

Sensitive land uses that could be lost to the future right-of-way include open space, recreation, and designated farmlands. Cumulative impacts to farmlands are addressed in the following section. Project cumulative effects to recreation and natural areas vary by alternative and are discussed further in Sections 4.16.3 and 4.16.5.

The direct effects of the selected WT alternative on the cumulative land use environment also include the effects of a major transportation facility on land use compatibility such as air emissions, traffic noise, and changes to the visual environment. Implementation of any of the WT alternatives could result in impacts to adjacent and nearby land uses; however, the proposed project's contribution to cumulative land use changes in the study area would not be substantial. The nature and extent of the specific impacts will be determined at the Tier 2 level analysis when a detailed description of a proposed facility is available for analysis. The Potential Mitigation Measures to be Considered in Tier 2 identified in Section 4.1 of this EIS/EIR, combined with the implementation of General Plan policies that promote appropriate design and buffering to ensure land use compatibility, are expected to address the project's contribution to the cumulative land use compatibility environment. Substantive compatibility effects that can and cannot be adequately reduced through project design and mitigation will be disclosed in the Tier 2 level environmental documentation.

#### **4.16.1.2 Indirect Effects**

The indirect effect of the selected WT alternative on the cumulative land use environment is the effect of the presence of a new transportation corridor on the intensity of nearby land uses. The implementation of a CETAP project could result in additional pressure to increase development intensity (see also Section 7.1, Growth Inducing Effects). Alternatives 1, 3, 7a, and 7b primarily traverse areas that are designated for low-density development and natural and open space areas. Much of the area along these alternatives is planned for low or rural density residential use, with growth concentrated instead at a major activity center planned between Scott Road and Craig Avenue along I-215 (Figure 4.16.2). The implementation of a CETAP corridor traversing an area where relatively low-density uses are planned could potentially increase pressure for more intense development of the land use (such as along the corridor or within a community center). This effect would be localized to the area near the transportation corridor, and would be offset overall by reduced intensity in other portions of the study area, due to the upper threshold of development intensity for that type of land use in the proposed County General Plan.

The prospective rights-of-way of Alternatives 5a, 5b, and H are in areas that are planned (and have existing development approvals) for more intensive development areas. Also, these alternatives are located in part along, and involve further improvements to, existing highways (I-215, SR-79). Selection of one of these alternatives for future development as a transportation corridor could subject the adjacent land uses to pressure to develop at greater intensity; however, these corridors are already planned for a mix of uses, including medium and high density residential and commercial uses, along with lower density residential. Therefore, indirect land use effects of the WT alternatives would not be cumulatively substantial.

### **4.16.2 Farmland**