Ramona Expressway/ Cajalco Road. Therefore, H1 and H3 align into very low and low density residential between SR-79 and SR-74, with commercial retail and industrial interspersed throughout the residential uses. Along the section of H1 and H3 that overlay I-215, planned land uses are more intense, and include medium density residential, business park, commercial and lite industrial, and very low residential west of I-215. H1 and H3 would also connect with the large community center west of I-215 and Cajalco Road. Development of Alternatives H1 or H3 in these sections could result in pressure to increase the intensities of the residential and commercial developments. Other portions in the HCLE study area could then have reduced development intensities without the benefit of the corridor in proximity.

The westerly sections of Alternatives H1 and H3 traverse through rural residential areas, with agriculture, mineral resources, and some medium density residential along H3. No community centers are planned within these portions of the H1 and H3 Alternatives.

7.1.4.2 Conclusion

Alternatives 1a, 1b, 5a through 5e, H1 and H3 (except for the segment that overlaps I-215) and 6a and 6b primarily traverse through areas that are designated for low density development and natural and open space areas, and have planned community centers or retail commercial within relatively short distance that could be accessed by these alternative routes. Thus, these alternatives could potentially result in additional pressure to increase development intensity. The prospective right of way of Alternatives 4a, 4c and 4d, and H1 and H3 along I-215 are in areas that are planned (and have existing approvals) for more intensive development areas, and further improvements to an existing transportation facility (SR-74 and I-215). Developing them as transportation corridors would be less likely to subject the adjacent land uses to pressure to develop at any substantially greater intensity.

The HCLE Corridor alternatives, however, would not in and of themselves directly or indirectly cause expansion of overall study area growth beyond that which is planned in the General Plan because should the size and intensity of the planned development areas be incrementally increased, other planned development areas and activity centers could be reduced in intensity, due to the density limits in the Area Plans. The HCLE Corridor alternatives would facilitate or accommodate the growth planned for the study area, and may result in adjustments to the precise location, size and intensity of the planned activity centers and developments but would not cause substantial new unplanned growth.

7.1.5 Mitigation of Potential Growth Effects

The mitigation measures listed below shall be implemented to reduce potential growth effects from the adopted HCLE Corridor alternative.

7.1.5.1 Riverside County and RCTC shall continue the coordinated and integrated planning process now under way for RCIP, to ensure that concurrent development of the HCLE Corridor and the General Plan reflect current conditions of each other, and reflect and include recommendations for the other Plan.

7.1.5.2 RCTC and Caltrans shall review all CEQA documents for substantial new land development in the study area, and comment to the appropriate lead agency