

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

regarding phasing of development with regional transportation infrastructure. Comments will include recommendations, to the extent feasible, for mitigation measures to maximize development project connectivity to the regional circulation system.

- 7.1.5.3 RCTC and Caltrans shall coordinate with local jurisdictions with land use authority to encourage them to condition development approvals on provision of adequate regional transportation facilities, and require implementation of development to be phased with progress of the HCLE Corridor or other regional transportation facilities.
- 7.1.5.4 RCTC and Caltrans shall coordinate to address circulation system improvements necessary to maintain identified levels of service, accommodate increased traffic volumes and new traffic patterns associated with regional growth through congestion management.
- 7.1.5.5 RCTC and Caltrans shall coordinate with Riverside County and local jurisdictions with land use authority to encourage them to direct growth in a manner consistent with the RCIP planning process, minimizing impacts on natural resources and listed species.

7.2 Irreversible and Irrecoverable Commitments of Resources That Would Be Involved in the Proposed Action

Implementing the HCLE Corridor will involve committing natural resources and land for transportation right-of-way. Land converted to transportation right-of-way is an irreversible and likely irretrievable commitment of resources, for while abandoned rights-of-way can be reclaimed at significant cost, this is not likely to happen to the selected route in the foreseeable future. Some land adjacent to the new corridor may no longer be suitable for special uses such as wildlife habitat, recreational use, or open space, and these indirect impacts also would be considered irreversible commitments.

Future construction of the proposed transportation facility will demand considerable amounts of construction materials, fossil fuels, labor, and public capital. The physical materials are generally not retrievable, though some construction materials may be reused or recycled. Neither construction materials, such as aggregate and cement, nor fossil fuels are known to be in short supply in Southern California, and their use on the HCLE Corridor will not adversely affect their availability in the foreseeable future. Labor and public capital will be irretrievably committed when expended on the HCLE Corridor design and construction.

The commitment to use these resources is made in anticipation of benefits from improvements in the regional transportation system. These benefits will accrue to area residents, visitors, and through travelers in improved access and circulation, and enhanced efficiency and economy of travel. These benefits are expected to outweigh the costs of the permanent commitment of resources described above.

The No Build Alternative would not require irreversible and irretrievable commitments of resources.