



WHEN PAST AND PRESENT COLLIDE

One resident's struggle to reopen the National Forest to off-road recreation

By **JOE ROSEN**
Trilogy resident
Founder Cleveland Caretakers

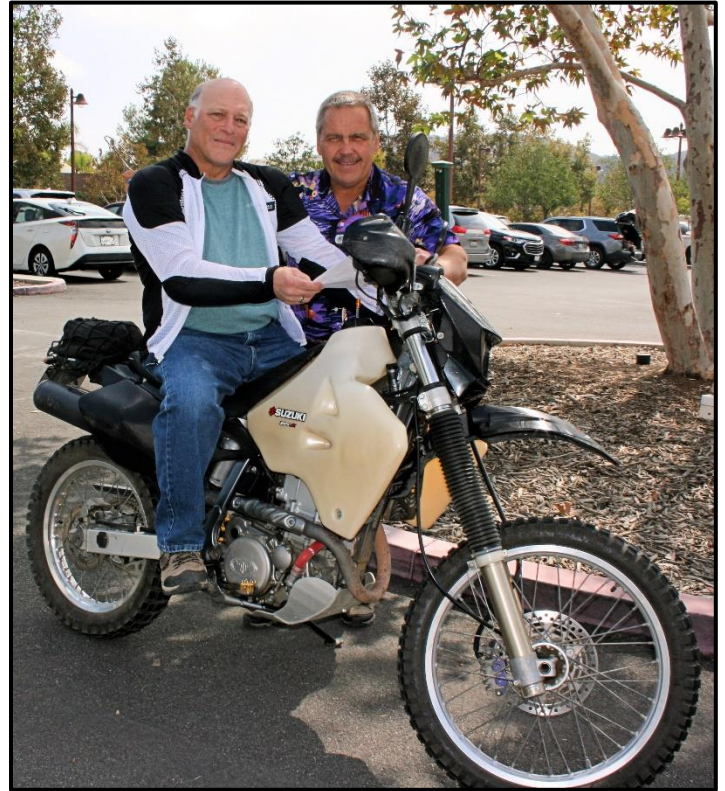
I moved from **Orange County** to **Temescal Valley** three years ago. Being an outdoors enthusiast with both motorized and non-motorized recreational vehicles, I was curious what roads and trails were available in the area. **Cleveland National Forest** looked like it might be full of fun roads and trails similar to the many other national forests in California.

Research of Cleveland showed four trailheads from the Inland Empire. **Skyline Drive**, **Bedford Motor Way** (forest road 4S03), **Indian Truck Trail** (forest road 5S01), and **Main Divide** (forest road 3S04) at **Long Canyon** next to **Blue Jay Campground** near **Lake Elsinore**.

My first adventures were on my mountain bike. The first thing I noticed was parking wasn't much of a consideration at any of the trailheads. Skyline has parking only on **Foothill Parkway**, and since COVID the number of visitors to Skyline has grown exponentially. It's almost impossible to find parking on the weekends. Bedford Motor Way is a private road from Knabe to the forest gate, so no parking at all. The Indian Truck Trail Trailhead is on a short street some cars can park on. Main Divide at Long Canyon has a turnout visitors use for parking.

The next thing I noticed is every road into Cleveland goes straight up. I once drove up Bedford Motor Way to the forest gate and quickly discovered attempting to mountain bike up would be futile. When I tried biking up Indian Truck Trail, I was getting tired by the time I reached the forest gate. Less than halfway up I could climb no more, so turned around and came back down.

It was obvious the climbs were just too hard and I would never be able to bike or hike to **Santiago Peak**. I also tried road riding, but Temescal Valley is still very bike unfriendly for such a rapidly expanding area. Some newer roads, like **Campbell**



CARING ACTION: Joe Rosen, on bike, signs up Temescal Valley resident Bob Hafner for the Cleveland Caretakers group he founded months ago to provide volunteer labor in cleaning up the remains of the Holy Fire in the Santa Ana Mountains.

Ranch Road, don't have bike lanes. Considering how young all the developments in Temescal Valley are, the lack of bike lanes is shocking.

While mulling around the thought of investing \$5,000 or more in an electric assisted mountain bike, a friend brought over his dual-purpose motorcycles (street legal with off-road capabilities), so we could see how they worked exploring Cleveland's expanse. With the steep climbs no longer an issue, we easily rode up Bedford Motor Way to Main Divide, then a few more miles on Main Divide. I had so much fun riding a motorcycle on dirt again I bought my own dual-purpose motorcycle a few weeks later.

Riding up and down and all around Cleveland on the motorcycle was amazing. It was like reliving a long-lost young adulthood. I hadn't been exploring Cleveland for long when in July 2021 a resident on Bedford Motor Way put up a gate blocking access for motorized vehicles into Cleveland. It was immediate, unannounced, and for a variety of questionable reasons. When I inquired with the **US Forest Service (USFS)** about it, they acknowledged the installation of the gate and were planning on working with the resident on the issue.

WHAT'S INSIDE

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- **Changes for LEAPS related at MAC meeting**
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OFF-ROAD RECREATION . . .

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With Bedford Motorway inaccessible, I asked the USFS why Indian Truck Trail had been closed so long. And why the date of reopening on their website was moving another year forward year after year. They initially responded Indian Truck Trail still needed work since sustaining damage in the **Holy Fire** in August of 2018. No information was available as to when, or if, either Bedford Motor Way or Indian Truck Trail would be reopened.

Not long after that **Kevin Jeffries** (Riverside County Supervisor) gave a planning presentation to my community. I asked Mr. Jeffries if he knew about the gate on Bedford Motor Way. He acknowledged knowing of the situation and reasoned there wasn't enough public outcry to get the attention of people who can take appropriate action. He alluded to an agreement between the resident and the USFS to open the gate when they need it opened, and that seemed good enough for the USFS. That agreement was later confirmed by the resident. Mr. Jeffries put me in touch with his Chief of Staff **Jeff Greene**, who was given the responsibility to address the Bedford Motor Way gate.

AGENCIES BLAME EACH OTHER

After speaking with Mr. Greene, and again to the USFS, the Bedford Motor Way gate was seen as the other agency's problem. The county believed the USFS had a responsibility to ensure public access to Cleveland was maintained. The USFS believed because Bedford Motor Way was a county road, it was not their responsibility. They actually both have culpability.

During this time, I posted to "**We Are Temescal Valley**" on Facebook about my dilemma with public motorized access to Cleveland. The response from the local communities was remarkably large. The resident who put up the gate on Bedford Motor Way even commented. He was making an attempt to explain why the gate was installed. But when he got pushback from the community his words got aggressive. As it goes with social media, equally aggressive responses were immediate. It escalated quickly.

The public has a basic misunderstanding about Bedford Motor Way. It has been a private road for a long time. Its connection to accessing Cleveland is irrelevant. Moreover, the county was unable to confirm any easements on Bedford Motor Way other than when The Retreat development acquired a few. The county was able to confirm parcels west of the north end of The Retreat do not have easements, including the resident with the gate.

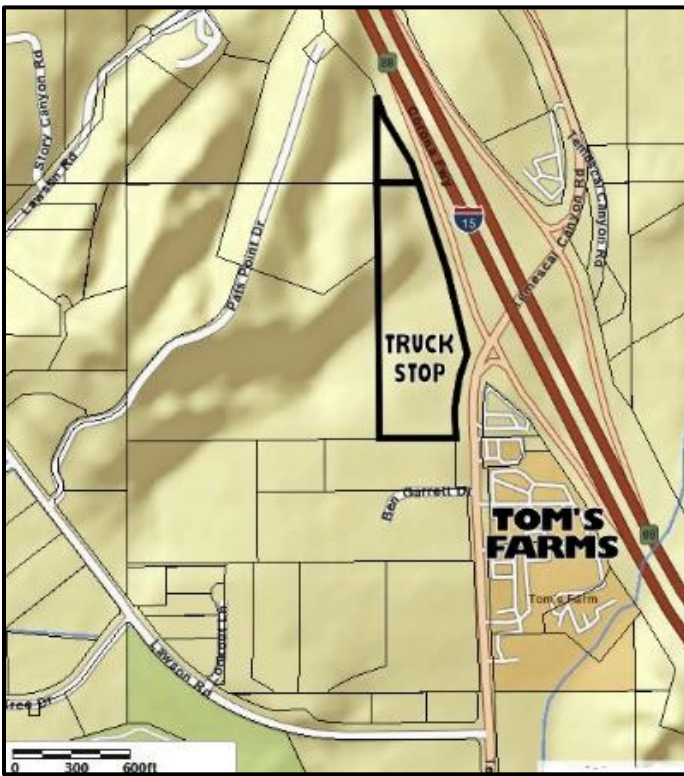
IS IT PUBLIC OR IS IT PRIVATE?

The disconnect is most people in both government and the public I've been in contact with believe Bedford Motor Way is an official public entry into Cleveland. The resident with the gate says Bedford Motor Way is private property and he has a right to install a gate and prohibit access. He alleges having to prove that fact in court to overturn a traffic citation he was issued by a USFS ranger.

Who is right? The resident or the public? The answer is neither.

The residential Bedford Motor Way has never officially been a connection to the forest Bedford Motor Way. It's a private road so therefore officially irrelevant. Also consider the inability to confirm easements along the entirety of Bedford Motor Way. We can't know if the one gate comes down another might not go up. Really, until now, the kindness of residents is all that has kept Bedford Motor Way available to the public.

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SERVICING TRUCKS: The county has received A pre-application for the location of a truck stop adjacent to freeway off-ramp.

Truck stop proposed west of the I-15 TCR off-ramp

A county Planning Department Pre-Application Review (PAR 22056) is being sought to construct a commercial center and truck stop on 11.15 acres just west of the I-15 southbound Temescal Canyon Road off-ramp.

The two parcels are adjacent to **Mission Clay Products** on the south and **Corona-Norco Unified School District** property on the west.

Planned for the first parcel are a convenience store building with a 5,000-square-foot food court, a 1,300-square-foot lounge, and a 6,200-square-foot convenience store. Also planned is a gas station with seven diesel bays and an eight multiple product dispenser canopy. The second parcel calls for a 4,300-square-foot fast food restaurant with drive-thru service.

Applicants are **Richard Hoy** of the **Omni Development Group** and **Leticia Alvarez** of **Kimley-Horn** consultants.

Fire Station 64 responds to 161 calls for service during August

According to County Fire/Cal Fire **Capt. Joe Reilly**, here are the August calls for **Temescal Valley's Station 64** located in Sycamore Creek.

During August the station responded to **161** calls for service with 73 percent or **118** of the calls being for medical assistance. Other calls were **14** traffic collisions, **12** public service assists, **8** false alarms, **3** miscellaneous calls, **2** wildland fires, **2** vehicle fires, **1** standby, and **1** "other" fire.

The report indicated the station had an average **5.8-minute** response time for both Code 2 and Code 3 calls with 46 percent or **74** calls responded to in 5 minutes or less.

Got a gripe? Need an answer? Have an opinion?
Sound off here. Send your submittal to
WeAreTV.org@gmail.com

This Month:

Call to action? Just do it!

By **JANNLEE WATSON**

Communications Director, We Are Temescal Valley

Remember last month when we encouraged everyone to send an email to RCTC telling the county's transportation agency Temescal Valley wants a fixed bus route? With gratitude to the about 30 of you who complied – that effort has paid off!

Everyone who sent an email received an email last week from **Jennifer Nguyen**, planning director for **Riverside Transit Agency**. She said a study would be completed later this year geared to improving county bus service and ridership. She said RTA will reach out to Temescal Valley residents for additional information and feedback.

It does seem ridiculous that with over 26,000 residents Temescal Valley does not have a fixed bus route. Additionally, the county's **Dial-A-Ride** program for seniors and folks with disabilities only is available to people living within three-quarters of a mile of a fixed route. Having two senior communities in Temescal Valley and an assisted living center coming soon, only underscores the need.

Tracy Davis and I attended the RCTC virtual public hearing held last month for the purpose of gathering info on the county's transit needs. We both commented about the need of a fixed bus route for our community and mentioned they probably had received emails from our Temescal Valley neighbors. As it turned out, comments from Temescal Valley far out-numbered others received.

It was a short time later and through the grapevine I learned our email campaign had an impact and we would be included in the analysis to determine need. All your emails led a county official to ask a resident involved in local transportation matters, "What's up with Temescal Valley?" Easy answer? We're active and involved.

When the **We Are Temescal Valley** group issues a "call to action," it usually only involves sending an email. It's such a small, simple, non-time-consuming action that can yield big results!

We still don't know the outcome of our request for a fixed bus route, but the emails gave us recognition and called attention to a county service we are lacking.



Did you know We Are Temescal Valley has a Facebook page? Over 11,500 members and a great assortment of news, tidbits and events happening throughout our Valley.

<https://www.facebook.com/groups/682232085156639/>

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However, the privacy of parcels overlapping Bedford Motor Way is also irrelevant. Because Bedford Motor Way residents have been so kind allowing the public to pass for more than 70 years, legal arguments are triggered preventing a parcel owner from suddenly prohibiting access to the road. Based on the fact the public has knowingly been allowed to use Bedford Motor Way for 70-plus years, the gate installed on Bedford Motor Way cannot be legal regardless if it's private property. It's now up to the USFS and Riverside County to determine who takes the responsibility for taking action. Although I had hoped for a coordinated effort from the two agencies.

Since my encounters with the resident had been the only friendly encounters with the resident, I offered to meet with him and attempt to work something out fairly and amicably. Carrying incentive offers Mr. Greene had provided from the county, I met with the resident to discuss the situation.

MEETING WITH RESIDENT WENT WELL

Our conversation was pleasant and polite. His reasons for installing the gate appeared addressable. The only exception being the encounter with the USFS previously mentioned. He is upset the citation forced him into investing in an attorney to prove the road was private. Still, our overall conversation was encouraging. I gave him Mr. Greene's contact info and said Mr. Greene is waiting for his call. I've given him Mr. Greene's contact information twice now, several weeks apart, and he has yet to make contact.

The We Are Temescal Valley post garnered considerable attention. People in our communities were upset, frustrated, and disappointed. They've watched forest inclusion turn into forest exclusion at these key trailheads over the last couple of decades. After months of research, the reasons why motorized vehicles were now completely locked out of Cleveland had become clear.

20 YEARS AGO, FOREST ACCESS WAS EASY

Starting in the early 2000s, real estate development in Corona and Temescal Valley exploded. It was happening up and down the valley, and still is. The core of the issue is the boundaries of unincorporated county areas, the city of Corona, and Cleveland National Forest, are all shared. One must first drive on a city or county road to get to the forest road gate. Before all the real estate developments, nobody cared how vehicles got into Cleveland because the developments did not exist. All trailheads were easily accessible from several places, and the few residents living in the area at the time were mostly accommodating to vehicles passing through to Cleveland.

The problem we now face happened because neither city nor county officials responsible for oversight of real estate development ever considered maintaining motorized access to Cleveland. Skyline Drive is the poster child for failing to accommodate vehicle access to Cleveland. Current and future real estate developments still don't. Hiking and biking are receiving lots of attention but maintaining motorized access to Cleveland is nowhere to be found. The USFS sees this as a city and county problem and does not want to be involved unless it means maintaining its own access to the roads. The county has acknowledged the past planning failures but doesn't have a plan how to fix it after the fact.

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OFF-ROAD RECREATION . . .

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Discussions with the county indicated there was general consensus among city planners and developers that Indian Truck Trail and Bedford Motor Way would always be available for motorized access to Cleveland. It never entered their minds that a wildfire would close Indian Truck Trail indefinitely or ignoring missing easements on Bedford Motor Way and closing Skyline to vehicles could ever be a problem.

And it wasn't a problem, until it was. The Holy Fire raged through Cleveland in August 2018. Among other roads in the path of the fire, Indian Truck Trail had to be closed. With Skyline closed to motorized vehicles, and now Indian Truck Trail closed to motorized vehicles, the only way up for motorized vehicles was Bedford. It's not hard to understand traffic on Bedford Motor Way increased when Indian Truck Trail closed.

Continuing the assumption easements don't exist on Bedford Motor Way except a few for The Retreat, as previously mentioned, Bedford Motor Way residents have been very accommodating for over 70 years allowing vehicles to pass. But after the Holy Fire closed Indian Truck Trail, all vehicles looking to access Cleveland had only Bedford Motor Way available. Some users were not being respectful, so it could be expected a resident would get upset enough to put up a gate. Therefore, Indian Truck Trail's multi-year closure shares responsibility for the gate on Bedford Motor Way being installed.

CLEVELAND ACCESS NOT PLANNING PRIORITY

As urban sprawl continued to claw its way into Corona and Temescal Valley, and real estate developments kept popping up like dandelions, maintaining motorized vehicle access to Cleveland was clearly not considered by city planners in the hurry to build. And as far as I can tell is still not being considered with new developments currently under construction (i.e., Bedford and Bedford Marketplace), or future developments in the planning stages, according to officials. Considering how frustrated and angry the public is on both sides of the issue, the whole situation is rather appalling.

Unsure what I could do about the gate on Bedford Motor Way, I turned my attention to Indian Truck Trail. Regular maintenance is crucial to keep forest roads and trails open. Volunteers everywhere commit their time and effort to help with maintenance so the rest of us can enjoy safe and well-marked roads and trails. I thought, "If the USFS needs more resources, then the public should be able to provide." I started the **Cleveland Caretakers** specifically to provide volunteer resources to assist with reopening Indian truck Trail and keeping it open.

It didn't take long to get people on board. Once we were about 15 strong (we're over 40 now if I count the willing youngsters), I approached the USFS to offer our volunteer help to clear Indian Truck Trail and get it reopened. That was early spring 2022. They thanked us for the offer but declined. I found that odd considering the biggest showstopper for the USFS was lack of available resources.

Shortly thereafter, **The Press-Enterprise** ran an article showing a photo of **Aaron Sappenfield**, Ph.D., P.G., standing in front of the Indian Truck Trail gate. In the article, Dr. Sappenfield explained everything I have been on a mission to correct, and his own frustration with the lockout.



VIEW SLIDE PRESENTATION: There was no slide presentation by Bluewater at the MAC meeting. We received this presentation for Temescal Valley via email after the meeting.

<https://www.wearetv.org/blog/docs/macpp.pdf>

Bluewater tells MAC about major changes to LEAPS

Representatives from **Bluewater Renewable Energy**, speaking at the **Temescal Valley Municipal Advisory Council** meeting earlier this month, related changes they plan to make to the **Lake Elsinore Advanced Pumped Storage** project.

Paul Anderson, Bluewater's sustainability vice president, and **David Pfeiffer**, the company's president and CEO, said Bluewater is the owner of **Nevada Hydro Company** and the project name will change from LEAPS to **Bluewater Renewable Energy Storage Project**.

The plan still calls for water from Lake Elsinore to be pumped at night into a reservoir to be constructed above the lake in **Decker Canyon** and then returned via gravity to generate electricity through turbines.

Instead of two sets of transmission lines, the lines running southwest to connect with **San Diego Gas & Electric** lines have been scrapped and the route of the lines through Temescal Valley has changed.

Instead of running between **Sycamore Creek** and **Glen Eden** to connect to the **Southern California Edison** lines above **Lee Lake**, the new route roughly follows Grand Avenue and Lake Street, running close to **Horsethief Canyon Ranch** to connect to the yet-to-be-approved **Alberhill Substation**.

SCE wants to build the substation on land it owns at the corner of Temescal Canyon and Concordia Ranch roads east of the I-15 and across the freeway from the Horsethief community.

Anderson told the MAC audience other changes would be to reduce the lines from 500kV to 230kV to allow undergrounding but as with the new route, Bluewater can't yet provide exact details on the route or if all the lines will be underground. "We're sure **Pechanga** will have input into the specifics," Anderson said.

He indicated another change would be to increase the capacity of the upper reservoir in Decker Canyon, from 5,750 acre-feet to 7,000 acre-feet, to store additional water to maintain lake levels during drought. He said the reservoir's footprint would remain the same because constructing it as an inverted pyramid would allow an increase in the amount of water but not the footprint.

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BLUEWATER CHANGES . . .

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People questioned from where the water would come to assure the lake's target level of 1,240 feet. Anderson said Bluewater would pay **Elsinore Valley Municipal Water District** and **Western Municipal Water District** to provide the water.

EVMWD General Manager **Greg Thomas**, in email communication after the meeting, acknowledged the water would come from the district if the project were approved. "I will be chatting with our wholesalers over the next months," Thomas said.

Anderson said the project would provide the lake with the much-needed oxygen it now lacks, and that the nutrient-rich water would benefit from a new or enhanced water treatment facility to improve the quality of the reclaimed water that flows into the lake.

Anderson said because the **Federal Energy Regulatory Commission** in December dismissed Nevada Hydro's license application for LEAPS "without prejudice," Bluewater will resubmit a license application sometime this fall. That application will include all the new changes.

When asked, he didn't know if the old FERC docket number of **P-15261-000** would still be used or if a new one would be issued. Likewise, he couldn't say if the work done thus far on the **Environmental Impact Statement** would have to be redone but suspected it would because of the changes Bluewater made to the plan.

He didn't appear bothered by the Alberhill Substation's lack of **California Public Utility Commission** approval. He acknowledged years ago Edison and Nevada Hydro had entered into a **Large Generator Interconnect Agreement** and that's where the lines would connect. Read SCE's September 2017 letter to FERC:

<http://www.wearetv.org/blog/docs/SCE.pdf>

If the license application is accepted and the project approved, and everything proceeds as smoothly as possible, Anderson said the project could be operational by 2030.

He said Bluewater plans to have an open house event in Lake Elsinore soon and he'll make sure Temescal Valley receives an invitation.



NEW ROUTE: Among changes, Bluewater said the transmission lines will connect at Alberhill Substation.



NO TRESPASSING: Camera catches dirt-bikers stopped by the gate on Bedford Motor Way.

OFF-ROAD RECREATION . . .

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I got in touch with Dr. Sappenfield and we joined forces. Dr. Sappenfield put me in touch with **Amy Granat**, Director of **California Off-Road Vehicle Association (CORVA)**. Both Dr. Sappenfield and Ms. Granat speak the USFS language and know their policies. They've been tremendous help with deciphering the USFS dialog.

On April 29, Dr. Sappenfield and I attended a field visit with the USFS at Indian Truck Trail to discuss the road conditions and needed maintenance. During the field visit the USFS spoke encouragingly about reopening Indian Truck Trail. Including using volunteers. The USFS said COVID had interrupted the volunteer program, but it would be restarting. Once it restarts, the Caretakers can sign on. It was a much more positive message than before. We also asked about the resident with the gate and they agreed they needed to engage. No reasoning was given as to why they had not engaged with the resident up to then.

Something else interesting is the USFS doesn't use Indian Truck Trail. It's an older road and not originally built to accommodate their big trucks and other heavy equipment. They have an agreement with the Bedford Motor Way resident to open his gate when needed, and the keys and combinations to all the other gates. That means the only reason to direct funds and resources to Indian Truck Trail would be to satisfy the public's desire to use it for recreation. That begged the question of Indian Truck Trail's priority on the USFS's maintenance list. One senior USFS official said it was high, another said it was not on the priority list. We didn't know what to think.

After several attempts to follow-up the April 29 meeting, in August I finally received an email from the USFS. Without warning, the final word from the USFS was Indian Truck Trail would remain closed until the USFS could find the funding and resources to reopen it. They made it sound like it would be years before Indian Truck Trail would reopen, if ever. A total reversal of the encouraging discussion we had April 29 at the field visit.

A little stunned, we pursued the matter through our local congressional office. I had started copying Congressman **Ken Calvert's** senior advisor, **Jason Gagnon**, on several correspondence. Mr. Gagnon was kind enough to invite me to attend a meeting with Rep. Calvert, the USFS, and Jeff Greene. Dr. Sappenfield was also able to attend.

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Here's the latest on the Alberhill Substation

With **Bluewater Renewable Energy** looking to have the transmission lines from its Lake Elsinore hydroelectric project connect to the proposed **Alberhill Substation**, we thought it was a good idea to obtain an update on the **Southern California Edison** project.

It's been four years and several studies since the **California Public Utilities Commission** took no action on the Alberhill Substation proposal but left the project open, instructing SCE to provide new evidence indicating a need for the substation based on more reliable projections of electrical demand.

The 34-acre substation is targeted for 124 acres of land SCE owns at the corner of Temescal Canyon and Concordia Ranch roads east of the I-15 and across the freeway from the about 1,900-home **Horsethief Canyon Ranch** neighborhood.

Because of the substation's proximity to Horsethief, the location has been opposed by the **We Are Temescal Valley Development Committee** which suggested an alternative location near Walker Canyon Road and Hill Top Drive, north of the I-15 in an unincorporated county area.

We contacted **Joyce Steingass** with the **Energy Division** of the California Public Utilities Commission and project manager for the Alberhill Substation. We asked her what steps are left in the process before the project is placed on an agenda for CPUC approval and if there are no delays because of unforeseen circumstances, how soon could that happen? Here is her response.

"My understanding is that Southern California Edison is preparing a design change for their proposed project. Their next step is to prepare the necessary documents for an amended Application and an amended Proponent's Environmental Assessment (PEA), that they would file/serve to the CPUC.

"I do not have a schedule yet from SCE on the date by which SCE will transmit these documents for review. But, likely, it would be toward the end of the year (2022).

"The SCE design change impacts the 500kV switchrack portion of the proposed Alberhill Substation. SCE will change it from a gas-insulated switchrack to an air-insulated switchrack.

"My understanding is that Edison would not make other changes to other elements of the overall Alberhill System Project (i.e., transmission and subtransmission lines, distribution, and telecommunications lines, etc.) because of this design change. SCE has stated that the load-serving capacity of the new substation upon initial installation remains unchanged as well.

"Once commission staff receives the amended application and amended PEA, the staff would analyze these documents, assess them as part of the environmental review, and determine the appropriate CEQA document to prepare, whether a supplemental Environmental Impact Report or an Addendum to the final environmental impact report.

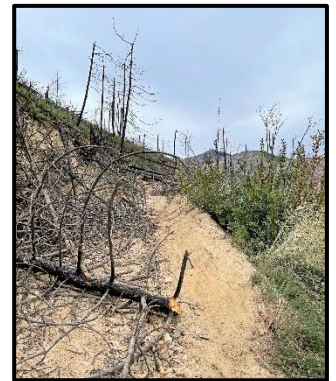
"That process is contingent on the amount of information to review, and the CEQA guidelines. It may take a period of months or up to a year, after the SCE filing is received. We would know more specifics later this year."



DEVASTATION: Recent photos show how impactful the 2018 Holy Fire was to the Cleveland National Forest.

OFF-ROAD RECREATION . . . CONTINUED FROM PREVIOUS PAGE

The meeting went fairly well. There was both consensus and debate, resulting in a basic action plan. More encouraging was the strong consensus Indian Truck Trail needed to reopen and the resident's gate needed to be removed. The USFS again offered to reach out to the resident. And I'm happy to report they finally did this time. We were a little less encouraged by what felt like a new agenda being presented by the USFS. We also encountered more discrepancies with previous conversations. All making our encounters with the USFS feel more political than productive.



Since the meeting, however, it looks like we're moving forward again. The USFS has opened the door to the Caretakers to volunteer for Indian Truck Trail. So that process is finally underway. And the USFS responded to the request to provide an estimate for reopening Indian Truck Trail, and for recurring maintenance. The numbers were surprisingly low considering the exponentially higher numbers quoted in previous estimates they had provided. Reopening both Indian Truck Trail and Bedford Motor Way now seems very doable.

The Cleveland Caretakers are looking forward to next steps volunteering with the USFS at Indian Truck Trail, and hearing news from Riverside County and/or the USFS about the resident's gate. Just a few more steps and two roads into Cleveland can be reopened to vehicles!



Anyone wishing to sign on with the Caretakers can reach me via phone, email or FB Messenger:

714-300-9905

joseph_a_rosen@yahoo.com

Q&A WITH BLUEWATER ABOUT HYDRO PROJECT

Paul Anderson, Bluewater's sustainability vice president, answered these questions via email prior to his appearance at the Sept. 14 Temescal Valley Municipal Advisory Council meeting.

Q. Is it possible to get a more defined illustration of the route of the northern lines? Our concern is the lines' proximity to Temescal Valley's Horsethief Canyon Ranch and Lemon Grove communities, and where the lines will be placed underground.

A. The routing that will be included in our application is not what we would consider "detailed routing," but rather a line on a map to start discussions with stakeholders and others. We would welcome an opportunity to discuss routing to potentially affected stakeholders.

Q. You say the final license application will be resubmitted to FERC this fall. Do you have a specific month in your timeline?

A. We are hoping to meet with FERC to discuss process around re-filing of our application. If/when we can set up that meeting, we will have a better idea of timeline for application and next steps.

Q. Is Bluewater Renewable Energy LLC the same company as Bluewater Renewable Development LLC that on Feb. 7, 2022, filed an application for a preliminary permit with FERC to build the Blue Water Energy Storage Project at Lake Elsinore?

A. Bluewater Renewable Energy LLC is a new company.

Q. When did Bluewater Renewable Energy LLC become affiliated with The Nevada Hydro Company? Did Bluewater purchase NHC? If not, how did the relationship evolve.

A. Bluewater holds the majority shares of Nevada Hydro which were part of the settlement agreement between Daytona Power and the former owners of Nevada Hydro.

393 local calls for Sheriff in August

Lt. Sarah Mack, with the **Lake Elsinore Sheriff's Station**, has provided information on Part I crimes that occurred here during **August and July**.

The station received **393 calls** for service from Temescal Valley during August – **37 fewer** than received in July.

Twenty-six calls in August and **22** calls in July were for Part I crimes. No homicides, arsons, robberies, or sex crimes were reported for the two-month period. Here's the breakdown:

Assault – 7 in August and 2 in July.

Burglary – 3 and 2.

Grand/Petty Theft – 14 and 11.

Theft from Vehicle – 1 and 1.

Vehicle Theft – 1 and 6.

There were four arrests in August – Two felonies -- one for robbery and one for corporal injury to a spouse, and two misdemeanors – a warrant and one for drunk in public.

July also saw four arrests – Two felonies for burglary and two misdemeanors including possession of drug paraphernalia, and malicious mischief.

There were **nine vandalism**s reported for August and **six** for July. **Disturbing the peace** calls numbered **31** for August and **34** for July.



EASY-PEASY: Catalytic converters can be removed from a vehicle in only a few minutes.

Protect yourself against catalytic converter thefts

With the number of catalytic converter thefts reported in Temescal Valley, we thought this information from **Allstate Insurance Co.** was helpful in explaining why the auto part is coveted by thieves and what can be done to deter the thefts.

What is a catalytic converter?

Catalytic converters are designed to act as a line of defense against harmful exhaust emissions by turning pollutants into harmless gasses. The technology used in these emission control devices includes many precious metals — like platinum, palladium or rhodium – making them a valuable item to steal.

Why do people steal catalytic converters?

In the current market, catalytic converters can be resold to recyclers for as little as \$50 or to precious metal dealers for as much as thousands of dollars per ounce.

Because advanced models of catalytic converters include even more precious metals than older models, thieves have an increasingly attractive opportunity to make quick cash.

Experienced thieves can remove a catalytic converter in minutes, especially with modern power tools. Plus, there are no tracking systems on a catalytic converter.

Cars that are often targeted for theft

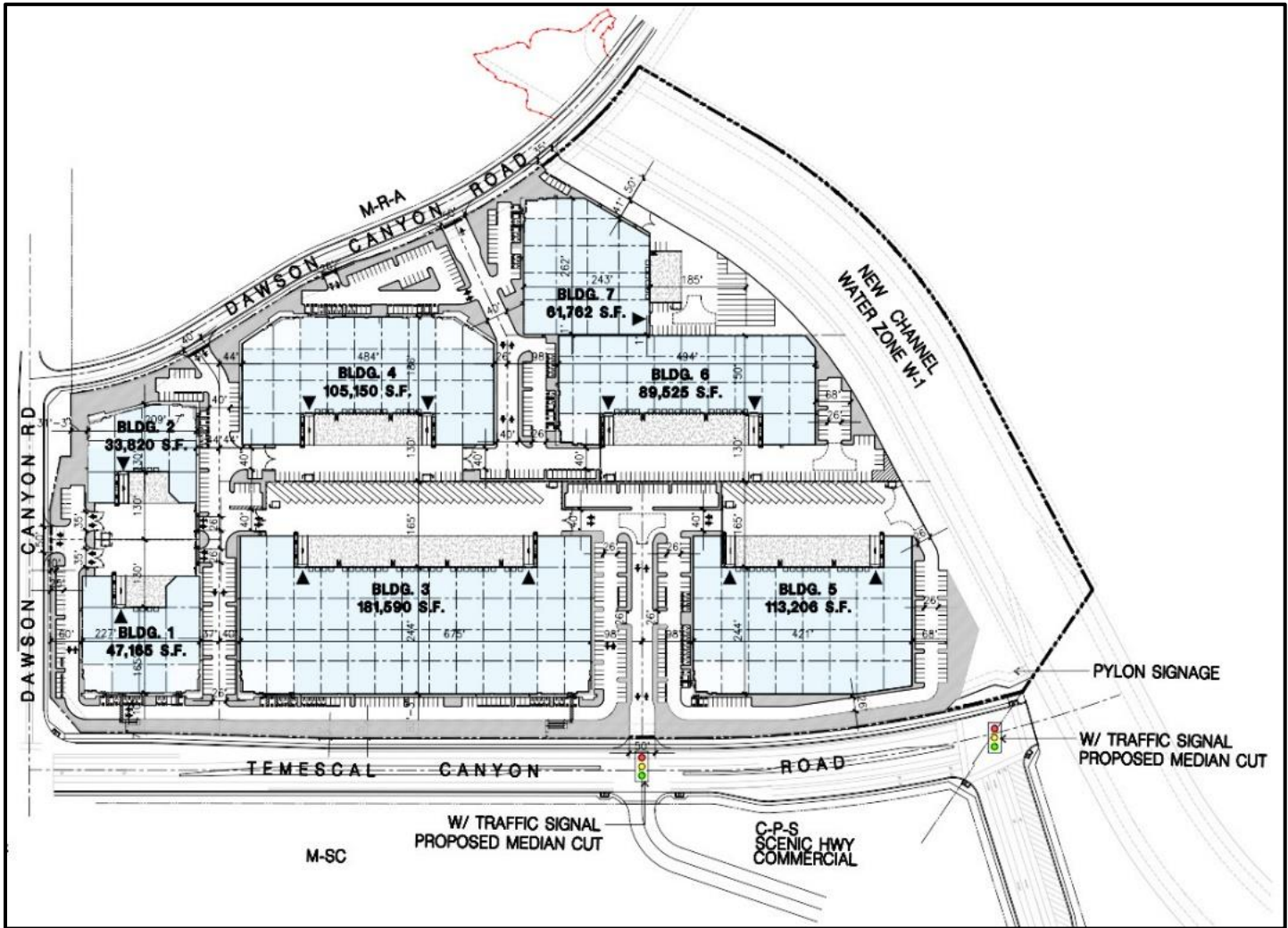
Fuel-powered vehicles manufactured after 1974 have catalytic converters, so there are a lot of cars on the road that might appeal to catalytic converter thieves. However, thieves often target taller vehicles, like pickup trucks or SUVs, because they can easily fit under the vehicle to access the catalytic converter. Hybrids also are targeted.

5 ways to protect against catalytic converter theft

Consider these tips to help protect your car from catalytic converter theft:

- Etch your license plate number or VIN onto your catalytic converter — this may help alert a scrap dealer that it was stolen and make it easier to identify the owner.
- Park in well-lit areas close to public entrances, regularly move your car's spot or use a closed garage.
- Install an anti-theft device
- Install motion-sensitive lights, cameras in your parking area
- Paint your catalytic converter to deter buyers

PROJECT TO REPLACE AMAZON ANNOUNCED



Proficiency plans 7-building industrial complex with no retail

Proficiency Capital LLC has new plans for its 46-acre property on the southeast corner of Temescal Canyon and Dawson Canyon roads since **Amazon** announced in June it would not be locating a last-mile distribution center there.

Matt Englhard, Proficiency vice president, last week told members of the **We Are Temescal Valley Development Committee** the new plan is similar to the layout proposed prior to the interest shown by Amazon.

Proficiency wants to place seven industrial/warehouse-type buildings on the property ranging in size from 33,820 square feet to 181,590 square feet. Unlike the earlier plan, this one does not have the small retail component -- gas station/car wash, convenience store and two fast-food restaurants.

"I see this center being very much like the Wildrose Business Park," Englhard told committee members.

He said the tilt-up buildings would range in height between 38 and 45 feet. Proficiency will follow recommendations outlined in the **Temescal Valley Design Guidelines** and use colors of an earth-toned palette.

Englhard said only the site plan has been submitted to the county because all traffic studies made during the COVID lockdown are required to be redone. "We should have the draft traffic impact analysis by the end of the week and hope to have everything submitted to the county by the end of October."

He doesn't know exactly how much of the environmental impact report will have to be redone but obviously any element that would be impacted by changes in the traffic studies.

As did the two earlier plans, the latest version would see improvements made to Dawson Canyon and Temescal Canyon roads. Proficiency still plans a T-

intersection for Temescal Canyon Road where it goes north under the freeway and joins what will be a new six-lane road that will traverse the 489-acre **Serrano Commerce Center** industrial complex when it is constructed.

A few committee members balked at the idea of no retail. Englhard said marketing studies show there are not enough people in the area to support retail business.

Isa Bahu, owner of the **Shell Station** across the street from the Proficiency property, agreed, saying it was sad to see all the business failures in the area. He said he has room on his property and if residents wanted retail, he'd be happy to attempt to add it.

Development Committee Chairman **Jerry Sincich** reminded committee members, "Proficiency's current plan has not gone through a complete review with the county and as such is subject to change."



Planning Commission approves assisted living center

After months of delay and nearly three years since the project was first presented, **Glen Ivy Senior Living** was approved at the Sept. 21 meeting of the **Riverside County Planning Commission**.

The project, to be constructed on about 10 acres at the southwest corner of **Temescal Canyon Road** and **Trilogy Parkway**, will have 109 assisted living units, 32 memory care living units (for a total of 141 assisted living units), and 75 independent living.

Joel Morse of **T&B Planning** addressed the commission representing property owner **Ben Day**. Morse said the development will create about 180 new jobs and will generate less traffic than residential or commercial projects. He also noted the project will contribute **\$88,000** in Transportation Uniform Mitigation Fees to the county and will make roadway improvements along Trilogy Parkway and Temescal Canyon Road.

Morse said, based on the **Temescal Valley Design Guidelines**, the buildings were required to be Mission or Early American style, and the development team chose an early-American farmhouse style similar to the look of the **Glen Ivy Hotel** in the late 1890s.

Planning Commissioner **Shade Awad**, who represents the 1st District including Temescal Valley, asked about the construction timeline for the project.

“Now that the property is entitled, the owner will look to sell it to a developer who specializes in senior living and assisted care projects. I’d like to say next week, but that isn’t the case. We don’t know how long that will take,” Morse said.

Awad said he was pleased the community’s Design Guidelines were followed. “I love the historic value of the elevations and the way it looks.”

Recent public hearing delays before county planners were because a carpenter’s union wanting members and apprentices used for the construction was deliberately delaying the hearing by repeatedly questioning the project’s environmental studies.

This is a common tactic some construction unions use to delay the approval process and/or position themselves for potential CEQA lawsuits against the project in hopes of leveraging

agreements from the applicant for use of union labor on the project.

A representative of the carpenters union spoke at the public hearing stating the county should require the use of unionized labor for developments such as this one.

Gary Thornhill, commission vice chairman, said while he was empathetic to the request, he didn’t think the county had the legal authority to make that requirement.

County counsel agreed with Thornhill stating, “It would be challenging to make that requirement a condition of approval.”

HOAs served by EVMWD can get free water-use evaluations

Elsinore Valley Municipal Water District has announced that commercial and large landscape customers, including homeowners associations, are eligible to receive free in-person surveys for landscapes that are more than one acre.

In partnership with **Metropolitan Water District**, a certified landscape auditor will conduct a comprehensive onsite review of the property’s irrigation system and the resulting surveys will provide customers with recommendations to improve landscape and indoor water use efficiency.

Surveys are scheduled on a first-come, first-serve basis so the district encourages its customers to take advantage of the opportunity while funds last. HOAs that would qualify for this free service include **Horsethief Canyon Ranch**, **Lemon Grove**, **Butterfield Estates** and **California Meadows**.

To request a survey, complete an [online application](https://www.waterefficiencysurvey.com/). For more information regarding this free service, go to: <https://www.waterefficiencysurvey.com/>

Check out Supervisor Kevin Jeffries’ website for information on planned and approved development applications.

<https://www.rivcodistrict1.org/District-News/Planning-News>



**We Are Temescal Valley:
Beautification and Identity committees**

**Milkweed to Monarch
Presentations**



Saturday, October 1, 2022

Two presentations: 9 a.m. & 11 a.m.

Each presentation is an hour with additional questions answered before and after.

Topics:

- Monarch plight, Life cycle, and Migration
- Xerces Society: CALL TO ACTION
- Habitat - Why natives and what nectar sources

KEEP IT SIMPLE!

21501 Temescal Canyon Road,
Temescal Valley, CA 92883



Speaker: Tracy Davis, Monarch Enthusiast and Identity Chairwoman

Special Thanks to 7 Oaks for partnering with this project.



WE ARE TEMESCAL VALLEY
invites you to meet the candidates* for

41st Congressional District

32nd Senate District

(Both candidates will attend)

63rd Assembly District

(Both candidates will attend)

Western Municipal Water District

(Division 2 and Division 3)

Thursday, October 13, 2022

6 p.m. to 8:30 p.m.

Glen Ivy Golf Club

24400 Trilogy Parkway, Temescal Valley, 92883

***All candidates were invited to attend; not all candidates responded**



TEMESCAL VALLEY Kids' fun fest & Holiday Craft faire

Saturday, November 5, 10 a.m. - 4 p.m.

Deleo Regional Sports Park
25655 Santiago Canyon Road | Temescal Valley

Rock painting • Crafts table • History contest • Library van
Sidewalk chalk art • Face painting • Halloween candy exchange
Little League • Soccer • 100 Mile Club
and much more! PLUS food trucks!

Crafts & home business booths featuring your
Temescal Valley neighbors

CALLING ALL TEMESCAL VALLEY IN-HOME BUSINESSES & CRAFTERS

Rent A Space For Only \$25!

Temescal Valley residents who have in-home businesses (e.g. consulting, tutoring, sales of jewelry, homemade products, cosmetics, etc. and other multi-level marketing businesses), can bring their own canopy (no larger than 10' x 10'), table and chairs for \$25.

Note: You MUST weigh down your canopy with sandbags or coffee cans filled with cement.

IT'S ALL ABOUT KIDS & KRAFTS SPACE RESERVATION

NAME: _____

BUSINESS NAME: _____

ADDRESS: _____

COMMUNITY: _____ ZIP: _____

CONTACT NAME: _____

PHONE: _____

EMAIL: _____

PLEASE MAKE CHECKS PAYABLE TO: TEMESCAL HERITAGE FOUNDATION

Mail checks to THF, c/o 11762 De Palma Road, Suite 1-C PMB 238, Temescal Valley, CA 92883

For information, contact Tracy Davis at 951-277-3253 or tracycyto@yahoo.com

Volunteers are Always Needed! Email: jannlee.watson@ca.rr.com

We look forward to seeing you there! Faire Facebook Page: <http://goo.gl/M6Ema>

Brought to you by CSA 134

Fall Festival

At Deleo Park



SATURDAY : OCTOBER 15 : 2-5 PM

25655 SANTIAGO CANYON RD, TEMESCAL VALLEY, CA 92883

**COSTUME CONTEST • HAUNTED HOUSE • PUMPKINS
FACE PAINTING • GAMES • CRAFTS • SPOOKY TRAIN
GIVEAWAYS • TRUNK OR TREAT • FAMILY FUN • LIVE DJ**



**FOR MORE INFORMATION ON THIS EVENT OR TO
REGISTER FOR THE TRUNK OR TREAT CONTACT
951.955.3105 OR PAUHERN@RIVCO.ORG**



The Warrior Built Foundation & Mission K9 Rescue ANNUAL CAR & MOTORCYCLE SHOW



- ◆ **Vendors**
- ◆ **Raffles**
- ◆ **Food**
- ◆ **Beer**
- ◆ **Live Music**
- ◆ **Surprise Appearances from K9 Friends**



The Metronator

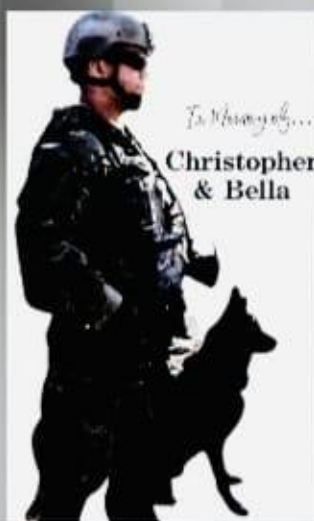


Featuring The 1977 World Champion Top Fuel Dragster

WHEN: Saturday
October 1, 2022

WHERE: Lake Elsinore
Outlets
17600 Collier Ave
Lake Elsinore, CA

TIME: 11am-4pm



Admission: CASH ONLY

- ◆ Adults \$10
- ◆ Children 13 and younger FREE

Vendors & Sponsors

Email:

Veteransfundraiser2022@gmail.com

Phone:

951-847-6719 or 626-497-4569

Thank You to Our Sponsors





TGMA PRESENTS

TRILOGY COMMUNITY GARAGE SALE



**OCTOBER 22, 2022
7:00 A.M. - 1:00 P.M.**

ALL CANYON GATES WILL BE OPEN
ACCORDINGLY.

LOCATED AT THE HOA
TRILOGY AT GLEN IVY
24503 TRILOGY PARKWAY
TEMESCAL VALLEY, CA 92883





— ★ ★ ★ —

**THE ELSINORE
WOMAN'S CLUB AND
THE LAKE ELSINORE
COUNCIL PTSA**

**INVITE YOU TO HEAR FROM
CANIDIDATES RUNNING FOR
ELECTED OFFICE**

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

INVITED CANDIDATES INCLUDE:

LEUSD:

Genie Kelley
Jill Leonard
Christopher McDonald
April Purkiss
Marybeth Slane
Jenette Vanderpool

CITY OF WILDOMAR:

Matthew Baldwin
Charles Jones
Carlos Marquez
Joseph Morabito

EVMWD:

Chance Edmonson
Jimmy Flores

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

**Elsinore Woman's Club
710 W. Graham Ave.
Lake Elsinore
October 5th, 2022 5:30 PM**

— ★ ★ ★ —

Please send your questions for the candidates to EWCFForum@Yahoo.com

COUNTY OF RIVERSIDE

MICROBUSINESS COVID-19 RELIEF GRANT PROGRAM



ELIGIBLE USE OF FUNDS

- ✓ Payroll/Employee Retention
- ✓ Working Capital
- ✓ Purchase of Personal Protective Equipment
- ✓ Rent or Mortgage Payments
- ✓ Paying Vendor Invoices

\$2,500 GRANTS

APPLY AT
WWW.RIVCOBIZHELP.ORG

Grants are awarded on a first-come, first-served basis.

Applications will be accepted through October 31, 2022 at 5pm or until funds are exhausted.

ELIGIBLE MICROBUSINESSES

MUST QUALIFY BASED ON THE FOLLOWING :

- ✓ Less Than 5 Full-Time Employees
- ✓ In Operation Since 12/31/2019
- ✓ Business Must be the Source of Primary Income in 2019
- ✓ Less Than \$50,000 in Revenues in 2019
- ✓ Haven't Previously Received a Small Business Relief Grant from the State of California

Applicants will be notified within 14 business days from point of application submittal as to approval status. Awardees will receive funding once the County of Riverside receives funding from the California Office of the Small Business Advocate which is expected no later than early April 2022.



EMAIL RIVERSIDE COUNTY OFFICE OF ECONOMIC DEVELOPMENT AT BIZINFO@RIVCO.ORG

VISIT WWW.RIVCOBIZHELP.ORG FOR A COMPLETE LISTING OF REQUIREMENTS

FUNDED IN PART THROUGH A GRANT FROM THE CALIFORNIA OFFICE
OF THE SMALL BUSINESS ADVOCATE.



**YOUTH / SENIORS
DISABLED / VETERANS**

**RIDE FOR
25¢**



Beginning August 1 through June 30, 2023, RTA is offering 25-cent bus rides to youth, seniors, disabled and veterans on all bus routes, including CommuterLink! While on board, enjoy free Wi-Fi, USB charging ports, comfortable seating, friendly drivers, and, as always, our commitment to safety wherever you're headed.

Just show your valid ID to receive the discounted fare.



Youth Age 18 and Under



Seniors Age 60 or Above



Disabled Customers and
Medicare Card Holders



Veterans



Cash, coin and Token Transit app payment accepted.
Visit [RiversideTransit.com](https://www.RiversideTransit.com) or call us at (951) 565-5002 for more information or to plan your trip.