

large multi-use community center is located just south of this alternative along I-215 generally between Scott and Holland Roads.

### 3.1.2 City General Plans

The incorporated cities within the study area are Hemet, Lake Elsinore, Canyon Lake, San Jacinto, Riverside, Corona, Perris, and Moreno Valley (Figure 3.1.2). The General Plans for these cities generally call for improved mobility in the area, but do not include a specific reference to the CETAP process. The City General Plans also generally support regional transportation planning efforts. For example, the City of Canyon Lake General Plan calls for City participation in regional transportation planning and in the Riverside County Transportation Commission (Circulation Goal CEG-1, Policy CEP-1, and Strategy CES-1), and the City of Hemet General Plan supports working with the County to study the impacts of new development on roadways that cross jurisdictional boundaries (Transportation Policy 13).

### 3.1.3 Existing Land Use

Across the HCLE Corridor study area, agricultural land (includes all agricultural uses, as differentiated from the more selective "Farmland" categories discussed subsequently) predominates existing land use, as shown in Figure 3.1.3 and Table 3.1.A. For example, land used for agriculture measures from three to eight times more area than the next highest category of land use, and from almost 50 percent to almost 75 percent of total identified existing land use. This analysis describes changes to existing land uses, other than "vacant" land, that may occur from implementing each alternative. (*Note:* Much of the land identified as used for utilities is within the existing highway rights-of-way.)

#### 3.1.3.1 Alternative 1a

Alternative 1a includes 549 ha (1,355 ac) of agricultural land in locations throughout the length of the route, with highest concentration between I-215 and San Jacinto. The alternative also includes 75 ha (186 ac) of residential property, primarily along Sobrante and Cajalco Roads west of I-215, and in north Perris. About 30 ha (75 ac) used for commercial and industrial purposes would be included in Corona, north Perris, and north San Jacinto. This alternative also includes 49 ha (121 ac) of two gravel pits/quarries between Corona and Lake Mathews and in north San Jacinto, and an 8 ha (20 ac) natural area west of I-15 in Corona.

#### 3.1.3.2 Alternative 1b

The potentially affected area within the bandwidth of Alternative 1b is nearly the same as 1a, with minor differences because its southerly course avoids the largest gravel pit/quarry. Alternative 1b potentially includes 566 ha (1,397 ac) of agricultural land throughout the length of the route, with highest concentration between I-215 and San Jacinto. The alternative also includes 75 ha (186 ac) of residential property, primarily