

Table 4.16.J - Illustration of Percent Changes for Combination of Alternatives Versus Individual Alternatives (Alt 1b in the HCLE Corridor and Alt 1 in the WT Corridor) for Western Riverside County

	VMT	VHT	Speed (mph)
2025 Base (No Build)	54,299,000	1,629,100	33.3
Alt 1b HCLE % change	1.5%	-1.3%	2.9%
Alt 1 WT % change	0.3%	-0.4%	0.7%
Sum of % change for each	1.8%	-1.7%	3.6%
% change for combination (modeling both HCLE Alternative 1b and WT Alternative 1)	1.6%	-1.4%	3.1%

4.16.8.3 Consideration of Land Use Changes

Another issue that arises with respect to cumulative effects is the extent to which land uses may change over time with the selection of a particular transportation corridor alternative. For the transportation analysis of individual alternatives, no change in land use was assumed depending based on the presence or absence of the alternative. The SCAG 2025 data was used for the analysis of the 2025 no-build condition and alternatives. The proposed General Plan land use was used for the no-build condition at build out. It is recognized that localized variations in land use are possible in association with individual alternatives. However, the exact nature of the change is the subject of conjecture. No studies definitively suggest that the presence or absence of a major transportation facility would change the total amount or type of development within an entire region or subregion, such as Western Riverside County. Changes are likely to be more localized, focusing along the individual facility. Several possible types of changes could be theorized:

- C The type of development along the corridor could change. For example, some of the planned residential development along the corridor could be converted to non-residential development, in the event that the facility is built.
- C The amount of development along the corridor could change. For example, development densities could be higher in the event that the facility is built.

Reasons for changes in land use and development are highly complex. Such changes cannot merely be associated with the presence or absence of a major transportation facility. There are many reasons why particular types of land use might be located in particular areas. The extent to which the construction of a major transportation facility will influence land uses in a particular corridor cannot be definitively analyzed. It is likely that there would be similarities in the way that land use changes occur from one alternative to another, so that the differential effect among the alternatives would be small and not likely enter into the selection of a preferred alternative. Furthermore, one must also consider that the development that does not occur in a particular corridor will likely occur elsewhere, either within or possibly even outside the region. The demand for housing or employment in the region does not simply vanish if it is not satisfied in a particular corridor.

However, to at least partially address this question analytically, two sensitivity tests were conducted to assess the transportation effects of one possible land use scenario in the HCLE Corridor. The sensitivity tests involved making the assumption that