

The City of Temecula Circulation Element (1993) calls for “A regional transportation system that accommodates the safe and efficient movement of people and goods to and from the community” (Goal 3). The Circulation Element also supports the provision of a new freeway interchange north of Winchester Road, and fixed route transit service along major transportation corridors connecting to regional employment and commercial areas. Policy 3.6 of the Circulation Element seeks to pursue “opportunities for a light rail transit along major transportation corridors which connect Temecula to other population centers.” The goal of the City of Murrieta Circulation Element (1994) is to provide “A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.” The implementation of a WT alternative is consistent with the policies of these two General Plans.

The corporate boundaries of the City of Murrieta comprise a portion of the western part of the WT study area, near the junction of Alternatives 1, 3, and 7b with the I-215, and along the I-15 as included in Alternative H near Scott Road and the area south of Murrieta Hot Springs Road. The area along the I-215 north of Clinton Keith Road (near the junction of Alternatives 1 and 3 with the I-215, and a portion of Alternative H along the freeway) is characterized by planned business park and regional commercial uses. The area south of Murrieta Hot Springs Road is characterized by planned business park and multiple use/industrial uses in the General Plan.

The City of Temecula includes both sides of I-15 generally south of Date Street, and as included in Alternative H. This area is planned for a Village Center, as reflected in the City of Temecula General Plan (1993). The Village Centers are similar to the Community Centers identified in the Riverside County General Plan, and would be characterized by a concentration and mixture of compatible land uses providing a sense of place and focal points for community activity. A portion of Alternative 5b where it connects with SR-79 is also within the City of Temecula. This area is also planned for a “village center” in the Temecula General Plan. The City of Temecula boundaries coincide with Butterfield Stage Road south of Buck Road and include both sides of Butterfield Stage Road south of Pauba Road. This area is generally planned for low and medium density residential development.

### **3.1.3 Existing Land Use**

Across the WT Corridor study area, agricultural land (includes all agricultural uses, as differentiated from the more selective "Farmland" categories discussed subsequently) predominates existing land use in every alternative except Alternative H. Existing land uses are shown in Figure 3.1.3 and Table 3.1.A. For example, in all but Alternative H, land used for agriculture measures from two to ten times more than the next highest category of land use, and from almost 50 percent to almost 90 percent of total identified existing land use. (Note: Much of the land identified as used for utilities is within the existing highway rights-of-way.)

#### **3.1.3.1 Alternative 1**

There are 201 ha (496 ac) of existing agricultural land in locations west of SR-79 north of Craig Road and along the west half of the Scott Road segment of Alternative 1. There are also 23 ha (57 ac) of existing residential property, primarily rural residences