

## 4.1 Land Use

### 4.1.1 Methodology for Impact Evaluation

The land use impact evaluation of the HCLE alternatives began with a review of aerial photographs (June 2000) and maps of the project study area. Vehicle and pedestrian surveys were conducted of alternative routes in the study area. Several site surveys were conducted to gain broad perspective of the communities, to evaluate specific neighborhoods or smaller areas, and to ascertain information gathered from secondary sources.

Information was gathered from local community planning departments, the Riverside County Planning and Finance Departments, and the California Department of Conservation, including the most current information being used in the concurrent General Plan being developed as part of the RCIP. The information gathered from maps and aerial photographs, site visits, censuses, and agencies was evaluated using spreadsheets, figures, and GIS analysis to describe the potential impacts of each alternative. The affected area for each alternative is the approximately 150 to 300 m (500 to 1,000 ft) right-of-way preservation area previously described in the Chapter 2, Alternatives. All resources within the proposed right-of-way preservation area are considered to be potentially affected. Precise determination of impacts will be made at the Tier 2 level of analysis for the selected alternative based on more detailed engineering.

### 4.1.2 Impacts

The HCLE Corridor alternatives will affect existing and future land uses in the HCLE study area. Planned land uses frequently vary from existing patterns reflecting trends regarding growing municipalities, modified patterns of rural development, and continued conversion of agricultural lands. This analysis evaluates planned land uses reported by municipalities and Riverside County that would be converted to right-of-way for the transportation route proposed under CETAP. The analysis is based on a GIS database of existing land uses, City General Plans, and the new Riverside County General Plan.

#### 4.1.2.1 County General Plan

The Riverside County Integrated Project (RCIP) is a joint undertaking by Riverside County and RCTC. The components of the RCIP include the CETAP corridors (a total of two corridors internal to Riverside County and two bi-county corridors) a new Riverside County General Plan, and a Multiple Species Habitat Conservation Plan (MSHCP) for western Riverside County. The purpose of the RCIP is to integrate the processes of planning land uses, transportation improvements, and the preservation of habitat for endangered species. An important objective of the RCIP is to accommodate projected population growth by focusing development within areas that will be readily accessible, that will provide a good quality of life for future residents, and that will minimize environmental and community impacts.

The new Riverside County General Plan was released for public review in April, 2002. The intent of the General Plan is to effectively manage the overall pattern of development in Riverside County. Detailed Area Plans are included that provide opportunities

to enhance community identity within the county. A summary of key applicable area plan policies is provided in Section 3.1.

The eastern terminus of Alternatives 4a, 4c, and 4d is located within the policy area for the Hemet Ryan Airport, and Alternatives 1a, 1b, 4a–4c, 5a–5d, H1, and H3 are within the March Air Reserve Base influenced policy area. Land within these policy areas is subject to restrictions on land use, population concentrations, and development heights in order to maintain compatibility between new development and the airport. It is not anticipated that the proposed alternatives would create a conflict with the airport, although Tier 2 level design will reflect airport land use restrictions if needed. Skylark Airport in Lake Elsinore, Perris Valley Airport, and a parachuting center in Perris are small, private airports for which no land use/noise policy area has been designated.

#### 4.1.2.2 City General Plans

The incorporated cities within the study area are Hemet, Corona, and Lake Elsinore Perris, San Jacinto, Canyon Lake and Riverside. The General Plans for these cities call for improved mobility in the study area, but do not include a specific reference to the CETAP process.

#### 4.1.2.3 Existing and Future Land Use

Based upon the projected development in the County and City General Plans, the proposed changes in land use across the entire HCLE Corridor study area (166,200 ha or 410,400 ac) are dramatic in some cases. For example, in the General Plan Build Out analysis period:

- C Agricultural land (includes all agricultural uses, as differentiated from the more selective "Farmland" categories discussed subsequently) drops from almost 37,000 ha (91,200 ac) to 3,800 ha (9,400)—a 90 percent reduction,
- C Commercial and Industrial uses (all types combined) are proposed to rise from 6,750 ha (16,700 ac) to 14,250 ha (35,200 ac)—a 110 percent increase,
- C Residential uses (all types combined) are proposed to rise from 22,700 ha (56,100 ac) to 72,100 ha (178,000 ac)—a 220 percent increase, and
- C Natural Areas/Recreation Open Space are proposed to increase from 8,400 ha (20,700 ac) to 38,800 ha (95,900 ac)—a 360 percent increase.

This analysis describes changes to existing and planned land uses that may occur from implementing each HCLE alternative. Future land uses that may be affected by the proposed action are illustrated in Figure 4.1.1, and presented in more detail in Table 4.1.A. The relative impact of each alternative on existing land use is shown in Table 4.1.B, and the potential impact on future land use is shown in Table 4.1.C. The values in these table include the total area in the corridor in each type of land use, the rank of degree of impact among alternatives (noted by "Rank," in which the greatest impact receives the highest number), and the proportion of total future land use in each category in the corridor study area affected by each alternative (noted by "%").