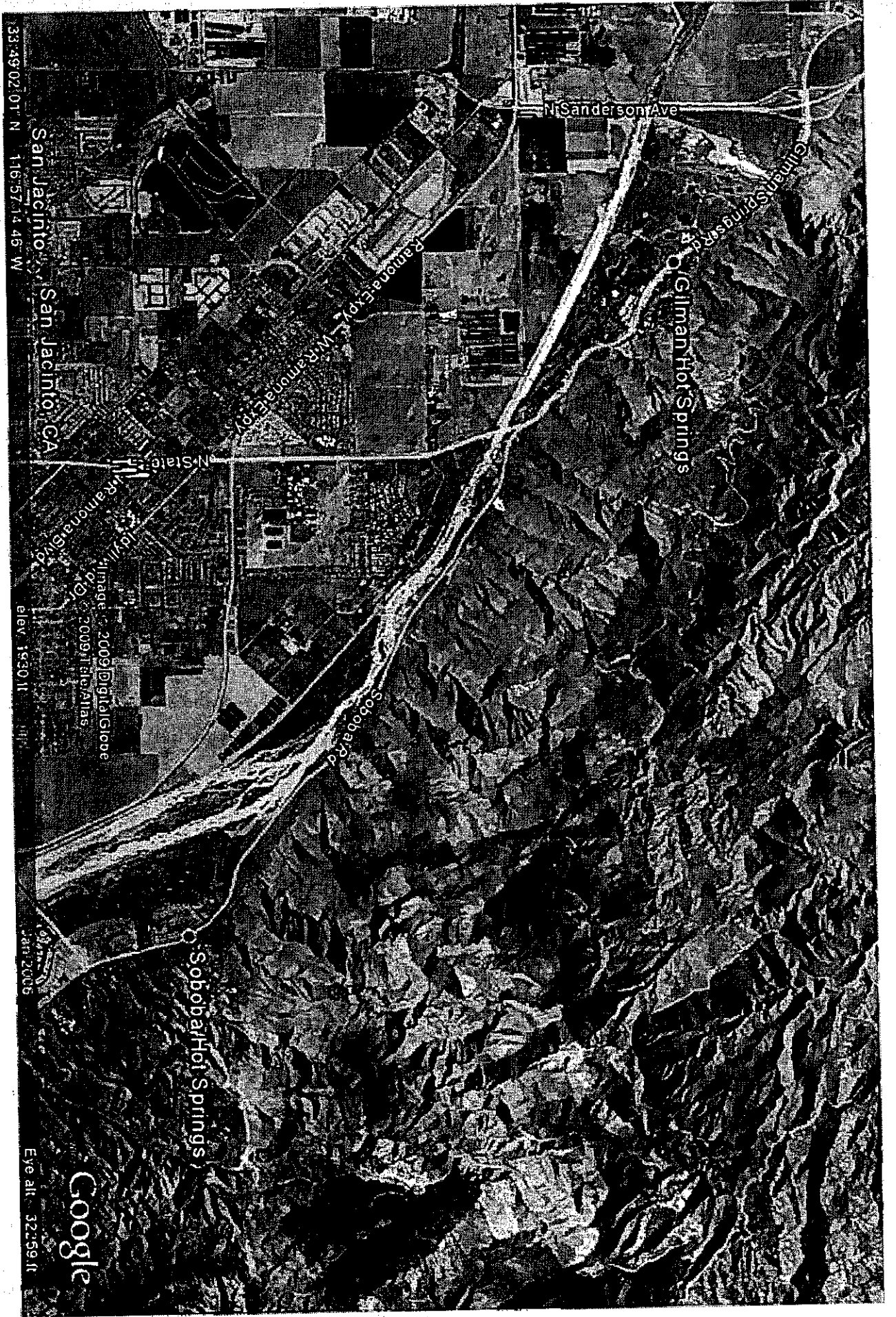
In addition to fire emergencies, there are a number of operational activities that the fire department performs requiring an absolute coordination of arriving fire apparatus related to access points and reasonable response times to carry out the time critical mission of EMS, Hazmat, Technical Rescue, etc

Respectfully,



David Fulcher  
*CAL FIRE / Riverside Unit*  
San Jacinto Battalion Chief  
[www.rvcfire.org](http://www.rvcfire.org)

cc: John Hawkins  
Steve Gallegos



33.490201 N 116.571446 W

San Jacinto, CA

© 2009 DigitalGlobe  
© 2009 GeoAtlas  
elev. 1530 ft

Jan 2005

Eye alt. 32.59 ft

Google

N Sanderson Ave

Gilman Hot Springs

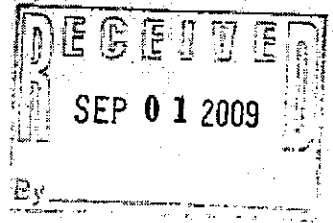
Ranona Exp

N State

Ranona Blvd

Soboba

Soboba Hot Springs



MEMORANDUM  
*August 28, 2009*

**TO:** Barry McClellan, City Manager  
**FROM:** Bill Tyler, Chief of Police  
**RE:** Proposed Blocking of Gilman Springs Road

**PROPOSAL:**

Terminate public vehicular access of Gilman Springs Road between Sanderson/Lamb Canyon Rd (SR79) and State Street.

**BACKGROUND:**

Gilman Springs Road between SR79 and State St. is currently classified as an urban arterial roadway serving the San Jacinto/Hemet Valley area as a travel route to the Banning Pass and Moreno Valley areas. It is heavily used as a commuter route, and as a bypass of the heavily congested Sanderson/Ramona Expressway intersection. Based on 2006 data, this segment of roadway has an average daily volume of approximately 14,000 vehicles per day.

Ramona Expressway between SR79 and State St is the other east/west roadway serving the same geographic area, and has an average daily volume of approximately 19,000 vehicles per day.

**TRAFFIC IMPACT:**

The closure of Gilman Springs Road between SR79 and State St. would force an additional 14,000 vehicles onto Ramona Expressway between Sanderson and State. During commuter peak hours, the intersection of Ramona Expressway and Sanderson is already heavily congested, resulting in commuter delays. Increasing the ADT to over 23,000 on Ramona Expressway would increase delays at signalized intersections between Sanderson and State, leading motorists to find alternative routes to avoid congestion. This could potentially lead to increased local traffic via side streets such as Lyon and Chase which are designed to serve residential areas.

Commuters and other drivers who attempt to avoid traffic congested areas by taking alternate side streets increase the traffic volume and speed in those areas, changing the traffic flow characteristics and increasing potential conflicts with local motorists, bicycles and pedestrians.

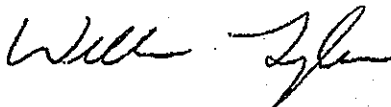
**PUBLIC SAFETY IMPACT:**

In the event of an emergency situation calling for mutual aid from other law enforcement agencies or EMS in the northern areas of the city, (Chebella & Soboba or Country Club area), the closure of this segment of Gilman Springs Road would increase emergency response times by five minutes or more. Agencies responding from the Banning Pass or Moreno Valley areas would be forced to re-route south on Sanderson to Ramona Expressway, then back north to Soboba via State St or Lake Park.

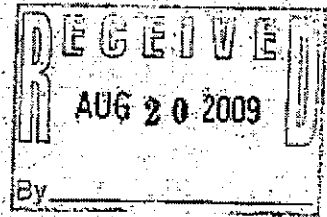
**SUMMARY:**

The closure of Gilman Springs Road between SR79 and State St. without the construction of an acceptable alternative east/west route in the same area would have a negative impact on traffic through the city of San Jacinto, and would create a public safety issue due to unnecessary emergency response times.

Sincerely,



Bill Tyler, Chief of Police  
San Jacinto Police Department



August 19, 2009

Via Overnight Delivery

Mr. Barry McClellan  
City Manager  
City of San Jacinto  
595 S. San Jacinto Avenue  
Building A  
San Jacinto, CA 92583

Re: **Gilman Springs Road Closure**

Dear Mr. McClellan:

Ramona State Partners, LLC is the owner of the Village at San Jacinto shopping center located at the Northeast corner of Ramona Expressway and State Street. This center is anchored by Stater Bros. Markets and Walgreens Drugs. We have been informed that the County of Riverside will be considering a request by the Church of Scientology to have Gilman Springs closed to thru traffic.

Ramona State Partners, LLC is requesting that the County of Riverside does not grant this request to close a public road simply because a property owner is a major landowner on both sides of a road and wishes to restrict public access near their facilities. Restricting the flow of traffic on State Street will have a negative effect on our tenants, including many who live in the local community and are already economically challenged by the tough business environment. Closing the street would result in the potential failure of many businesses that rely on drive by traffic and easy access to their retail store. Decisions like this should be made for the benefit of the entire community, not a select few.

Approving this request would create a chilling precedent where the public good can be usurped by the needs of individual parties. We urge you to reject this request.

Please call me at (310) 393-4141 should you have any questions.

Sincerely,  
Ramona State Partners, LLC

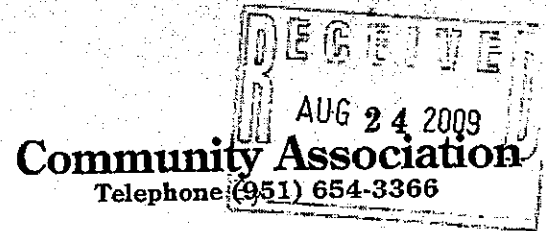
*Mark T. Burger*  
Mark Burger

cc: Tim Hults                      City of San Jacinto  
      Habib Motlagh                City of San Jacinto

501 SANTA MONICA BLVD., #312  
SANTA MONICA, CA 90401  
(310) 393-4141  
(310) 393-4103      FAX  
[www.pdp LLC.net](http://www.pdp LLC.net)      WEBSITE

30220 RANCHO VIEJO ROAD, #B  
SAN JUAN CAPISTRANO, CA 92675  
(949) 481-0463  
(949) 481-0452      FAX





800 West Community College Drive  
San Jacinto, California 92583

To: City of San Jacinto

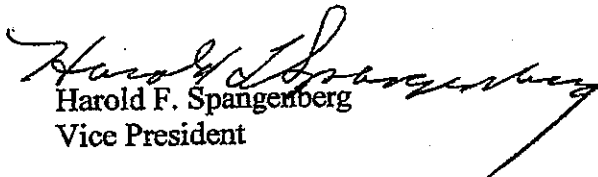
We, the board of directors of Heritage Ranch R.V. Park in San Jacinto join you in protesting the proposed closure of Gilman Springs Road, from Hiway 79 to Soboba Rd. Gilman Springs Road is a publicly owned and maintained road which should remain open to the residents and visitors to this area.

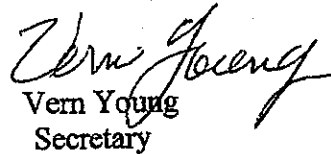
This closure would create a great inconvenience for the residents of Heritage Ranch, which is a 385 unit park. Each lot is individually owned, giving 385 members a vote in the operation of the park.

Our residents travel Gilman Springs Road when either going to I-10, or Moreno Valley and I-60. Having to travel back to the Ramona Expressway and out Hiway 79 is the less desirable route to travel. The closure of Gilman Springs Road would be a great inconvenience, and is not acceptable.

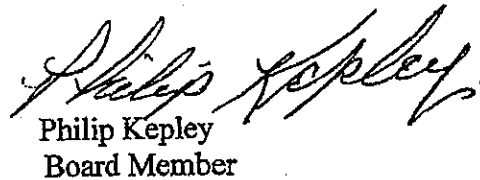
The only acceptable alternative to Gilman Springs Road being closed to the public would be for those wishing to close that stretch of highway, provide an alternate route through the area.

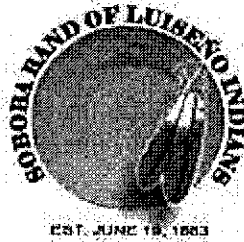
For the board of directors:

  
Harold F. Spangenberg  
Vice President

  
Vern Young  
Secretary

  
Wanda Park  
Board Member

  
Philip Kepley  
Board Member



## **Soboba Band of Luiseño Indians**

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P.O. BOX 487 · SAN JACINTO, CA 92581 · TELEPHONE (951) 654-2765

June 30, 2010

County of Riverside  
Transportation and Land Management Agency  
Planning Department  
Attn: Ron Goldman, Planning Director  
P.O. Box 1409  
Riverside, CA 92502-1409

*Re: Case No. GPA- 01091 – Application for Amendment to the Riverside County General Plan*

Dear Mr. Goldman:

The Soboba Band of Luiseño Indians strongly objects to the application of Building Management Services for an amendment to the Riverside County General Plan that would "Remove [the] Segment of Gilman Springs roadway between SR79 NB Ramps and Soboba Road from the General Plan Circulation Element" and designate it as a "private, gated" roadway.

The segment of Gilman Springs Road that is proposed for privatization provides one of only two means of ingress and egress from the Soboba Indian Reservation (the other is via the bridge at Lake Park Drive). Our Tribal members depend on this segment to travel north- and southbound to and from the Reservation, and they would be seriously inconvenienced without it.

In addition, closing that segment of the public roadway is a threat to our members' health and safety because it provides the only way in and out of the Reservation without having to cross the San Jacinto River. Without access to Gilman Springs Road, should the State Street and Lake Park bridges be

County of Riverside  
Transportation and Land Management Agency  
Planning Department  
June 30, 2010  
Page 2 of 2

damaged by an earthquake or closed for any other reason, our Reservation would be completely cut off from the outside world.

The economic damage to the Soboba people would also be substantial if the application were approved. Recent traffic studies commissioned by the Tribe estimate that 30 percent of the visitors to the Soboba Casino travel to and from the facility on the segment of Gilman Springs Road sought to be privatized. Making access to the Tribe's major business enterprise significantly more inconvenient for a third of its customers is virtually certain to affect its profitability, and, therefore, reduce the funds available to the Tribe to provide for the welfare of its members.

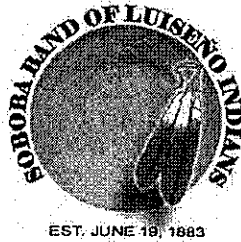
Accordingly, the Soboba Band of Luiseño Indians objects to the application in Case No. GPA- 01091 and urges the County to reject it in its entirety. Please ensure that the Tribe, our attorney and the Bureau of Indian Affairs, whose addresses appear below, receive all notices or other communications issued by the County in this matter.

Sincerely,

  
\_\_\_\_\_  
Scott Cozart, Chairman

cc: Dale Morris, Director, Bureau of Indian Affairs Pacific Region  
2800 Cottage Way  
Sacramento CA 95825

Karl E. Johnson, Esq.  
Luebben Johnson & Barnhouse LLP  
7424 4<sup>th</sup> Street NW  
Los Ranchos de Albuquerque NM 87107



## **Soboba Band of Luiseño Indians**

---

P.O. BOX 487 · SAN JACINTO, CA 92581 · TELEPHONE (951) 654-2765

October 28, 2010

County of Riverside  
Transportation and Land Management Agency  
Planning Department  
Attn: Adam B. Rush, Principal Planner  
4080 Lemon Street, 9th Floor  
Riverside, CA 92504

*Re: Case No. GPA- 01091 – Application for Amendment to the Riverside  
County General Plan*

Dear Mr. Rush:

The Soboba Band of Luiseño Indians strongly objects to the alternative alignment of Gilman Springs Road proposed by Building Management Services in its *Addendum to General Plan Amendment Application No. 01091*. The alternative does nothing to address either of the two concerns addressed in Chairman Scott Cozart's letter of June 30, 2010, explaining on behalf of the Soboba Tribal Council our objections to this application.

First, we noted that the segment of Gilman Springs Road proposed for privatization provides the only way in and out of the Soboba Reservation without having to cross the San Jacinto River. Deprived of access to Gilman Springs Road, our Reservation would be completely cut off from the outside world if the State Street and Lake Park Drive bridges were damaged by an earthquake or closed for any other reason. The same is true for our non-Indian neighbors north and east of the River: the residents of the Soboba Springs Mobile Estates, the housing development adjacent to the Country Club at Soboba Springs and Soboba Heights. Eliminating one of only two exit routes from the area – and the only exit route that does not require crossing the River – poses an unacceptable

County of Riverside  
Transportation and Land Management Agency  
Planning Department  
October 28, 2010  
Page 2 of 2

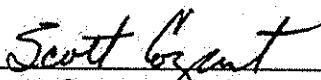
risk in the event of an emergency to the health and safety of Tribal members, our neighbors, and the many visitors at the Soboba Casino, Noli School, The Oaks Retreat, the Soboba Sports Complex and the Country Club at Soboba Springs. The addendum, which proposes construction of yet another bridge to relocate Gilman Springs Road to the other side of the River, would leave access the Soboba Reservation and the housing communities north and east of the River in exactly the same unacceptable circumstances as the original application.

Second, we noted that 30 percent of the visitors to the Soboba Casino travel to and from the facility on the segment of Gilman Springs Road sought to be privatized. Making access to the Tribe's major business enterprise significantly more inconvenient for a third of its customers would be certain to inflict substantial economic damage upon the Soboba people. Once again, however, the alternative realignment proposed in the addendum fails to address this critical problem.

Accordingly, the Soboba Band of Luiseño Indians objects not only to the application in its original form but also to the alternative realignment proposed in the addendum. We urge the County to reject both.

Thank you for considering the views of the Soboba people in this matter.

Sincerely,

  
\_\_\_\_\_  
Scott Cozart, Chairman

cc: Amy Dutschke  
Regional Director  
Pacific Region  
Bureau of Indian Affairs  
2800 Cottage Way  
Sacramento CA 95825

Karl E. Johnson, Esq.  
Luebben Johnson &  
Barnhouse LLP  
7424 4<sup>th</sup> Street NW  
Los Ranchos de Albuquerque  
NM 87107

## Harrison, Tamara

---

**From:** Rush, Adam  
**Sent:** Tuesday, November 02, 2010 11:30 AM  
**To:** Harrison, Tamara  
**Subject:** More for GPA1091

-----Original Message-----

**From:** Perez, Juan  
**Sent:** Tuesday, November 02, 2010 11:18 AM  
**To:** Barnes, Olivia  
**Cc:** Rush, Adam; Khorashadi, Farah  
**Subject:** RE: Contact the Supervisor

Thanks Olivia, we'll forward to the Planning Commission tomorrow as well.

-----Original Message-----

**From:** Barnes, Olivia [<mailto:OBBarnes@rcbos.org>]  
**Sent:** Tuesday, November 02, 2010 8:43 AM  
**To:** Perez, Juan  
**Subject:** FW: Contact the Supervisor

FYI

-----Original Message-----

**From:** Chase, Valerie  
**Sent:** Tuesday, November 02, 2010 8:21 AM  
**To:** Barnes, Olivia  
**Subject:** FW: Contact the Supervisor

-----Original Message-----

**From:** [inquirer of district3@rcbos.org](mailto:inquirer of district3@rcbos.org) [<mailto:inquirer of district3@rcbos.org>]  
**Sent:** Tuesday, November 02, 2010 6:57 AM  
**To:** District3  
**Subject:** Contact the Supervisor

WEB FORM SUBMISSION:

NAME: Marilyn Anderson

PHONE:

EMAIL: [mcandy10@gmail.com](mailto:mcandy10@gmail.com)

ADDRESS: 10453 N Lynn Circle #G, Mira Loma

MESSAGE-----

Subject: Gilman Springs Road

I frequently drive this road and am adamantly opposed to any realignment requested by Golden Era. Even with the increased traffic it is still an historic and picturesque route.

Your time should be spent on more important issues.

-----

## Harrison, Tamara

---

**From:** dc14522@gmail.com  
**Sent:** Wednesday, October 27, 2010 2:35 PM  
**To:** Harrison, Tamara  
**Subject:** Don't close Gilman Hot Springs Road!

Ms. Harrison,

GHS road has been the road to freedom (quite literally) for hundreds of Scientologists fleeing the prison that is Gold Base. There are still hundreds more trapped behind the razor wire and guard shacks that are being held against their will. I should know, I was one that escaped. In the years since my time at Gold Base it has become worse.... staff must live on the base, communication with the outside is virtually non-existent, and a new, harsher punishment structure is in place for anyone that dares question the dear leader. It may seem like a small thing, but keeping the road open could mean life or death for many still trapped inside.

Thank you,  
Tom



## Harrison, Tamara

---

**From:** DonJMyers@aol.com  
**Sent:** Sunday, October 31, 2010 11:16 AM  
**To:** Harrison, Tamara  
**Subject:** Don't close Gilman Hot Springs Road!

Dear Ms. Harrison,

Your email was given to me by a fellow Scientology protester Francois Choquette. I am writing to voice my protest against plans to close Gilman Hot Springs Road.

Residents and business deserve access to this road which is a critical byway when rains wash out other local streets. Scientology wants to close Gilman Springs Road and force the taxpayers to fund it. Evil! The politicians need to stand up & take the resolve that there will be no considerations taken to close the road unless the cult coughs up the hundreds of millions, paid in advance, to pursue the realignment.

The politicians also need to be informed how much revenue has not been paid to the County due to the cult's tax exempt status of Gold Base operations.

This issue is being watched by people all over the globe familiar with Scientology protesting. This is not JUST a local issue, although it should be decided as such in my opinion.

I hope Scientologists or their good friend Jeff Stone don't pressure you to destroy these letters. I hope Scientology does not infiltrate your department or rob your department of these files. They might try to physically steal them or electronically delete them from your database. This behavior is common for them. In fact their religion demands that they do it. They have already stolen evidence from the Hemet police station AND the Riverside DA's evidence locker. When the French government brought charges against them their evidence locker was a revolving door! Please be warned.

I have been a Scientology protester for almost three years. You can read about what they are doing in Riverside at my website [www.angrygaypope.com](http://www.angrygaypope.com) the serious site with the funny name.

Thank you for considering this message.

Donald Myers

October 29, 2010

From: Francois Choquette  
Lake Elsinore, CA 92530

To: Riverside Planning Commission  
Commissioners:  
John Roth, John Snell, John Petty, Jim Porras Jan Zuppardo

Cc: Planning Commission Secretary  
Chantell Griffin  
County of Riverside, Administrative Center

Urban Regional Planner  
Tamara Harrison  
County of Riverside, Planning Department

4080 Lemon Street, 9th Floor  
Riverside, CA 92502

**Re: GENERAL PLAN AMENDMENT NO. 1091, SR-79 (Gilman Springs Road) closure**

Dear Commissioners:

Scientology is attempting to close the highly travelled Gilman Springs road once again. They've been at it for decades and even once managed to get it approved closed for a month to "film the night sky". The outraged motorists got it re-opened within a week.

I note that Staff Report makes no mention of Scientology, but just to make this clear, this road closure request is from the management of the International Headquarters of Scientology, Gilman Hot Springs, CA. Specifically, the leader of the organization, Mr. David Miscavige personally wants it closed. As to historical reasons why, see addendum 1.

The cult leader Mr. Miscavige wants the road closed primarily to keep prying eyes away from the headquarters, and to keep vehicle noise from disturbing his sleep.

They claim it's a safety issue; A base resident who has since left wrote me:

*There is no safety issue at all anymore--they have two tunnels underneath and no way*

*for the staff to walk out over to the road except at very confined and controlled areas. Everything else is fenced. It's just complete selfishness.*

*By closing that road it would make it even harder for someone to leave there. Look how far they would have to run or travel in some way to get away. Like an Alcatraz!*

*Oh--also--for a long time our weekly staff meetings would hear from the Pt. Capt's office and their flap: "Hwy 79 is not closed yet." Over and over and over again, every week. It was number one flap for them for a loooooong time. (Ken and Muriel and Cathy Frasier and Bruce Wagoner.)*

David Miscavige once posted Ken Hoden and Muriel Dufresne out on the side of the road every day at 5:00 AM until they "handled" the situation and got the road closed. It was so they could experience and actually see how bad all the traffic and noise was that occurred right below Miscavige's window and disturbed him. Holden was not successful in closing the road and allegedly got sent to Scientology's Rehabilitation Project Force prison. He is supposed still in there along with Mr. Heber Jentsch the ex President and many others.

Another reason for closing the road is: "They've had a lot of protests there", as stated to me by a county employee, but that's not stated in the staff report. They really hate the protests, but they are necessary.

Regarding the road safety issue: Indeed this stretch of road has had a higher incidence of accidents, but you must first examine the cause.

From the base resident:

*"The original order years ago was to close the highway. That whole thing that you see there now, the nice road, cobblestones, lowered speed limit, the circle in the middle--is all some sort of compromise that Hoden worked out with the county because they couldn't get the road closed yet still desperately tried to slow the traffic down so there would be less noise rolling up the hill. That's all that was about. The noise. That is all.*

It's wrong to close that road for many reasons, but for safety's sake in emergency situations such as floods or fires it is essential. Here is an article from Bob Pratte the Press-Enterprise. (The "high road" is less likely to get flooded, see Figures 1, 2)  
[http://www.pe.com/columns/bobpratte/stories/PE\\_LN\\_20091211\\_ebob.342aff0fd.html](http://www.pe.com/columns/bobpratte/stories/PE_LN_20091211_ebob.342aff0fd.html)

Who will pay to acquire land south of the flood control channel? What if the property owners don't want to sell? Will they be expropriated though eminent domain? Only governments can effect such legislation.

This new proposed road is not "equal" for various reasons such as: floods, fire routes, costs, expropriations, project risks, MSHCP (endangered species), County employee time

waste, maintenance and traffic during construction.

To ensure the road costs are covered, how about requiring the posting of a bond? How much \$40, \$50, \$60 mil? Who will estimate the cost? Scientology should produce that bond up front, before any further efforts from the County.

I ask for your unanimous opposition to this road closure request. Not just because it is an unnecessary project with the inherent risks, but also to help liberate people on base.

If you believe the safety of this road is a priority, consider clearing the full width of the 100ft wide right of way and make dirt shoulders on either side. That should help prevent accidents and help traffic flow for very little cost.

Eventually, the road will be widened to a 4-lane highway as was originally planned. If somehow 100 ft is not wide enough, then by all means use your eminent domain privilege and acquire the necessary right of way to provide a safe direct route to the nearby communities.

Sincerely yours,

*François Choquette*

Francois Choquette  
Lake Elsinore, CA 92530  
Email: francoischoquette@yahoo.com

PS: To learn about abuses of Scientology's at the San Jacinto headquarters:

<http://xenu.net/>,

<http://lermanet.com/>,

<http://www.exposescientology.com/humantrafficking.html>

## Addendum 1

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Why would Mr. David Miscavige, leader of Scientology want the road closed?

A little history: After the FBI's raid on Scientology offices in 1977, L. Ron Hubbard had been on the run from government investigators. The Gilman Hot Springs location was his hiding place and one of Scientology's best-kept secrets. They covertly called it "Scottish Highland Quietude Club" and staff were taken there blindfolded as to not disclose the location. After the city discovered they were dealing with Scientology, they ordered a bond paid upfront for further construction on the property.

To this day, they are still hiding the fact that the location is the International Headquarters of Scientology. They promote that it is a film production studio facility, but there's a lot more than a film business going on at Int/Gold Base. It is alleged that some of the worst human rights abuses occur there with some 400 people held captive, documented from multiple sources and covered by worldwide media.

Here's an attempt at closing the road back in 1998:

<http://www.scientology-lies.com/press/press-enterprise/1998-01-10/golden-era-highway-79-plan-nixed.html>

**Source:** Press-Enterprise

**Date:** January 10, 1998

by Susan Thurston It starts off as follows:

*"San Jacinto city officials and residents have reacted with suspicion to a Church of Scientology request that the city continue diverting Highway 79 away from the church's Golden Era Productions film studios."*

In 2004, Muriel Dufresne submitted permit application GPA00708 at a cost of \$8,282 but after opposition subsequently withdrew it.

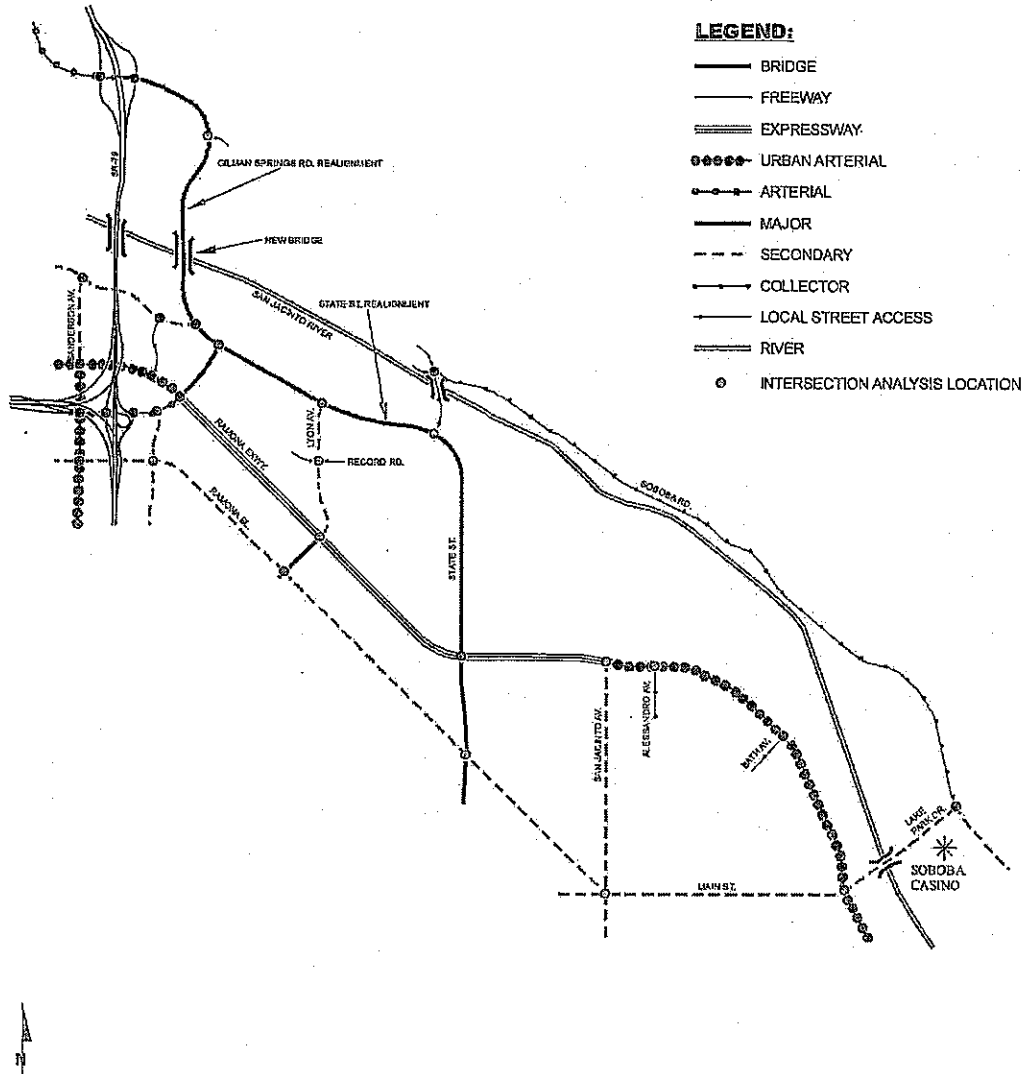
Scientology was still going at it in early 2007, when Ms. Dufresne was giving tours of the Scientology International base to local politicians, while proposing the road closure. She clearly stated that she expected the city/county to pay for the new road. The tour of course came with an offer for free books and videos, which were refused.

The most recent attempt is application GPA01091, for which they paid \$10,762 to apply.

It's interesting to research the historical reasons as to why HWY-79, a State Highway, was relinquished to the County. Why would a highway to be demoted to Secondary Road?

The above article states: *"Stripping Gilman Springs Road of its state highway designation would make it easier to lower the speed limit from 50 to 35 mph and reduce noise, he said. "The highway is always going to be there. No one is going to lose the highway," Hoden said."*

EXHIBIT B  
**GENERAL PLAN NETWORK  
 WITH GILMAN SPRINGS ROAD REALIGNMENT  
 AND NEW SAN JACINTO RIVER BRIDGE  
 (REVISED NOVEMBER 8, 2007)**



GPA Traffic Study  
 City of San Jacinto, CA (JN:05445:201)



Figure 1 Proposed new road and bridge

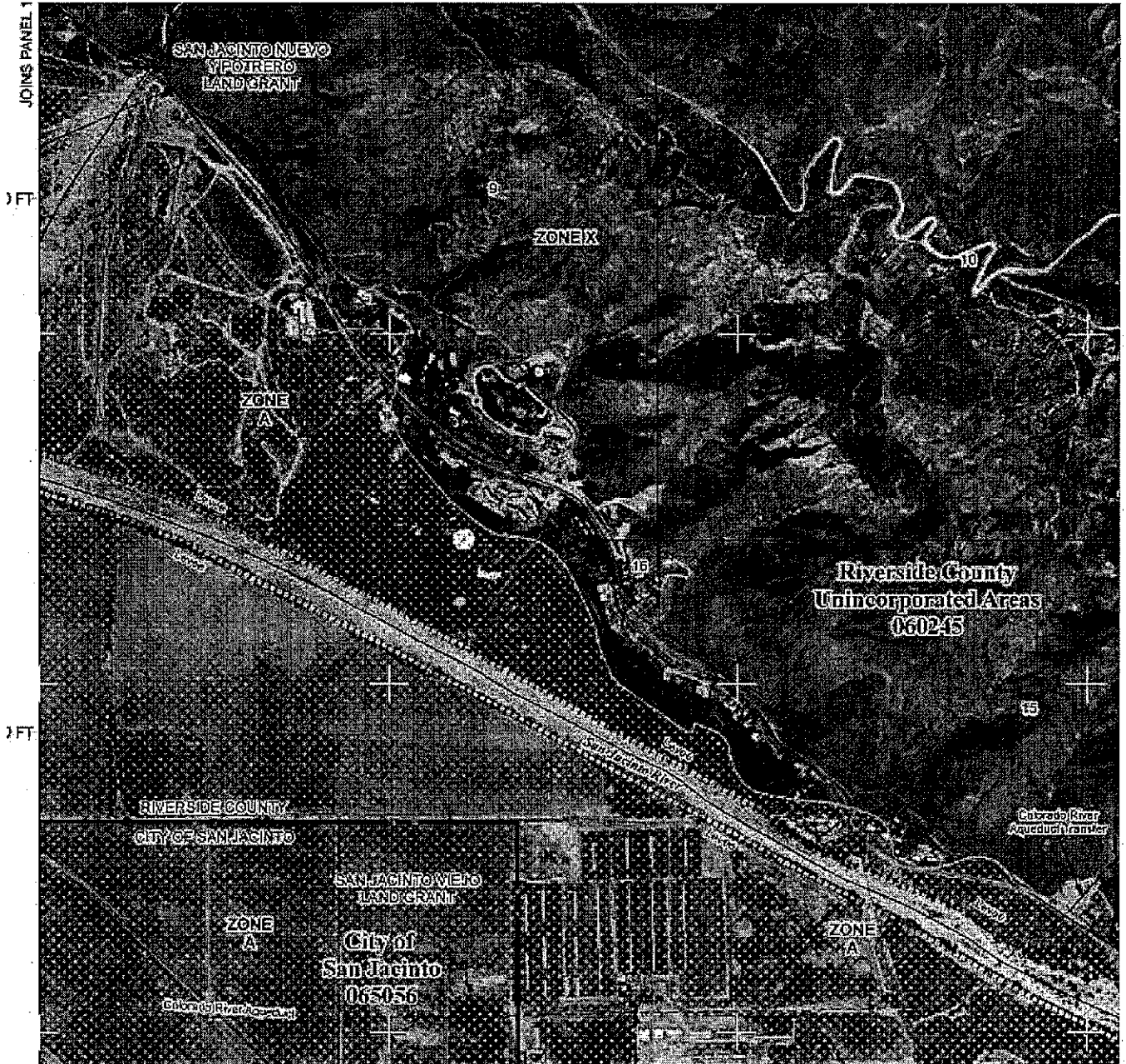


Figure 2 FEMA Flood map

## Harrison, Tamara

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**From:** Choquette [francoischoquette@yahoo.com]  
**Sent:** Friday, November 05, 2010 8:01 AM  
**To:** Gail Wesson  
**Cc:** KARENDELAC@aol.com; Harrison, Tamara; Griffin, Chantell; mdevarenne@pe.com  
**Subject:** Karen De LaCarriere corroborates story about staff members being punished for not closing Gilman Springs rd.  
**Attachments:** GilmanSpringsClosureV2.docx; 2010\_Nov3\_PlanningCommissionSpeech.rtf

Ms Wesson,

THAT is the story journalists should print while covering the closure of Gilman Spring Rd. Instead what we got in the Press-Enterprise was a very lame report, written to be as uncontroversial as possible. Even the map used showed the area of interest to be as small as possible. No wonder papers are going out of business.  
[http://www.pe.com/localnews/hemet/stories/PE\\_News\\_Local\\_D\\_eroad04.2a89a02.html](http://www.pe.com/localnews/hemet/stories/PE_News_Local_D_eroad04.2a89a02.html)

Gilman Springs is a major road that David Miscavige, the cult leader of Scientology wants closed for totally selfish reasons. He uses torture to get his way.

Ms Karen De La Carriere, ex wife of Heber Jenztsch, ex-President of the Church of Scientology now steps forward to explain why scientology wants to close Gilman Springs rd. BTW, Mr. Jenztsch is currently being held captive at the International Headquarters of Scientology in San Jacinto for close to 7 years. He just turned 75 years old and he is reported to be physically abused. That's another story that NO media wants to cover.

The story below matches in my submittal to the Riverside Planning Commission. 1st District Commissioner *John Roth* thought my information was "over the top" and I can understand him. Scientology related stories are indeed incredible, but journalists: don't let that stop you! You will find truth in those reports and you need to report on this.

I picked up the story here and reproduce it below:  
<http://www.forum.exscn.net/showthread.php?t=20594>

"David Miscavige (DM) has ordered and ordered and "ordered" that Gilman Springs Road to be shut down. I believe this has been going on for some 20 years.

Some Sea Org Members who could not get it done, suffered Drachonian punishments.

DM demanded that the Sea Org member "over rule" the Riverside County planning commission and get the road **CLOSED**.

It was reported to me that Ken Hoden, "Base Captain" was sent to the RPF for years and years and years for not getting Gilman Springs Road shut down.

350-400 Sea Org members that live in lockdown, on INT base ~~~Riverside County's own private Guantanamo Bay. They are prisoners in the State of California.

DM wants more privacy ~~~ of course.

It would definitely make it harder to blow (flee). Tom de Vocht former CO CMO CW made it over the fence, even though he injured his leg. The scenario of the road shut down means it would seal it off from the world.

One particular punishment bothered me.  
DM complained how the trucks driving through disturbed his sleep in his palatial mansion.

As Ken Hoden and Muriel Defresne had not achieved the shut down of Gilman Springs Road, he ordered them to stand on the road from very early morning til breakfast to watch and "hear" the trucks go by. The trucks that were disturbing DM's sleep.



This 4 hour stand-on-the-road from 4am or so onwards was to be complied with til they got Gilman Springs Road shut down !

This went on for months. They had **SLEEP Deprivation** while they stood in sleep time on Gilman Springs Road to "hear" the trucks that was interfering with DM's sleep.

It was cruel and unusual punishment for not complying with DM's orders to *GET GILMAN ROAD SHUT DOWN*

This is only really real when one experiences 4 hours sleep and has to stand in the cold Hemet desert on the road in the early hours of the morning week in and week out.

SLEEP DEPRIVATION is first in line of punishment with DM's orders. I think it is dark and despicable that a "Church" leader can order sleep deprivation to those who do not comply with his whimsical and sometimes impossible orders."

Torture through sleep deprivation has been going on for decades at Golden Era Productions. The local press needs to investigate and urge law enforcement to act.

BTW, the CIA is currently accused by European tribunals of torture though sleep deprivation.

<http://delong.typepad.com/sdj/2009/05/cia-sleep-deprivation-torture-reporting-and-journalistic-ethics.html>

<http://www.symptomsleepdeprivation.net/sleep-deprivation-torture.html>

Similar abuses are believed to happen at the Church of Spiritual Technology (CST) in Twin Peaks, San Bernardino county. CST is related to Scientology and hold the copyrights to L. Ron Hubbard's works.

I attach my previous letters for those of you who have not seen them.

In other news:

## **FBI RAIDS SB CO. HOSPITAL**

[http://www.pe.com/localnews/sbcounty/stories/PE\\_News\\_Local\\_D\\_webarrowhead.25efaf0.html](http://www.pe.com/localnews/sbcounty/stories/PE_News_Local_D_webarrowhead.25efaf0.html)

San Bernardino County Supervisor Neil Derry said he didn't know what investigators were searching for Thursday, but he did say that about eight months ago he went to authorities after receiving "credible information regarding (the hospital) and improprieties related to free services."

Derry refused to identify who allegedly received free services or what services were provided.

OMG, people were getting FREE HEALTH CARE. Jail those doctors! The patients too!

Planning Commission meeting, closure of Gilman Sprgs rd.

Nov 3, 2010

My name is Francois Choquette. I have submitted a letter with attachments opposing the re-rerouting, and ultimate closure of Gilman Springs road.

I will address some necessary remediation, which I believe will make the road safer.

The road has a higher incidence of accidents. Why is that?

The cult leader Mr. David Miscavige does not like the noise on the road. I've been told that this is the primary reason as to why he wants the road closed. He also likes to get his own way.

The road was modified years ago to introduce deliberate Zig-Zags and Islands that force people to slow down to reduce noise. I don't think they're doin' it right.

Protesters are greeted by technical assault using 360 deg. sprinklers, to discourage them from protesting, with complete disregard to their safety and other motorists

Cameras with bright lights are aimed at the motorists (IN THE CURVES) to record faces and plate numbers. Back in 1996, Commissioner Hoffman of the Planning Commission, complained about lights shining directly on the incoming traffic and asked to have those removed over a decade ago.

More sprinklers were installed last December on the side of the road, encroached without permit. I asked that the project to stop, but my request was mostly ignored, except for them having to get a permit to complete the installation.

There is now over one mile of high flow sprinklers 360 deg sprinklers, violating the original 1992 requirement for low volume irrigation and drought tolerant plants. (Conditional Use Permit #2943)

Scientology has a history of ignoring "Wog laws", worldwide. The origin of these violations comes from Mr. David Miscavige, the cult leader of Scientology.

I ask that the sprinklers be removed, the face plate camera and bright lights removed and that they remove all encroachments including fences on the right-of-way in order to allow a future straightening of the road (at Scientology's expense). I also ask that you impose the fine that would normally be imposed for such violations.

Building Management Services  
19625 Gilman Springs Road  
Gilman Hot Springs, CA 92583  
GPA1091-App/Owner

Samuel Alhadeff  
41607 Margarita Road, Suite 103  
Temecula, CA 92591  
GPA1091-Representative