

PRELIMINARY NOTICE

THE CROSSINGS AT NICHOLS RANCH

NICHOLS ROAD / 15 FWY | LAKE ELSINORE, CA



PROPERTY HIGHLIGHTS

- ±14 Acre Proposed Mixed Use Commercial Development
- Now Pre-Leasing Gas, Fast Food, Car Wash & Hotel Pads
- Nichols Road @ I-15 Will Serve As The Main Gateway Point Due To The Proposed Realignment of Highway 74 Serving As Southwest Riverside County's Main East & West Corridor
- Huge Growth! Over 1,000 New Homes Are Under Construction or Proposed Within A Half Mile & Approximately 20,989 New Homes Entitled In the City of Lake Elsinore
- Adjacent To Temescal Valley High School Consisting of Approximately 2,250 Staff & Students

DEMOGRAPHICS	1 mile	3 mile	5 mile
2022 Est. Population	1,144	37,112	76,677
2027 Proj. Population	1,226	39,901	81,652
Adj. Daytime Demos.	932	20,621	38,069
Average HH Income	\$61,200	\$79,564	\$83,243

TRAFFIC COUNTS

122,366 CPD

I-15 Freeway @ Nichols Rd.

*Costar

LEE & ASSOCIATES
COMMERCIAL REAL ESTATE SERVICES

BRIAN BIELATOWICZ

951.445.4515

bbielatowicz@leetemecula.com

DRE# 01269887

No warranty or representation has been made to the accuracy of the foregoing information. Terms of sale or lease and availability are subject to change or withdrawal without notice.

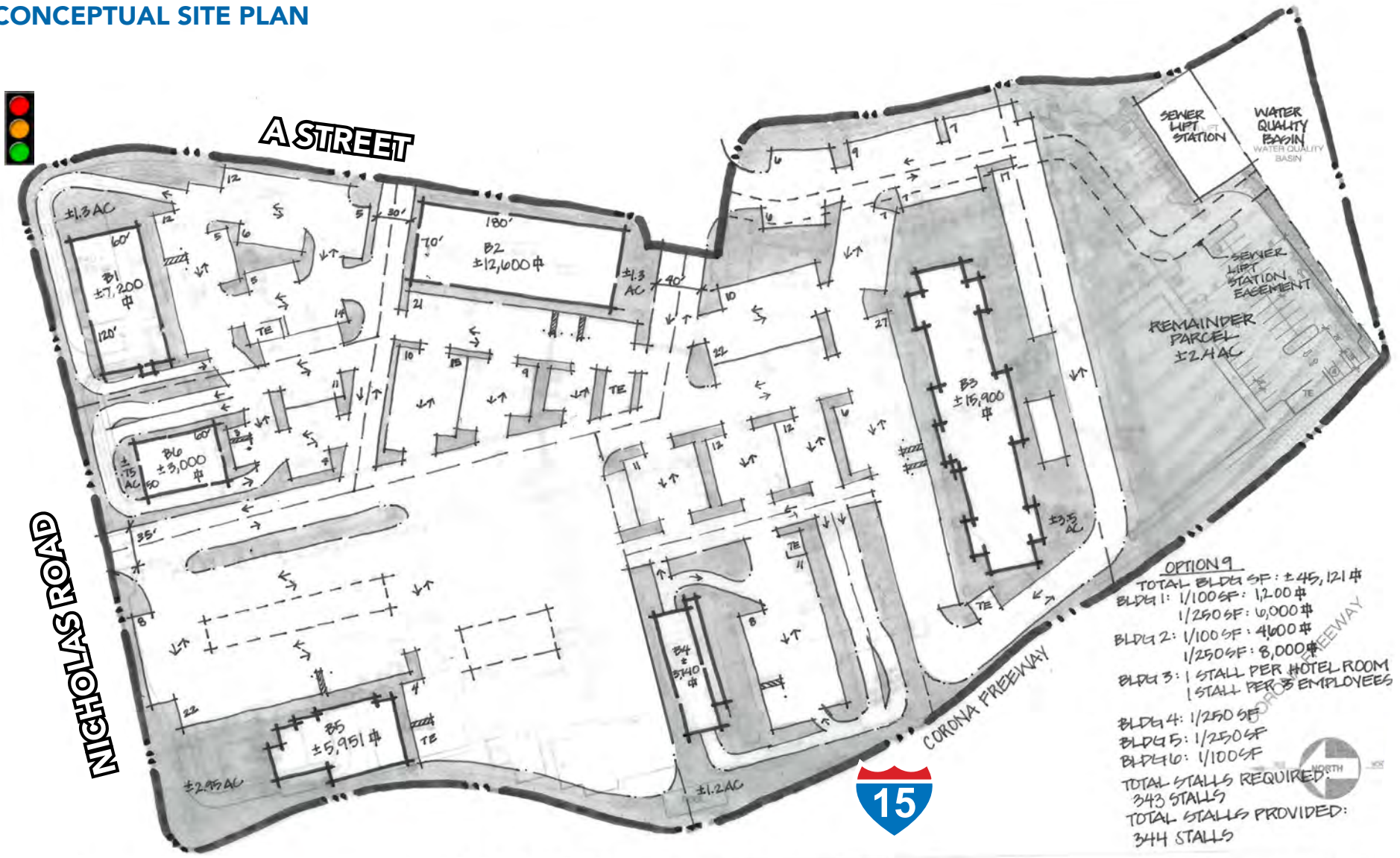
Lee & Associates Commercial Real Estate Services, Inc. - Riverside. 25240 Hancock Avenue, Suite 100 - Murrieta, CA 92562 | Corporate ID# 01048055

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CONCEPTUAL SITE PLAN

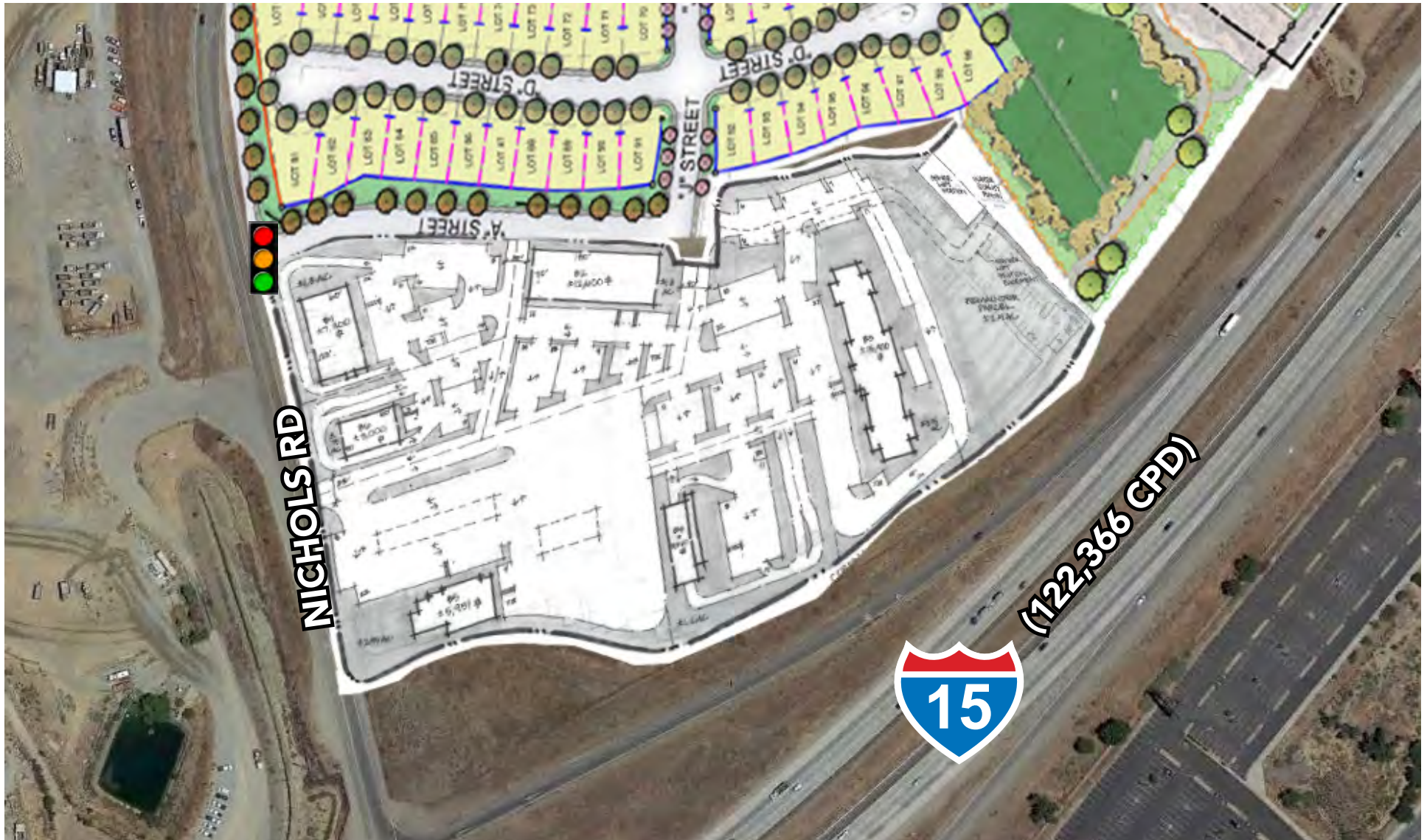


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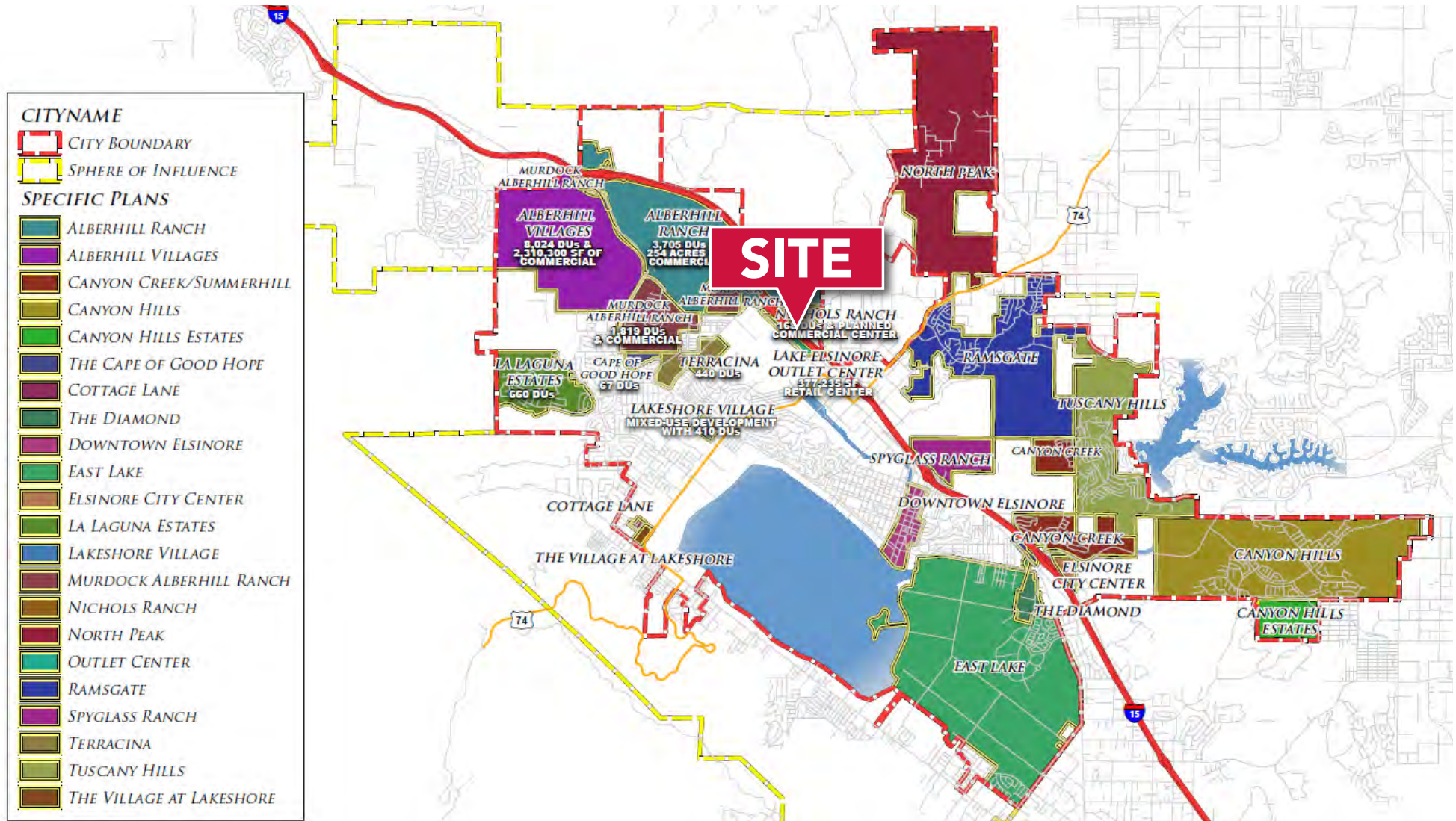


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CITY OF LAKE ELSINORE ADOPTED SPECIFIC PLANS



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➤ www.rcprojects.org/ethanac-expressway

Why is the Expressway Needed?

Accommodate population growth and related increased traffic demand

Riverside County's population growth rate in the first half of the current decade was the second-highest in the state growing from 2,189,760 to 2,361,026 residents. Today, traffic traveling between I-15 and I-215 must follow approximately 5 miles of circuitous roads. The existing regional corridors are experiencing significant gridlock and the situation is projected to get worse. The Ethanac Expressway would provide a direct link relieving congestion on these regional facilities.

Future Traffic Conditions



Without Project



With Project

Delivery Approach

Initial Goal – Connecting the Corridors Missing Segments

- Nichols Road connecting I-15 to Hwy 74 (4-lanes)
- Ethanac Road connecting Hwy 74 to Existing Ethanac Road (Interim 4-lane)
- Railroad Grade Separation connecting Ethanac Road to SR 74 East

Secondary Goal – Maintain Unrestrained Corridor

- I-15/Nichols Road Interchange Improvements – Widen Bridge & Ramps
- Highway 74 Widening (Nichols Road to Ethanac Road) – Widen to 6-lanes
- I-215/Ethanac Road Interchange Improvements – Widen Bridge & Ramps
- Ethanac Road Widening (Hwy 74 to Railroad Grade Sep) – Widen to 6-lanes

Note: Timing and implementation of each improvement is subject to funding availability.



Connecting Communities, Advancing the Region



Ethanac Expressway Regional Corridor Project



Enhancing Your Driving Experience

- Provide a 4-lane roadway linking I-15 to I-215
- Extend Ethanac to connect with communities to the east
- Relieve congestion on various local facilities and on alternate regional facilities
- Construct medians, paved shoulders, turn pockets and signals
- Provide sidewalks, bicycle lanes and a multi-use path along the corridor
- Enhance safety, improve emergency access, and reduce vehicle miles traveled

Contact Us

We want to know what you think. If you have any comments or questions or want to be notified of future meetings, call us at (909) 627-2974 or email us through our website at www.rcprojects.org/ethanac-expressway.

Arellano Associates
Scott Staley
Jan Bulinski

Public Outreach
Project Manager
Environmental Lead

(909) 627-2974
(951) 955-2092
(951) 955-6759



Riverside County Transportation Department
Attention: Ethanac Expressway Project
3525 14th St
Riverside, CA 92501



www.rcprojects.org/ethanac-expressway

➤ What is the Ethanac Expressway?

The Ethanac Road/Hwy-74/Nichols Road Corridor is a critically important intra-county route. It will connect the Cities of Hemet, San Jacinto, Menifee, Perris and Lake Elsinore, and the unincorporated communities of Winchester, Homeland, Romoland, Goodhope, Meadowbrook, and Warm Springs.

The Ethanac Expressway is planned to function as an additional east-west arterial route connecting Interstate 15 to Interstate 215 and beyond. The Corridor will enhance traffic safety, improve emergency access, relieve congestion on existing arterial routes and reduce vehicle miles traveled by providing a more direct connection.

The County and the Cities of Lake Elsinore, Menifee, and Perris are working together in an effort to plan and deliver the Ethanac Expressway.



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> The Ethanac Corridor

Improving regional travel through Western Riverside County while connecting the Cities of Hemet, San Jacinto, Menifee, Perris and Lake Elsinore and the unincorporated communities of Winchester, Homeland, Romoland, Goodhope, Meadowbrook and Warm Springs.



> Nichols Road Alternatives 1 & 2



Alternative 1 consists of an alignment that follows the existing Nichols Road in Lake Elsinore and continues straight on an east-west alignment along Mermack Avenue and connects to Highway 74 north-east of Trellis Lane.

Alternative 2 consists of a northerly alignment that follows the existing Nichols Road alignment within Lake Elsinore and continues north along El Toro Road, travels east and connects to Highway 74 north-east of Trellis Lane.

> Ethanac Road Alternative



The alignment for this segment will be a direct westerly extension of the existing Ethanac Road starting from the west edge of the new San Jacinto River bridge (to be built by others), connecting to Highway 74. Three options for connecting Ethanac Road and Highway 74 are proposed to be studied in the next phase.

Corridor Planning Study

In 2017, the Riverside County Transportation Commission, Riverside County Transportation Department and the cities of Perris, Menifee and Lake Elsinore commissioned a study to create a east/west corridor between I-15 and I-215.

This corridor is proposed to connect Nichols Road to Hwy 74 as an alternate route to the existing Hwy 74 direct connection to I-15 at Central Ave. The corridor will also require extending Ethanac Rd to Hwy 74 to the west. These two connections will create the Ethanac Corridor connecting I-15 to I-215.

In addition to connecting I-15 to I-215, the study is proposing to extend Ethanac Rd to the east of I-215, connecting to existing State Hwy 74 and the communities to the east. This extension requires the construction of a railroad grade separation to cross the existing railroad tracks located at the end of Ethanac Rd.

The study analyzed several technical and environmental factors and resulted in recommending two alignment alternatives for Nichols Rd and one alternative for Ethanac Rd.

In addition to analyzing the two connections, the study evaluated the impacts to existing facilities that would be part of the expressway. The evaluation showed that to obtain the maximum benefit from the new connections other improvements would also be needed. Achieving this maximum benefit will require improvements to the interchanges connecting the corridor to I-15 & I-215 as well as widening existing Hwy 74 and Ethanac Rd to six lanes.

The proposed improvements and respective phasing are listed on the back of this pamphlet.

> Corridor Vision

A Corridor Vision was developed to provide a consistent approach for future planning and design of the entire corridor. The Corridor Vision evaluated the areas as it exists and is planned today, and offered an opportunity for stakeholders to contribute input for the recommendation of corridor improvements.

The Corridor Vision was initially developed based on the current and planned classifications of the study facilities throughout the cities of Lake Elsinore, Perris, and Menifee, and the County of Riverside. The Corridor Vision was then shared with all of the jurisdictions and revised based on feedback. Feedback received included revisions to land use classifications and the revisions to the cross-sections.

The ultimate Corridor Vision cross-sections are shown below and represent feedback from the major stakeholders and identify recommendations based on the traffic analysis in terms of number of lanes and consistent typical sections.

