

# Schleisman Interchange General Plan Amendment

Bryan Jones  
**City Manager**

Gina Gibson-Williams  
**Community Development Director**



# Background

- City Council Direction

- In March 2019 the City Council directed staff to study the removal of the Schleisman Road interchange at the I-15 Freeway from the City's long-range Circulation Plan.

- Planning Commission Public Hearing

- Two people spoke in support of the GP Amendment (Business Owner & ERHS Principal)
- Planning Commission voted 3-2 to recommend denial of GP Amendment.

# Eastvale Strategic Plan

- Target # 5 | Goal # 5

- Identify additional revenue opportunities

- Target # 6 | Goal # 1

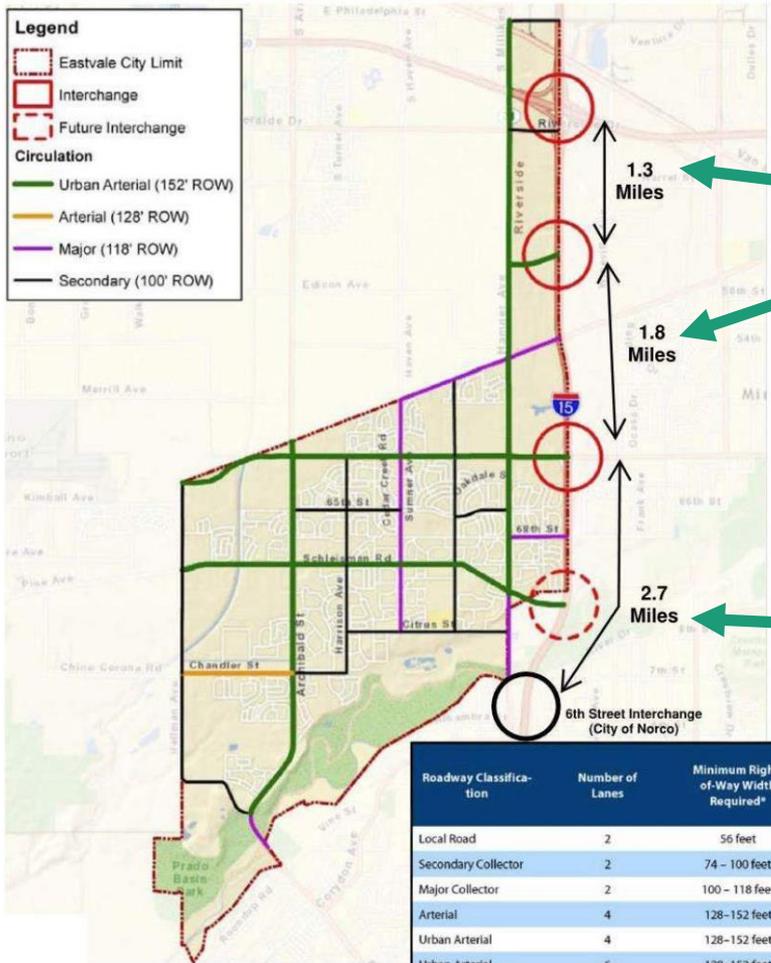
- Evaluate traffic flow related to schools
- Partner with the schools
- Evaluate traffic bottleneck issues
- Recover costs from developers
- Look to develop a connectivity map/master plan
- Strategically update General Plan elements

**Legend**

-  Eastvale City Limit
-  Interchange
-  Future Interchange

**Circulation**

-  Urban Arterial (152' ROW)
-  Arterial (128' ROW)
-  Major (118' ROW)
-  Secondary (100' ROW)



Roadway Classification	Number of Lanes	Minimum Right-of-Way Width Required*
Local Road	2	56 feet
Secondary Collector	2	74 – 100 feet
Major Collector	2	100 – 118 feet
Arterial	4	128–152 feet
Urban Arterial	4	128–152 feet
Urban Arterial	6	128–152 feet

SOURCE: CITY OF EASTVALE GENERAL PLAN  
ADOPTED: MARCH, 2012

Interchange Spacing (Impact of mainline friction)

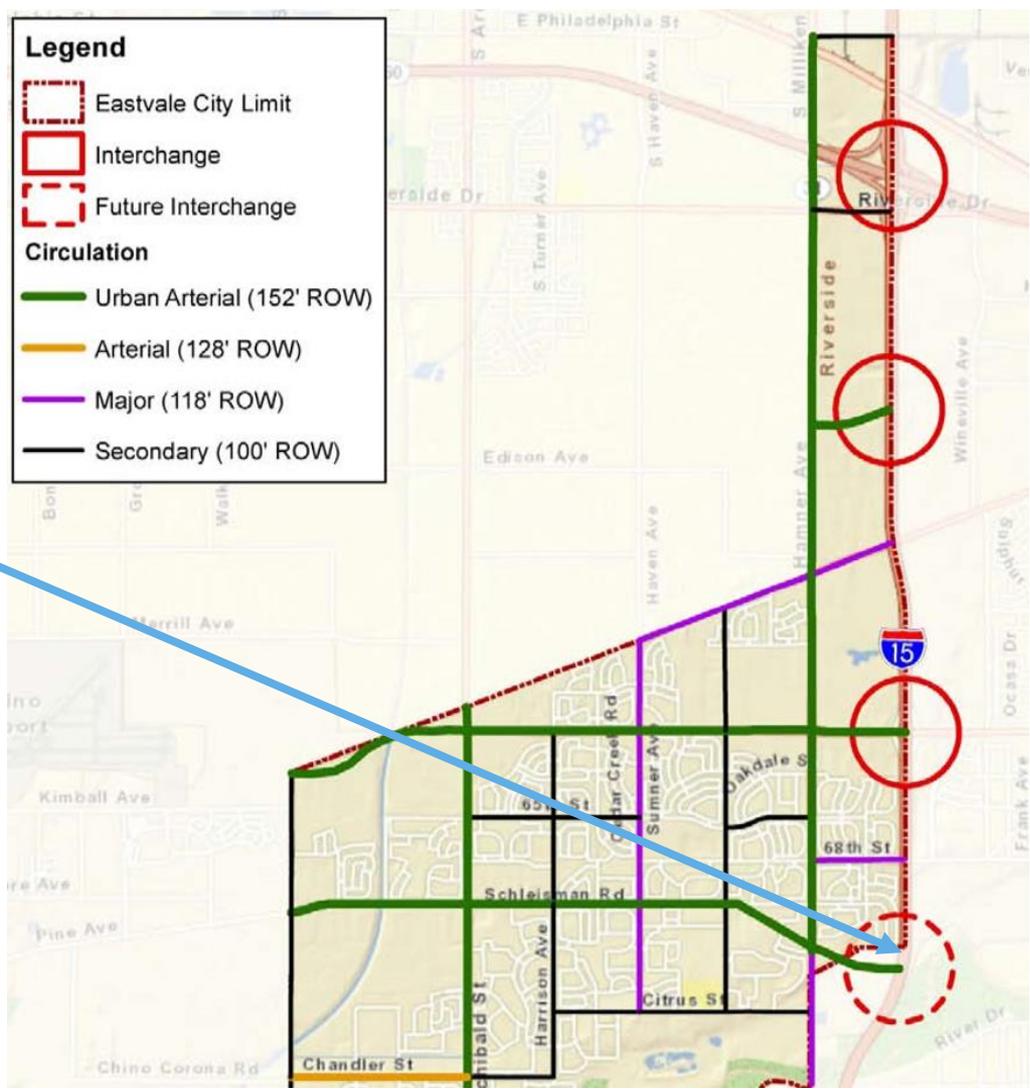
Future interchange shown on the City's Circulation Plan

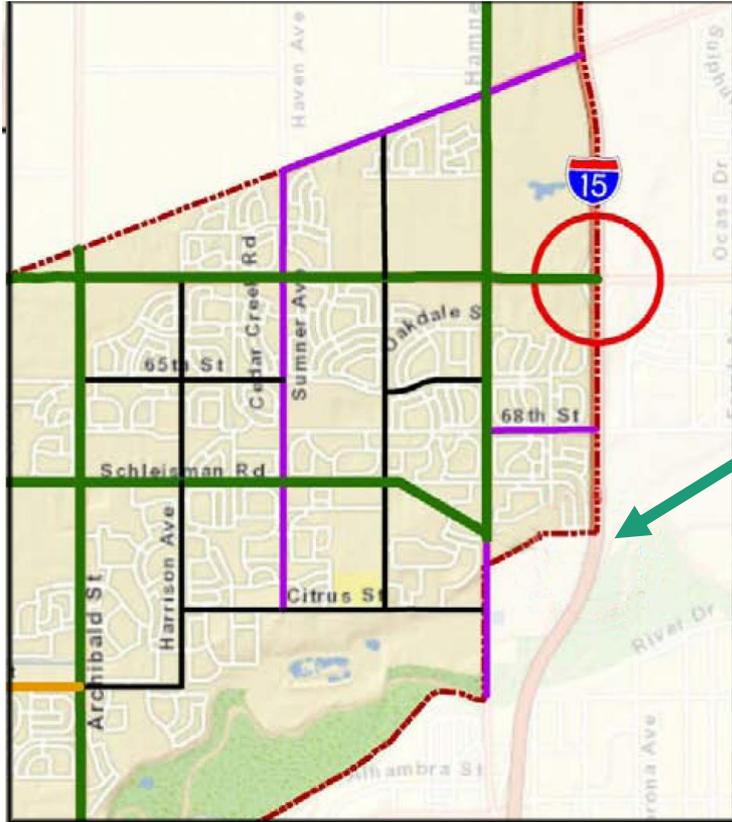
# General Plan Amendment

Removing the interchange requires an amendment to General Plan and an Addendum to the previously certified EIR .

# General Plan Amendment

- City Initiated
- Amends General Plan, Chapter 4 Circulation Plan

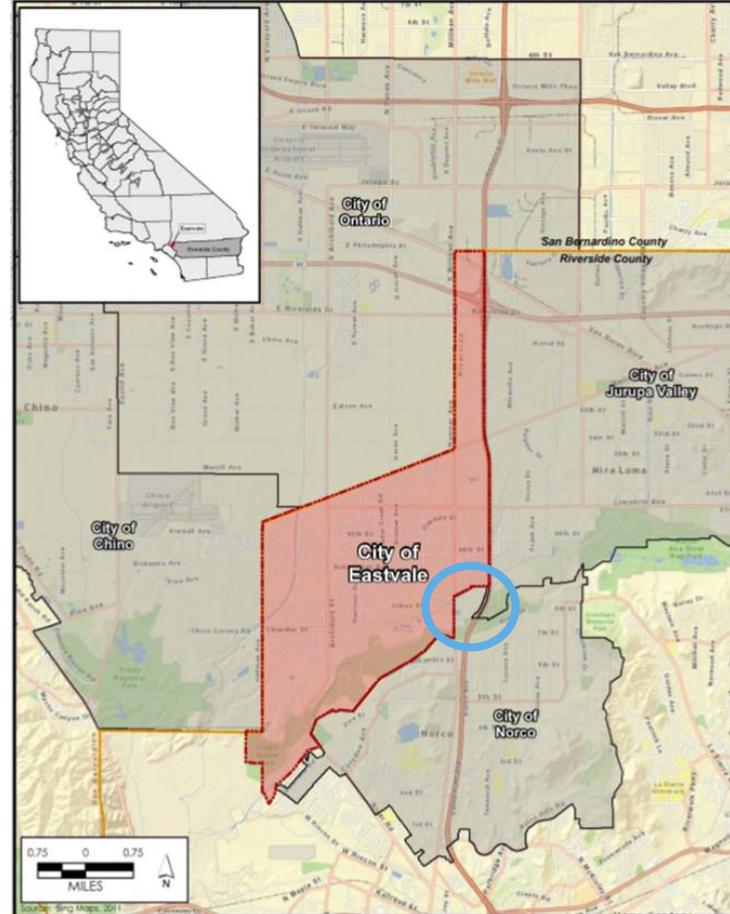




Proposed amendment would remove the interchange and a portion of Schleisman Rd. east of Hamner Ave.

# Policy Considerations

Other affected agencies (Norco, Jurupa Valley, Riverside County, City of Riverside) don't support the interchange or connections to the interchange.



Jurupa Valley  
 General plan has no  
 mention of the  
 interchange

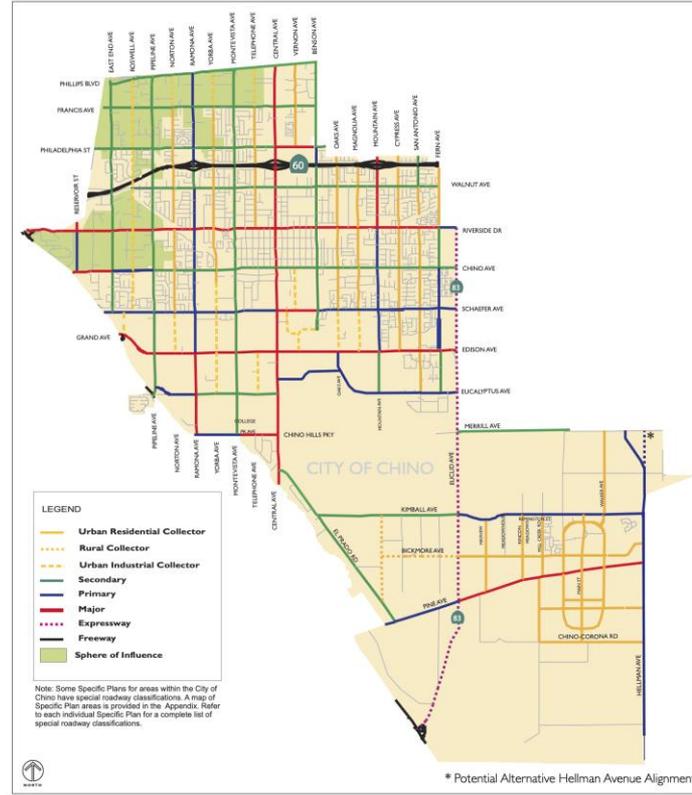


FIGURE TRA-6  
 ROADWAY CLASSIFICATION

Chino General plan (GP) has no mention of the interchange (IC).

Staff met with Chino City Engineer to discuss project.

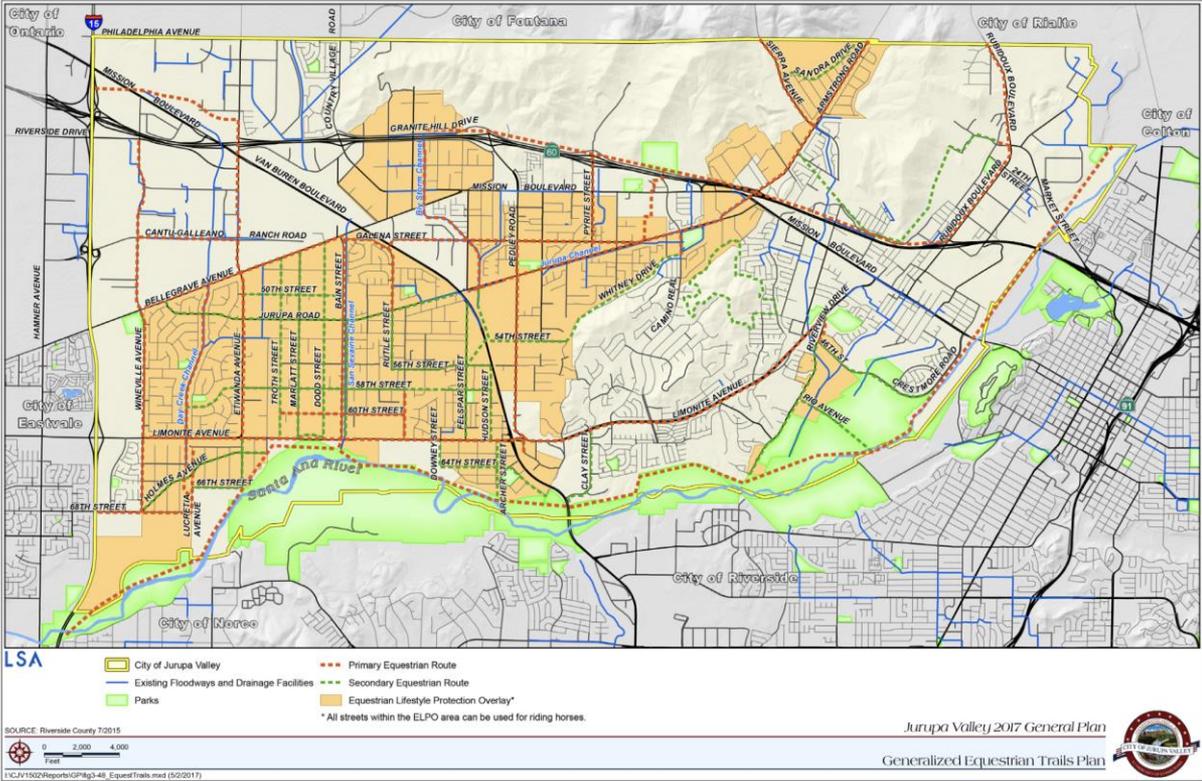
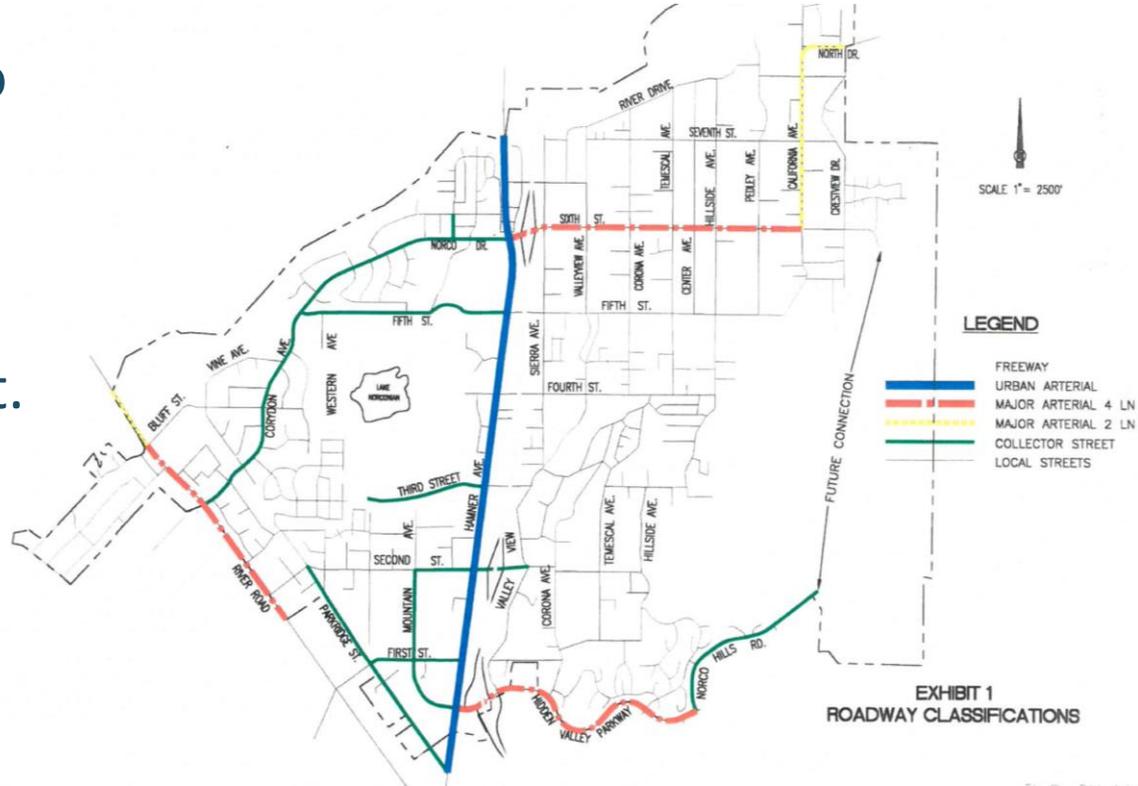


Figure 3-17: Generalized equestrian trails plan

City of Norco  
General plan has no  
mention of the  
interchange.  
Norco is focused on  
enhancing the 6<sup>th</sup> St.  
Interchange with  
improvements  
starting after  
Limonite IC is  
completed.



# Policy Considerations

- No TUMF or other funding designated for construction
  - \$100+ million estimated project cost
- Traffic and Safety
  - Connection to I-15 increases traffic on Schleisman Rd.
  - Potential safety impacts to pedestrians, schools, parks.
  - Splits new commercial development at Hamner Place (Polopolus)

# Policy Considerations

## Potential impacts to SilverLakes



## Potential impacts to homes in Eastvale



# Policy Considerations



- Hammer Place retail project is divided by future Schleisman Rd., limiting development opportunities and reducing future City revenues.
- Requires land (~2 acres) that could be used for retail, hotel, and civic uses
- Limits ability to build uses to serve visitors to SilverLakes.

# Policy Considerations

## Pros

- Negligible improvements to congestion at other freeway interchanges (based on Traffic Analysis 2019)
- Additional access to the freeway
- Maintain continuity with long range circulation planning
- Reduces traffic on Limonite Avenue.

## Cons

- Will likely be well over \$100 million total (ROW, Construction, Purchasing Homes, Auxiliary ramps)
- Other agencies affected do not support it.
- Conservative estimated opportunity costs of \$350K per year to City in Transient Occupancy Tax revenues
- Over 40 years, estimated loss of at least \$14 million in Transient Occupancy Tax Revenues (2019 dollars)
- Higher traffic in Eastvale near schools with increased liability to the City
- Need for Eminent Domain
- Interchange not with Eastvale jurisdiction

# Other Considerations

- City and other contributing agencies have not been collecting development impact fees toward this interchange since it was removed a few years ago. To add it back in to the TUMF program would require consensus from Norco, Riverside, Jurupa, Eastvale and Chino and this is highly unlikely due to multiple conversations over the last 5 years. Riverside does not want to be connected to the IC.
- City of Eastvale does not have the ability to acquire right of way from other agencies without their approval.
- There are environmentally sensitive areas of land which will most certainly increase the estimated cost and timing for the IC.
- Limonite IC LOS is rated at B and C. Most agencies are building their IC's to D or E. It is definitely over-built. Ramp metering impacts this LOS.
- Closer spaced IC's create more friction on mainline. Caltrans used to limit them to 5 miles. This IC would be less than a mile and could require auxiliary lanes due to the proximity. This would be vetted during a Caltrans PSR.

# Council Options

The City Council may either:

1. Adopt a resolution approving the proposed General Plan Amendment; or
2. Approve a motion to deny the proposed General Plan Amendment (Planning Commission recommendation); or
3. Continue the public hearing on the proposed General Plan Amendment to the regular City Council meeting of June 26, 2019.

**Questions?**