
**GENERAL PLAN CONSISTENCY ANALYSIS
FOR AMENDMENT NO. 1 TO THE
STONERIDGE COMMERCE CENTER
SPECIFIC PLAN No. 239**

Riverside County, California



August 17, 2023

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COMMERCE CENTER SPECIFIC PLAN No. 239**

Lead Agency

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

CEQA Consultant

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

Project Applicant

Richland Developers, Inc.
3161 Michelson Drive, Suite 425
Irvine, CA 92612

August 17, 2023



1.0 I Q W R G X F W R Q

4.14 S x u s r v h # l q g # l q w h q w

The purpose of this report is to analyze the consistency of the proposed Amendment No. 1 to the Stoneridge Commerce Center Specific Plan No. 239 (SP 239A1, herein, “Project”) with the policies of the County of Riverside General Plan and the Lakeview/Nuevo Area Plan (LNAP). Table 1, *Project Consistency with Riverside County General Plan Policies*, provides the General Plan Policy Number, the policy, a brief analysis of the Project’s consistency with the Policy, and a conclusion as to whether or not the Project is consistent with the Policy. Table 2, *Project Consistency with Lakeview/Nuevo Area Plan Land Use Policies*, utilizes the same format as Table 1 and provides an analysis of the proposed Project’s consistency with the LNAP.

4.15 F r x q w | # c # J y h u v g h # J h q h u d # S o l q

The County of Riverside General Plan covers the entire unincorporated portion of Riverside and is augmented by 19 more detailed Area Plans covering Riverside County’s territory with the exception of the undeveloped desert areas and the March Air Joint Reserve Base. The thrust of the General Plan is to manage the overall pattern of development within Riverside County more effectively. The Area Plans provide clear and more focused opportunities to enhance community the identity within the County of Riverside and stimulate the quality of life at the community level. (County of Riverside, 2021a, I-1)

4.16 J h q h u d # S o l q # I o p h q w # l q g # S r o f l h

Land development patterns in the unincorporated areas of Riverside County are guided by the County of Riverside General Plan (herein “General Plan”). The General Plan is organized into eight separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Healthy Communities, which establish County-wide policies to guide the County’s vision for future development. Each policy is identified by both its element and sequential number. Policies can also be followed by a set of number in parenthesis which denotes a reference to the action related to the policy. (County of Riverside, 2021a, p. I-10).

4.17 S u r m f w # G h v f u s w r q

For purposes of this analysis, the term “Project” refers to the Project’s discretionary applications for the first amendment to the Stoneridge Commerce Center Specific Plan No. 239 (SP 239A1), a General Plan Amendment (GPA 190008), and Change of Zone (CZ 1900024); future implementing discretionary actions required to implement the Project (e.g., tentative tract maps, plot plans, etc.); and all of the activities associated with Project implementation including planning, construction, and long-term operations.

The Project as evaluated herein consists of two separate land use alternatives for the 582.6-acre site, both of which are evaluated herein at an equal level of detail. Two alternatives are considered because the Riverside County Transportation Commission (RCTC) is currently planning for construction of a regional transportation facility, the “Mid-County Parkway” (MCP). A portion of the MCP is currently planned to traverse the northwestern portions of the Project site. It is currently not known when or if the MCP would be constructed by RCTC; thus, for purposes of evaluation in this EIR, the “Primary Land Use Plan” anticipates that the MCP would not be constructed through the property, in which case the site would be developed with up to 388.5 acres of Light Industrial land uses, 49.1 acres of Business Park land uses, 8.0 acres of Commercial Retail,



Open Space – Conservation on 18.1 acres, Open Space – Conservation Habitat on 81.6 acres, and major roadways on 37.3 acres. The “Alternative Land Use Plan” anticipates that the MCP would be constructed through the northwest portions of the site, in which case the site would be developed with 388.5 acres of Light Industrial land uses, 51.5 acres of Business Park land uses, 8.5 acres of Commercial Retail land uses, 18.1 acres of Open Space – Conservation, 81.6 acres of Open Space – Conservation Habitat, and 34.4 acres of major roadways. However, the “Primary Land Use Plan” is the preferred and primary land use plan for the proposed Project. The “Alternative Land Use Plan” only would be implemented in the event that the RCTC constructs the MCP through the northernmost portions of the Project site.

4.18 Summary of Findings

The 582.6-acre Project site is located in the Nuevo community, south of Lake Perris, east of the City of Perris, and north of the City of Menifee. More specifically, the Project site is located south of the Ramona Expressway, north of Nuevo Road, east of Foothill Drive, and west of the future extension of Menifee Road. For a complete description of the Project’s location, please refer to Section 2.0, *Environmental Setting*, of the Project’s EIR.



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Table 1, *Project Consistency with Riverside County General Plan Policies*, provides an analysis of the proposed Project’s consistency with applicable policies of the Riverside County General Plan.

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J H Q H U D O # S O L Q # S R D F # H V #	S U R M F W # F R Q V L W H Q F #
LU 1.1 through LU 1.12: The Administration policies of the General Plan (Policies LU 1.1 through LU 1.12) generally provide guidance to County staff and decision makers with respect to administration of the Land Use Element.	<u>Not Applicable.</u> Policies LU 1.1 through LU 1.12 provide guidance to County staff and decision makers with respect to administration of the Land Use Element, and the Project would not conflict with such policies.
LU 2.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91) a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services. b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities. c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses. d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible. e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible. f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	<u>Consistent.</u> The Project Applicant proposes a General Plan Amendment (GPA) to change the land use designations as applied to the Project site to allow for development with light industrial, business park, and commercial retail land uses. The land uses proposed by the Project are consistent with the site’s underlying Foundation Component designation of Community Development. With approval of the proposed GPA, the Project would be fully consistent with the General Plan Land Use Map. The Project accommodates a mixture of land uses supported by evaluation of impacts to the environment, economy, infrastructure, and services. The Project accommodates a range of land uses and intensities, and includes light industrial, business park, commercial retail, and open space land uses. The Project is located near existing residential communities within the City of Perris, and areas west of the Project site are served by transit service. As documented throughout the Project’s EIR, the Project site is not environmentally sensitive or subject to severe natural hazards.
LU 3.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10, 125) a. Accommodate communities that provide a balanced mix of land uses, including employment,	<u>Consistent.</u> The Project would accommodate land use development in general conformance to the patterns and distribution of use and density depicted on the General Plan Land Use Maps and LNAP Land Use Map. Although the Project



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<p>recreation, shopping, public facilities and housing.</p> <p>b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.</p> <p>c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.</p> <p>d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.</p> <p>e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.</p> <p>f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).</p> <p>g. Provide the opportunity to link communities through access to multi-modal transportation systems.</p>	<p>proposes a GPA to change the site’s land use designations to allow for development with light industrial, business park, and commercial retail land uses, the proposed land uses would consist of urban land uses on a site that the General Plan identifies for development with urban (i.e., Community Development) land uses. The Project site also is located in close proximity to existing and planned residential uses, located within the McCanna Hills Specific Plan to the west, the City of Perris further to the west, and in remaining areas surrounding the Project site to the south and east. The Project would assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map, and would create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, bicyclists, and others using non-motorized forms of transportation. The Project entails an amendment to SP 239 to include allow for light industrial, business park, and commercial retail uses at the level of intensities anticipated by the General Plan for these uses. Existing Riverside Transit Agency (RTA) bus stops occur near the intersection of Sherman Road at Walnut Street, approximately 0.7-mile west of the Project site in the City of Perris, and the intensity of the Project proposed land uses would support future multimodal transportation systems in the local area, including bus stops.</p>
<p>LU 3.2: Use open space, greenways, recreational lands, and watercourses as community separators. (AI 25, 40, 60, 61)</p>	<p><u>Consistent.</u> The Project would preserve the existing hillside in the western portions of the Project site as well as areas within the San Jacinto River floodplain located in the eastern and southern portions of the Project site. Additionally, the Project site is not located at the edges of any existing communities, as the Project site is located approximately 0.5-mile east of an existing established neighborhood within the City of Perris.</p>
<p>LU 3.3: Promote the development and preservation of unique communities in which each</p>	<p><u>Consistent.</u> Proposed SP 239A1 includes development standards</p>



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community exhibits a special sense of place and quality of design. (AI 14, 30)	and design guidelines to guide future development of the site, and includes requirements that would ensure that development on site does not conflict with existing or planned surrounding land uses and that future development occurs in a manner that would exhibit a special sense of place and quality of design.
LU 3.4: Allow techniques, such as incentives or transfer of development credit programs or other mechanisms, to achieve more efficient use of land. (AI 9, 30)	<u>Not Applicable.</u> Policy LU 3.4 provides guidance to County staff and decision makers. The Project would not conflict with Policy LU 3.4.
LU 3.5: Prepare a community separators map or overlay that will illustrate the intent of the County of Riverside and its residents that Riverside County’s distinctive community identities be maintained. The map should be a bubble diagram rather than attempting to delineate policy boundaries. Topographical and geographical features such as mountains, hills, rivers, and floodplains should constitute the community separators in most cases. The map should be used as a tool for Riverside County’s use in inter-governmental matters, such as commenting on proposals submitted to or by LAFCO, cities, or tribal authorities. (AI 4)	<u>Not Applicable.</u> Policy LU 3.5 provides guidance to County staff and decision makers. The Project would not conflict with Policy LU 3.5.
<p>LU 4.1: Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62)</p> <ul style="list-style-type: none"> a. Compliance with the design standards of the appropriate area plan land use category. b. Require that structures be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations. c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems. e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR). f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate. g. Encourage innovative and creative design concepts. 	<u>Consistent.</u> Future development on site would be subject to compliance with the development standards and design guidelines of proposed SP 239A1, which were crafted to ensure future development visually enhances and does not degrade the character of the surrounding area. All future development would be required to comply with Riverside County’s zoning, building, and other pertinent codes and regulations. Landscape plans would be required in the future in conjunction with implementing developments, and the SP 239A1 Design Guidelines promote the use of drought tolerant landscaping. All future development would be subject to compliance with Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR). The Project promotes innovative and creative design concepts. SP 239A1 includes design guidelines related to signage that would ensure signage is integrated with the architectural character. All entrances into the site were designed to minimize conflicts with existing and planned adjacent residential neighborhoods. As discussed throughout the Project’s EIR, with mitigation measures



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<p>h. Encourage the provision of public art that enhances the community’s identity, which may include elements of historical significance and creative use of children’s art.</p> <p>i. Include consistent and well-designed signage that is integrated with the building’s architectural character.</p> <p>j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.</p> <p>k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.</p> <p>l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.</p> <p>m. Provide and maintain landscaping in open spaces and parking lots.</p> <p>n. Include extensive landscaping.</p> <p>o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.</p> <p>p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.</p> <p>q. Design parking lots and structures to be functionally and visually integrated and connected.</p> <p>r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.</p> <p>s. Establish safe and frequent pedestrian crossings.</p> <p>t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.</p> <p>u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.</p> <p>v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.</p>	<p>the Project would minimize impacts on surrounding properties, including impacts due to noise, odor, and lighting. The Project site contains large hillside along the western Project boundary as well as portions of the San Jacinto River floodplain, which would be conserved in proposed planning areas that are designated for open space use. SP 239A1 has been designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements. The remaining components of Policy LU 4.1 are not applicable to the proposed Project.</p>
<p>LU 4.2: Require property owners to maintain structures and landscaping to a high standard of</p>	<p><u>Not Applicable</u>. Policy LU 4.2 provides direction to County staff</p>



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design, health, and safety through the following: (AI 5) a. Provide proactive code enforcement activities. b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods. c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.	and would apply to maintenance of on-site areas following buildout of the Project site as proposed.
LU 4.3: Create programs to ensure historic preservation. (AI 1)	<u>Not Applicable</u> . Policy LU 4.3 provides direction to County staff and decision makers, and is not applicable to the proposed Project.
LU 4.4: Encourage the appropriate interpretive use of historic or prehistoric resources for such things as educational kiosks, specially designed play equipment, or historical landscaping.	<u>Not Applicable</u> . As documented in EIR Subsection 4.5, <i>Cultural Resources</i> , there are no historic resources on the Project site under existing conditions.
LU 4.5: Permit historically significant buildings to vary from building and zoning codes in order to maintain the historical character of Riverside County; providing that the variations do not endanger human life and buildings comply with the State Historic Building Code. (AI 1)	<u>Not Applicable</u> . As documented in EIR Subsection 4.5, <i>Cultural Resources</i> , there are no historic buildings on the Project site under existing conditions.
LU 4.6: Promote the availability of day care centers including locating such centers at or near work sites, within high density residential projects, and near transportation hubs.	<u>Consistent</u> : Day care centers would be a permitted use within the commercial retail and business park portions of the Project, and would be an allowed accessory use within the proposed light industrial areas of the Project. If day care centers are developed on site they would be located near work sites and within close proximity to existing and planned medium density residential uses to the west.
LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services. (AI 3, 4, 32, 74)	<u>Consistent</u> : Potential impacts to public services and transportation systems are evaluated in EIR Subsections 4.16, <i>Public Services</i> , 4.18, <i>Transportation</i> , and 4.20, <i>Utilities and Service Systems</i> . As documented in these Subsections, adequate supporting infrastructure and public services exist or are planned in the area to serve the land uses proposed by the Project. The Project does not propose any residential uses, and therefore would not directly adversely affect recreation, libraries, or school services.



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LU 5.2: Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service. (AI 3, 4, 32, 74)	<u>Not Applicable.</u> Policy LU 5.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 5.3: Review all projects for consistency with individual urban water management plans (AI 3)	<u>Consistent:</u> In conformance with Policy LU 5.3, a Water Supply Assessment (WSA) was prepared for the Project by EMWD (refer to <i>Technical Appendix M</i>), and the analysis in Recirculated Draft Environmental Impact Report (RDEIR) Subsection 4.20, <i>Utilities and Service Systems</i> , demonstrates that the Project is consistent with the EMWD 2020 Urban Water Management Plan (UWMP).
LU 5.4: Ensure that development and conservation land uses do not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities. This policy will ensure that the public facilities designation governs over what otherwise may be inferred by the large-scale general plan maps. (AI 3)	<u>Consistent:</u> The Project would not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way, and permanent easements, whose true land use is that of public facilities.
LU 6.1 Provide opportunities to develop a wide range of quality day care facilities, including large and small family day care homes and public and private day care facilities. (AI 126, 127, 128) a. Permit day care facilities where Riverside County usually permits single family residential uses except for areas designated Community Development-Heavy Industrial and Open Space designations of Mineral Resources, Conservation Habitat, Conservation, and Water and areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risk that are not amenable to mitigation such as aircraft accident potential. b. When feasible, require day care facilities in new residential, commercial, office/industrial and larger mixed use developments, except in areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risks that are not amenable to mitigation such as aircraft accident potential. c. Promote in high-need locations, especially in conjunction with schools, parks, faith-based institutions, community centers and senior centers.	<u>Consistent:</u> Per the proposed zoning ordinance for SP 239A1, day care facilities would be a permitted use within the business park and commercial retail areas proposed on site, and would be an allowable accessory use within areas proposed for light industrial land uses.
LU 6.2: Encourage cities to adopt day care facility policies that are consistent with Riverside County's day care facility policies.	<u>Not Applicable.</u> Policy LU 6.2 provides direction to County staff and decision makers and is not applicable to the proposed



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	Project.
LU 7.1: Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)	<u>Consistent</u> : Although the Project involves an amendment to the General Plan, the range of land uses are consistent with the Community Development Foundation Component applied to the Project site by the General Plan Land Use Map. SP 239A1 includes design guidelines to ensure future light industrial and business park uses on site do not result in any impacts or incompatibility issues with respect to surrounding planned residential development.
LU 7.2: Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space-Conservation and Open Space-Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by or operating within the County of Riverside or any city, and all facilities operated by any combination of these agencies.	<u>Not Applicable</u> . Policy LU 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 7.3: Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process. (AI 3)	<u>Consistent</u> : The Project site includes a hillform along the western Project boundary and the San Jacinto River floodplain in the eastern and southern portions of the Project site. These areas are planned for open space as part of SP 239A1. With compliance with the development standards and design guidelines contained in SP 239A1, the Project would be compatible with surrounding land uses.
LU 7.4: Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)	<u>Consistent</u> : The Project proposes light industrial, business park, and commercial retail land uses. As documented in the Project’s EIR, the Project would not result in impacts from stationary noise, noxious fumes, glare, or shadowing (refer to EIR Subsections 4.1, 4.3, and 4.13). Traffic impacts have been mitigated to the maximum feasible extent, as discussed in EIR Subsection 4.18, <i>Transportation</i> .
LU 7.5: Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses. (AI 3).	<u>Consistent</u> : Under existing conditions, there are no rural/equestrian uses abutting the Project site, as all areas abutting the Project site consists of undeveloped lands. Notwithstanding, SP 239A1 includes development standards and



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	design guidelines, including design guidelines related to the interface between on-site light industrial and business park uses and off-site open space surrounding the Project site.
LU 7.6: Require buffering to the extent possible and/or the maintaining of a natural edge for proposed development directly adjacent to National Forests. (AI 3)	<u>Not Applicable</u> . The Project site is not adjacent to National Forests; thus, Policy LU 7.6 is not applicable to the proposed Project.
LU 7.7: Require buffers to the extent possible between development and watercourses, including their associated habitat.	<u>Consistent</u> : The Project has been designed to avoid sensitive habitats associated with the San Jacinto River through the preservation of 81.6 acres as natural open space within proposed Planning Areas 10 (47.0 acres) and 11 (34.6 acres). Planned open space areas would serve as a buffer between future development on site and the San Jacinto River and its associated habitat.
LU 7.8: Require new developments in Fire Hazard Severity Zones to provide for a fuel clearance/modification zone, as required by the Fire Department.	<u>Not Applicable</u> . According to Riverside County GIS, the hillside generally located within proposed Planning Area 9 is identified as having a “high” wildfire hazard classification, and off-site areas abutting the western Project boundary in the central portions of the Project site also are classified as having a “high” wildfire hazard classification. Off-site areas abutting the Project’s northwestern boundary, as well as lands to the north of and abutting the Ramona Expressway have a “moderate” wildfire hazard classification. As discussed in further detail in Subsection 4.21, <i>Wildfire</i> , of the Project’s EIR, a site-specific Fire Protection Plan (FPP) was prepared by Dudek, and is included as EIR <i>Technical Appendix N</i> . As required by the mitigation measures included in Subsection 4.21 of the EIR, most of the buildings on the Project site would achieve a minimum 100-foot fuel clearance/modification zone. However, some buildings within proposed Planning Areas 2, 4, and 5 may not achieve the minimum 100-foot buffer. For such buildings, the mitigation in EIR Subsection 4.21 requires special building construction design techniques to reduce to acceptable levels the potential for wildland fire hazards to impact future buildings on site. With



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	implementation of the required mitigation, the Project would be consistent with this policy.
LU 7.9: Require buffers between urban uses and adjacent solid waste disposal facilities.	<u>Not Applicable</u> . There are no active solid waste disposal facilities abutting the Project site.
LU 7.10: The proponent for new development proposals on forested lands with at least 10% coverage of mature conifer trees, forest land or timber in which three or more acres of forested lands will be cleared (removed) of trees must demonstrate to the County of Riverside compliance with any/all applicable state regulations regarding the protection and operation of said forest resources. As used here, the term, “native trees,” shall only apply to naturally-occurring conifers growing above 5,000 feet AMSL elevation. Additionally, replacement trees for all qualifying mature trees removed must be planted at a ratio of 1:1. The replacement trees must be planted on the project site or, where that is infeasible because the entire site must be permanently cleared, on property in an acceptable alternate location, preferably nearby.	<u>Not Applicable</u> . No forested lands with at least 10% coverage of mature conifer trees, forest land, or timber occur on the Project site.
LU 8.1: Accommodate the development of a balance of land uses that maintain and enhance Riverside County’s fiscal viability, economic diversity, and environmental integrity. (AI 20)	<u>Consistent</u> : The Project accommodates a mix of land uses (i.e., light industrial, business park, and commercial retail land uses) that would maintain and enhance Riverside County’s fiscal viability, economic diversity, and environmental integrity.
LU 8.2: Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities. (AI 17)	<u>Consistent</u> : The Project accommodates light industrial, business park, and commercial retail land uses that would promote a variety of stable employment and business uses that would provide a diversity of employment opportunities.
LU 8.3: Promote the development of focused employment centers rather than inefficient strip commercial development.	<u>Consistent</u> : Commercial retail uses proposed as part of the Project would be located north of Orange Avenue, on either side of Antelope Road, and south of the proposed Mid-County Parkway (MCP) alignment. The commercial retail uses are intended to serve as convenience commercial uses for traffic passing by on Orange Avenue and/or the MCP, and does not represent “inefficient strip commercial development.” The on-site commercial retail uses also would serve the future light industrial and business park land uses proposed on site by the Project. As proposed by the Project Applicant, the 582.6-acre Project site would be developed with employment-generating land uses in a focused employment center that would not



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	comprise strip commercial development.
LU 8.4: Allow the flexibility to reevaluate the appropriateness of employment and business land use designations that are non-viable and inefficient. (AI 17, 19)	<u>Not Applicable</u> . Policy LU 8.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.5: Stimulate cooperative arrangements with adjacent cities, counties, regions, and states where programs and projects of mutual benefit can be undertaken. (AI 4, 18)	<u>Not Applicable</u> . Policy LU 8.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.6: Create practical incentives for business development, and avoid disincentives. (AI 9, 17)	<u>Not Applicable</u> . Policy LU 8.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.7: Promote the development and dissemination of marketing information to make business enterprises aware of the opportunities and advantages of location/expansion in Riverside County. (AI 17)	<u>Not Applicable</u> . Policy LU 8.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.8: Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities. (AI 17, 19)	<u>Not Applicable</u> . The Project proposes a mixture of light industrial, business park, and commercial retail land uses. The proposed uses would facilitate competitive advantage in the marketplace by locating light industrial and business park land uses near the I-215 corridor, which features many light industrial land uses. SP 239A1 includes development standards and design guidelines that, when implemented, would provide for attractive and well-landscaped areas on site. Additionally, SP 239A1 includes design guidelines related to the interface between future light industrial and business park uses on-site and off-site uses, thereby ensuring that the uses proposed by the Project would fit with the character of the surrounding community, when developed.
LU 8.9: Allow home enterprise and home occupation activities consistent with preserving the quality of the residential environment in which they are located.	<u>Not Applicable</u> . Policy LU 8.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.10: Locate job centers so they have convenient access to Riverside County's multi-modal transportation facilities.	<u>Consistent</u> : The Project site is located adjacent to the Ramona Expressway, and immediately east of the City of Perris. While transit service to the Project site is currently not available, existing Riverside Transit Agency (RTA) bus stops occur



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	approximately 0.7-mile west of the Project site in the City of Perris. The land use intensities proposed by the Project would facilitate future expansion of RTA bus routes into the Project area in the future.
LU 8.11: Encourage the involvement of business leaders in overall economic development strategies. (AI 17)	<u>Not Applicable.</u> Policy LU 8.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.12: Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.	<u>Consistent:</u> The Project proposes light industrial, business park, and commercial retail land uses, all of which would be job-producing land uses. Given that Riverside County has a lower job to housing ratio than desired, the Project’s employment-generating land uses would assist the County in improving the relationship between jobs and housing so that residents have expanded opportunities to live and work within the County.
LU 9.1: Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values. (AI 10)	<u>Consistent:</u> The Project site contains a large hillside along the western Project boundary as well as portions of the San Jacinto River floodplain, all of which would be conserved in proposed planning areas that are designated for open space use as part of SP 239A1. The remaining portions of the Project site that are proposed for development by the Project are not designated for open space land uses under existing conditions, and do not contain any known natural resources, CEQA-significant cultural resources, natural hazards, water features, or watercourses, with exception of Project impacts to jurisdictional areas associated with off-site frontage improvements along Nuevo Road, and mitigation is presented in EIR Subsection 4.4, <i>Biological Resources</i> , to reduce impacts to below a level of significance.
LU 9.2: Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)	<u>Consistent:</u> The Project would not impact environmental resources identified by the Multipurpose Open Space Element, and as demonstrated herein the Project would comply with the Multipurpose Open Space Element of the General Plan. The Project also is subject to CEQA, and the Project would not conflict with the Clean Air Act (as discussed in EIR Subsection



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	4.3, <i>Air Quality</i>) or the Clean Water Act (as discussed in EIR Subsection 4.10, <i>Hydrology and Water Quality</i>).
LU 9.3: Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)	<u>Consistent</u> : Proposed SP 239A1 accommodates open space areas for the conservation of the hillform along the western Project boundary, and for the preservation of the San Jacinto River floodplain located in the eastern and southern portions of the Project site. The Project also would implement recreational trail designations as planned by Figure 8 of the LMAP. The Project does not propose any residential uses, and would therefore have no direct demand for recreational resources.
LU 9.4: Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. (AI 1, 9)	<u>Not Applicable</u> . No clustering of development or density transfers are proposed as part of the Project. As demonstrated throughout the Project’s EIR, with mitigation the Project would not significantly impact natural resources, cultural resources, or biologically-sensitive resources. The portions of the Project site proposed for development as part of the Project are not located within a 100-year floodplain, as the on-site portions of the San Jacinto River floodplain are proposed for open space by the Project within proposed Planning Areas 10 and 11. The Project also would preserve the hillside on site along the western Project boundary within an open space planning area. The Project would result in impacts to a total of 1.37 acres of MSCHP riparian/riverine habitat, 0.31-acre of southern riparian scrub, 0.29-acre of USACE-defined jurisdictional areas subject to regulation by the USACE and RWQCB, as well as impacts to 1.37 acres of WoS (2,133 linear feet) that are regulated by the CDFW and MSHCP, inclusive of 0.29-acre of impact to riparian areas and 1.08 acres of non-riparian ephemeral dry streambeds; however, implementation of the mitigation measures identified in EIR Subsection 4.4 would reduce potential impacts to less-than-significant levels.
LU 9.5: In conjunction with the CEQA review process, evaluate the potential for residential projects not located within existing parks and recreation districts or County Service Areas (CSAs)	<u>Not Applicable</u> . Policy LU 9.5 provides direction to County staff and decision makers and is not applicable to the proposed



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that provide for neighborhood and community park development and maintenance to be annexed to such districts or CSAs, and require such annexation where appropriate and feasible. (AI 3)	Project.
LU 9.6: If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and Riverside County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2761 of the Surface Mining and Reclamation Act, or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, Riverside County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.	<u>Not Applicable</u> . The Project site is not classified by the State Geologist as an area that contains mineral deposits (DOC, n.d.).
LU 9.7: Protect lands designated by the State Mining and Geology Board as being of regional or statewide significance from encroachment of incompatible land uses, such as high-density residential, low-density residential with high values, sensitive public facilities, institutions (e.g., schools, hospitals), etc., by requiring incorporation of buffer zones or visual screening into the incompatible land use.	<u>Not Applicable</u> . The Project site is not classified by the State Geologist as an area that contains mineral deposits (DOC, n.d.).
LU 10.1: Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities. (AI 3)	<u>Consistent</u> : The Project Applicant would be required to contribute fees to the County’s Development Impact Fee (DIF) and Transportation Uniform Mitigation Fee (TUMF) programs, and also would be required to contribute a fair share cost towards improvements not identified for improvement as part of DIF or TUMF, which would provide funding for infrastructure and public facilities.
LU 10.2: Require a fiscal impact analysis for specific plans and major development proposals so as not to have a negative fiscal impact on the County of Riverside. (AI 3)	<u>Consistent</u> : A fiscal impact analysis was prepared for the Project, which demonstrates that the Project would not have a negative fiscal impact on the County of Riverside.
LU 11.1: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting. (AI 1, 17)	<u>Consistent</u> : The Project would accommodate light industrial, business park, and commercial retail land uses, all of which would be employment-generating land uses that would increase local employment levels and thereby minimize long-distance commuting.
LU 11.2: Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools. (AI 3)	<u>Consistent</u> : A Project-specific Health Risk Assessment (HRA) was prepared for the Project (refer to <i>Technical Appendix B2</i> to the Project’s EIR), which is summarized in Subsection 4.3, <i>Air</i>



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	<i>Quality</i> , of the Project’s EIR. As concluded therein, with mitigation restricting the maximum amount of high-cube cold storage uses the Project would not subject nearby sensitive receptors to substantial pollutant concentrations, including the nearby middle school and elementary school.
LU 11.3: Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.	<u>Consistent</u> : The Project consists of a master plan for development of the 582.6-acre Project site with a mixture of light industrial, business park, and commercial retail uses. The employment-generating land uses would be located near existing and planned residential uses within the areas surrounding the Project site, including existing and planned master-planned residential communities. The collocation of employment-generating land uses within close proximity to residential uses would reduce the reliance on the automobile, thereby helping to improve air quality.
LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	<u>Consistent</u> : The Project would implement trail designations through the Project site as required by Figure 8 of the LNAP. Additionally, the intensity of employment-generating land uses on site likely would be served in the future by RTA bus stops, with the nearest bus stop under existing conditions occurring approximately 0.7-mile west of the Project site.
LU 11.5: Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	<u>Consistent</u> : As documented in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , the Project would fully comply with the County’s Climate Action Plan.
<p>LU 12.1: Apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation: (AI 1, 23, 24)</p> <p>a. Require that hillside development minimize alteration of the natural landforms and natural vegetation.</p> <p>b. Allow development clustering to retain slopes in natural open space whenever possible.</p> <p>c. Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures.</p>	<u>Consistent</u> . Under existing conditions, the Project site features a prominent hillform in the western portion of the Project site, while the topography of the remaining portions of the site is relatively flat. The hillform would be preserved within proposed open space Planning Area 9 by proposed SP 139A1, while development proposed as part of the Project mostly would occur on the flatter portions of the Project site. Thus, the Project would not significantly affect the existing on-site hillform, and the Project would therefore comply with Policy LU 12.1.



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<p>d. Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive.</p> <p>e. Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development when the need is identified in a soils and geology report which has been accepted by the County of Riverside.</p> <p>f. In areas at risk of flooding, limit grading, cut, and fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.</p>	
<p>LU 13.1: Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.</p>	<p><u>Consistent:</u> The Project proposes light industrial, business park, and commercial retail uses in an area that is largely planned for residential development at urban densities. Additionally, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.” Additionally, the intensity of the proposed development would facilitate future expanded RTA transit access in the Project area. These amenities and design features would serve to reduce reliance on the automobile and would improve opportunities for pedestrian, bicycle, and transit use, thereby helping to minimize congestion and air pollution.</p>
<p>LU 13.2: Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.</p>	<p><u>Consistent:</u> The Project proposes light industrial, business park, and commercial retail uses. The Project site is located approximately 2.6 miles northeast of I-215, and the County’s Mid-County Parkway (MCP) is planned to traverse the northwestern corner of the Project site. Thus, the employment-generating and service land uses proposed as part of the Project would be accessible from existing and planned transportation facilities.</p>



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LU 8.0: Locate transit stations in community centers and at places of public, employment, entertainment, recreation, and residential concentrations.	<u>Not Applicable</u> . This policy provides guidance for the siting of transit stations, and is not applicable to the Project.
LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate. (AI 24, 26, 41)	<u>Consistent</u> : The Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.” These uses would accommodate safe and direct multi-modal linkages in the local area.
LU 13.5: Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.	<u>Not Applicable</u> . Traffic calming elements would be identified in conjunction with future implementing development on site, if determined necessary.
LU 13.6: Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use. (AI 3)	<u>Consistent</u> : As discussed in EIR Subsection 4.18, <i>Transportation</i> , the Project would mitigate its impacts to transportation to the maximum feasible extent, and would be served by adequate existing and proposed circulation facilities.
LU 13.7: Review projects for consistency with Riverside County’s Transportation Demand Ordinance. (AI 3)	<u>Consistent</u> : The Project would be consistent with Riverside County Ordinance No. 726. The Project would collocate employment-generating land uses (i.e., light industrial, business park, and commercial retail) in close proximity existing and planned residential communities. The Project’s location in close proximity to existing and planned residential uses would serve to reduce the amount of vehicle miles travelled by future tenants by providing employment opportunities in close proximity to residential uses.
LU 14.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)	<u>Consistent</u> : As documented in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would preserve a large hillform located along the western site boundary within proposed open space Planning Area 9. There are no other outstanding scenic vistas or visual features on the Project site under existing conditions.



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<p>9LU 14.2: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41)</p>	<p><u>Consistent.</u> The Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”</p>
<p>LU 14.3: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)</p>	<p><u>Consistent.</u> The Ramona Expressway adjacent to the Project site is classified as a “County Eligible” scenic highway. Future development on site would be governed by proposed SP 239A1, which includes development standards and design guidelines to ensure that development on site occurs in a cohesive manner and in a manner that is not visually offensive. The development standards and design guidelines identify requirements for landscaping, buildings, signage, and grading.</p>
<p>LU 14.4: Maintain an appropriate setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways based on local surrounding development, topography, and other conditions. (AI 3)</p>	<p><u>Consistent.</u> The Ramona Expressway adjacent to the Project site is classified as a “County Eligible” scenic highway. As required by proposed SP 239A1, the Project would accommodate a 34-foot wide parkway along the southern edge of the Ramona Expressway, which would include a curb-separated meandering sidewalk, an 8-foot bike land, and landscaping. As required by the Project’s proposed zoning requirements, an additional 25-foot setback would be required between the right-of-way and proposed structures on site. The combination of setbacks and the enhanced parkway would serve to provide an adequate buffer from the Ramona Expressway, in conformance with this policy.</p>
<p>LU 14.5: Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)</p>	<p><u>Consistent.</u> The Ramona Expressway adjacent to the Project site is classified as a “County Eligible” scenic highway. As part of the Project, any new or relocated electric or communication distribution lines would be placed underground.</p>
<p>LU 14.6: Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. (AI 3,79)</p>	<p><u>Consistent.</u> The Ramona Expressway adjacent to the Project site is classified as a “County Eligible” scenic highway. No off-site</p>



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	<p>outdoor advertising displays are proposed or would be allowed as part of the Project. Proposed signage on site would be governed by the signage design guidelines contained in proposed SP 239A1, which have been crafted to ensure signage associated with the Project is coordinated and visually compatible with the site and its surroundings.</p>
<p>LU 14.7: Require that the size, height, and type of on-premises signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (AI 3)</p>	<p><u>Consistent</u>. The Ramona Expressway adjacent to the Project site is classified as a “County Eligible” scenic highway. Proposed signage on site would be governed by the signage design guidelines contained in proposed SP 239A1, which have been crafted to ensure signage associated with the Project is coordinated and visually compatible with the site and its surroundings. SP 239A1 encourages signs on site to utilize natural materials where possible.</p>
<p>LU 14.8: Avoid the blocking of public views by solid walls. (AI 3)</p>	<p><u>Consistent</u>: As discussed in EIR Subsection 4.1, <i>Aesthetics</i>, the Project would not obstruct any public views of visual resources, including due to proposed walls and fencing.</p>
<p>LU 15.1: Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.</p>	<p><u>Not Applicable</u>. Policy LU 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>LU 15.2: Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan’s Airport Influence Area section for the airport in question. (AI 3)</p>	<p><u>Consistent</u>: As discussed in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i>, the Project would be fully consistent with the MARB ALUCP.</p>
<p>LU 15.3: Review all subsequent amendments to any airport land use compatibility plan and either amend the General Plan to be consistent with the compatibility plan or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3). (AI 3)</p>	<p><u>Not Applicable</u>. The Project does not entail any amendments to an airport land use compatibility plan.</p>
<p>LU 15.4: Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the Airport Influence Area of any airport land use compatibility plan, refer such proposed actions to the ALUC for review and determination as provided by the Airport Land Use Law. (AI 3)</p>	<p><u>Consistent</u>: As discussed in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i>, the Project was reviewed by the ALUC. Pursuant to the ALUC’s Consistency Determination Letter, which was issued on May 5, 2021, the Project was found to be consistent with the MARB ALUCP.</p>
<p>LU 15.5: If the General Plan has not been found consistent with the applicable Airport Land Use Compatibility Plan (ALUCP), and the County of Riverside has not overruled the ALUC, refer all</p>	<p><u>Not Applicable</u>. Policy LU 15.5 provides direction to County staff and decision makers and is not applicable to the proposed</p>



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actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law.	Project.
LU 15.6: If the General Plan has been found consistent with the applicable ALUCP, the County of Riverside may elect to voluntarily submit proposed actions, regulations, or permits to the ALUC for an advisory review if: a. There is a question as to the purpose, intent or interpretation of an ALUCP; or b. Assistance is needed in airport land use matters.	<u>Not Applicable</u> . Policy LU 15.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 15.7: Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan. (AI 3)	<u>Not Applicable</u> . The Project would be consistent with the MARB ALUCP, and no clustering or density transfers are needed to ensure consistency with the ALUCP.
LU 15.8: In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports. (AI 3)	<u>Not Applicable</u> . The Project site is not located within 10,000 feet of any runway used by turbine-powered aircraft or within 5,000 feet of other runways. The nearest runway at the Perris Valley Airport, a private airport facility, is located approximately 19,000 feet from the Project site.
LU 15.9: Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3)	<u>Consistent</u> : The Project would not encroach upon or adversely affect the use of navigable airspace.
LU 16.1: through LU 16.3: Wind Energy Resources	<u>Not Applicable</u> . Policies LU 16.1 through LU 16.3 are related to wind energy resources and are not applicable to the proposed Project.
LU 17.1: Permit and encourage solar energy systems as an accessory use to any residential, commercial, industrial, mining, agricultural or public use.	<u>Consistent</u> : Pursuant to the Title 24 regulations that will be in effect at Project buildout, and as required by Measure R2-CE1 of the Riverside County Climate Action Plan (CAP), the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset are demonstrated by the Project Applicant to be infeasible.
LU 17.2: Permit and encourage, in an environmentally and fiscally responsible manner, the development of renewable energy resources and related infrastructure, including but not limited to, the development of solar power plants in the County of Riverside.	<u>Not Applicable</u> . Policy LU 17.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 18.1: Ensure compliance with Riverside County's water-efficient landscape policies. Ensure	<u>Consistent</u> : Future implementing developments within the Project



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that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County’s California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather based controllers and utilize state-of-the-art water-efficient irrigation components.	site (i.e., tentative tract maps, plot plans, etc.) would be subject to compliance with Riverside County Ordinance No. 859, and future landscape plans would be required to comply with the County of Riverside Guide to California Friendly Landscaping and Riverside County’s California Friendly Plant List.
LU 18.2: Minimize use of turf. Minimize the use of natural turf in landscape medians, front-yard typical designs, parkways, other common areas, etc. and use drought tolerant planting options, mulch, or a combination thereof as a substitute. Limit the use of natural turf to those areas that serve a functional recreational element. Incorporate other aesthetic design elements such as boulders, stamped concrete, pavers, flagstone, decomposed granite, manufactured rock products to enhance visual interest and impact.	<u>Not Applicable</u> . Policy LU 18.2 would apply to implementing developments within the Project site (i.e., tentative tract maps, plot plans, etc.), but is not applicable to the currently-proposed Project.
LU 18.3: Design and field check irrigation plans to reduce run-off. Emphasize the use of subsurface irrigation techniques for landscape areas adjoining non-permeable hardscape. Utilize subsurface irrigation or other low volume irrigation technology in association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.	<u>Not Applicable</u> . Policy LU 18.2 would apply to implementing developments within the Project site (i.e., tentative tract maps, plot plans, etc.), but is not applicable to the currently-proposed Project.
LU 18.4: Coordinate Riverside County water-efficiency efforts with those of local water agencies. Support local water agencies’ water conservation efforts.	<u>Not Applicable</u> . Policy LU 18.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 18.5: Emphasize and expand the use of recycled water in conjunction with local water agencies. Recycled water determined to be available pursuant to Section 13550 of the California State Water Code shall be used for appropriate non-potable uses whenever it: a) provides a beneficial use to the customer; b) is economically and technically feasible; c) is consistent with applicable regulatory requirements; and d) is in the best interests of public health, safety, and welfare. With the exception of non-common areas of single-family home residential developments, all other irrigation systems must be designed and installed to accommodate the current or future use of recycled water for irrigation. If no recycled water availability exists or is imminent in the vicinity of a project (as determined by prevailing water agency), all subsurface piping shall be installed as “recycled water ready” to reduce future retrofit costs. Such irrigation plans shall be developed in accordance with standards and policies of the applicable recycled water purveyor. Recycled water systems shall be designed to meet regulatory requirements of the California Department of Public Health and the local recycled water purveyor.	<u>Not Applicable</u> . Reclaimed water service is not currently available in the Project area.
LU 18.6: Encourage Public Participation in Water Conservation Efforts. More outreach is needed to change the public perception of water-efficient landscaping and the design/care of such	<u>Not Applicable</u> . Policy LU 18.6 provides direction to County staff and decision makers and is not applicable to the proposed



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landscapes as they are a departure from that “green” paradigm with which many Riverside County residents are familiar. To achieve this objective the County of Riverside will: a. Develop tools designed to assist landowners with converting to attractive, drought tolerant landscapes. b. Participate in outreach efforts designed to educate the developers, landscape personnel, nurseries, retail establishments, and the public on water-efficient landscaping and wise water-use programs. c. Promote the use of drought tolerant plants and irrigation components.	Project.
LU 19.1: Where appropriate, use any adopted Density Transfer Program to help implement Rural Village Overlay Study Areas and the Multi-Species Habitat Conservation Program.	<u>Not Applicable</u> . The Project does not propose any density transfers, and is not located within a Rural Village Overlay Study Area. The Project site is located within the proposed extension of Existing Core 4 within MSHCP Cell Groups C, D, E, F, and G. As demonstrated in the analysis presented in EIR Subsection 4.4, <i>Biological Resources</i> , the Project would be fully consistent with the MSHCP Cell Criteria that applies to the Project site.
Policies LU 20.1 through LU 20.12: Agriculture	<u>Not Applicable</u> . Policies LU 20.1 through LU 20.12 relate to designation of agricultural lands, and are not applicable to the proposed Project.
Policies LU 21.1 through LU 21.7: Rural	<u>Not Applicable</u> . Policies LU 21.1 through LU 21.7 relate to designation of rural lands, and are not applicable to the proposed Project.
Policies LU 22.1 through LU 22.8: Rural Community	<u>Not Applicable</u> . Policies LU 22.1 through LU 22.8 relate to designation of rural community lands, and are not applicable to the proposed Project.
Policies LU 23.1 and LU 23.2: Open Space	<u>Not Applicable</u> . Policies LU 23.1 and LU 23.2 relate to designation of open space lands, and are not applicable to the proposed Project.
Policy LU 24.1: Open Space-Conservation, Open Space-Conservation Habitat, or Open Space-Water	<u>Not Applicable</u> . Policy LU 24.1 relates to designation of Open Space-Conservation, Open Space-Conservation Habitat, or Open Space-Water, and is not applicable to the proposed Project.
Policies 25.1 through LU 25.4: Open Space - Recreation	<u>Not Applicable</u> . Policies LU 25.1 through LU 25.4 relate to designation of Open Space – Recreation lands, and are not



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	applicable to the proposed Project.
Policies LU 26.1 through LU 26.6: Open Space – Rural	<u>Not Applicable</u> . Policies LU 26.1 through LU 26.6 relate to designation of Open Space – Rural lands, and are not applicable to the proposed Project.
Policies LU 27.1 through LU 27.5: Open Space – Mineral Resources	<u>Not Applicable</u> . Policies LU 27.1 through LU 27.5 relate to designation of Open Space – Mineral Resources lands, and are not applicable to the proposed Project.
LU 28.1: Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.	<u>Not Applicable</u> . The Project proposes to alter the allowable range of land uses on site to eliminate proposed residential uses and to instead accommodate light industrial, business park, and commercial retail land uses. The Project would be located in an area designated for residential development by the General Plan, thereby providing jobs in a portion of the County with ample areas planned for housing.
LU 28.2: Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.	<u>Not Applicable</u> . The Project does not propose residential uses, although the Project would accommodate employment-generating land uses in an area that is targeted for future development with residential uses.
LU 28.3: Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use. (AI 3)	<u>Not Applicable</u> . The Project does not propose any residential uses. Notwithstanding, and as documented in EIR Subsections 4.18, <i>Transportation</i> , and 4.20, <i>Utilities and Service Systems</i> , adequate circulation facilities, water resources, and sewer facilities exist or are planned to meet the demands of the proposed Project.
LU 28.4: Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.	<u>Not Applicable</u> . The Project does not propose any residential uses.
LU 28.5: Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths into new communities and developments to provide both connections within each community and linkages with surrounding features and communities.	<u>Consistent</u> . The Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and



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	non-curb adjacent sidewalks along proposed Street “A.” The intensity of the proposed development on site also would support potential future expansion of transit service by the RTA in the Project area.
LU 28.6: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (AI 3)	<u>Consistent</u> . Proposed SP 239A1 includes design guidelines to address the Project’s interface with surrounding land uses.
LU 28.7: Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.	<u>Not Applicable</u> . The Project accommodates roadways in conformance with the General Plan Circulation Element. Reduced street widths would be considered as part of future implementing developments within the Project site.
LU 28.8: Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.	<u>Consistent</u> . The Project accommodates a mixture of uses, including light industrial, business park, and commercial retail. Day care centers would be a permitted use within the business park and commercial retail portions of the Project, while day care centers are an allowable accessory use within areas planned for light industrial land uses. The commercial retail uses proposed as part of the Project also would serve the local existing and planned residential communities.
LU 28.9: Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.	<u>Not Applicable</u> . No residential units are proposed as part of the Project.
LU 28.10: Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area. (AI 3)	<u>Not Applicable</u> . No residential units are proposed as part of the Project.
LU 28.11: Require that special needs housing is designed to enhance, not visually degrade, the appearance of adjacent residential structures. (AI 3)	<u>Not Applicable</u> . The Project does not include any special needs housing.
LU 28.12: Work proactively with residential developers to incorporate, where feasible, child care centers that serve families of all incomes and children of all ages where such facilities are lacking.	<u>Not Applicable</u> . No residential units are proposed as part of the Project. Day care centers would be a permitted use within the business park and commercial retail portions of the Project, while day care centers are an allowable accessory use within areas planned for light industrial land uses.
LU 29.1: Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps. (AI 2, 6)	<u>Consistent</u> . Areas proposed to be designated for commercial retail uses by the Project generally are consistent with areas planned for commercial retail uses by the adopted SP 239, as reflected on the General Plan land use map, and such commercial



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	retail uses would abut proposed Orange Avenue and the proposed Mid-County Parkway (MCP).
LU 29.2: Once 40% of the area designated Commercial Retail within any Area Plan is built out, commercial retail development applications that are proposed within that Area Plan will only be considered for approval based on demonstrated market need, as well as a demonstrated ability to accommodate the traffic impacts the development will generate. (AI 1)	<u>Not Applicable</u> . Policy LU 29.2 does not apply to the currently-proposed Project, which consists of proposed land use and zoning changes. This policy would apply to future implementing development within the commercial retail portions of the Project site.
LU 29.3: Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity. (AI 3)	<u>Not Applicable</u> . Policy LU 29.2 does not apply to the currently-proposed Project, which consists of proposed land use and zoning changes. This policy would apply to future implementing development within the Project site.
LU 29.4: Accommodate community-oriented facilities, such as telecommunications centers, public meeting rooms, day care centers, and cultural uses. (AI 3)	<u>Consistent</u> . Community-oriented facilities, such as telecommunications centers, public meeting rooms, day care centers, and cultural uses could be accommodated within the Project’s proposed light industrial, business park, and/or commercial retail areas as either primary or ancillary uses.
LU 29.5: Concentrate commercial uses near transportation facilities and high density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts. (AI 3)	<u>Consistent</u> . Commercial uses proposed by the Project would be located along major roadways (i.e., Orange Avenue and the future MCP). Bus turnouts, if required, would be identified as part of future implementing development applications (e.g., tentative tract maps, plot plans, etc.).
LU 29.6: Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards. (AI 3)	<u>Consistent</u> . Commercial retail uses proposed as part of the Project are located internal to the Project site and would not abut any residential properties.
LU 29.7: Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)	<u>Consistent</u> . As discussed in EIR Subsections 4.18, <i>Transportation</i> , and 4.20, <i>Utilities and Service Systems</i> , adequate circulation facilities, water resources, and sewer facilities exist or are planned to meet the demands of the proposed Project.
LU 29.8: Allow mixed use projects to develop in commercially designated areas in accordance with the guidelines of the Community Center Land Use Designation and with special consideration of impacts to adjacent uses. (AI 3)	<u>Not Applicable</u> . Policy LU 29.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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LU 29.9: Require that commercial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)	<u>Consistent.</u> The Project would be subject to the design guidelines and development standards of proposed SP 239A1, which were designed in part to ensure that commercial development will be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.
LU 29.10: Floor to Area Ratio (FAR) is intended for planning purposes only. The Planning Director or his/her designee shall have the discretion to authorize the use of a FAR that is less intense in order to encourage good project design and efficient site utilization.	<u>Not Applicable.</u> Policy LU 29.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 30.1: Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps. (AI 1, 2, 6)	<u>Consistent.</u> With approval of the Project’s GPA and SPA applications, a majority of the Project site would be designated for light industrial and business park land uses, which would accommodate industrial, manufacturing, research and development, and professional offices.
LU 30.2: Control heavy truck and vehicular access to minimize potential impacts on adjacent properties. (AI 43)	<u>Consistent.</u> Roadways planned as part of the Project have been designed to convey Project-related truck traffic to major thoroughfares while mostly avoiding existing and planned residential properties.
LU 30.3: Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools that could be impacted by industrial activity. (AI 3)	<u>Not Applicable.</u> Policy LU 30.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 30.4: Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.	<u>Consistent.</u> Light industrial and business park uses proposed as part of the Project would have proximate access to Orange Avenue, the Ramona Expressway, Nuevo Road, and the future MCP. Transit service to the Project site is not currently available, although the intensity of the proposed development would support future expanded RTA bus routes in the local area.
LU 30.5: Allow for the inclusion of day care centers, public meeting rooms, and other community-oriented facilities in industrial districts.	<u>Consistent.</u> Pursuant to proposed zoning ordinance for SP 2398A1, day care centers are an allowed ancillary use within proposed light industrial areas on site.
LU 30.6: Control the development of industrial uses that use, store, produce, or transport toxins, generate unacceptable levels of noise or air pollution, or result in other impacts. (AI 1)	<u>Consistent.</u> As indicated in EIR Subsections 4.3, <i>Air Quality</i> , 4.9, <i>Hazards and Hazardous Materials</i> , and 4.13, <i>Noise</i> , with mitigation the Project would result in less-than-significant impacts due to toxic substances, stationary noise, and localized



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	air pollution.
LU 30.7: Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)	<u>Consistent.</u> As indicated in EIR Subsections 4.18, <i>Transportation</i> , and 4.20, <i>Utilities and Service Systems</i> , adequate circulation facilities, water resources, and sewer facilities exist or are planned to meet the demands of the proposed Project.
LU 30.8: Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)	<u>Consistent.</u> Future development on site would be subject to compliance with the development standards and design guidelines included as part of proposed SP 239A1, which were designed to ensure that future development on site visually enhances and does not degrade the character of the surrounding area. Refer also to EIR Subsection 4.1, <i>Aesthetics</i> .
LU 30.9: Floor to Area Ratio (FAR) is intended for planning purposes only. The Planning Director or his/her designee shall have the discretion to authorize the use of a FAR that is less intense in order to encourage good project design and efficient site utilization.	<u>Not Applicable.</u> Policy LU 30.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies LU 31.1 through LU 31.7: Public Facility Area Plan Land Use Designation	<u>Not Applicable.</u> Policies 31.1 through LU 31.7 relate to public facility land uses designations, which are not proposed as part of the Project.
Policies LU 32.1 through LU 32.12: Community Center Area Plan Land Use Designation	<u>Not Applicable.</u> Policies LU 32.1 through LU 32.12 apply to land uses within the Community Center land use designation. Although portions of the Project site are currently designated for Community Center land uses, with approval of the Project's proposed GPA there would be no areas designated for Community Center land uses on site. As such, these policies do not apply to the proposed Project.
Policies LU 33.1 and LU 33.2: Mixed Use Area	<u>Not Applicable.</u> Policies LU 33.1 and LU 33.2 apply to land uses within the Mixed Use Area land use designation, and the Project site is not currently designated for and does not entail Mixed Use Area development. As such, these policies do not apply to the proposed Project.
Policies LU 33.1 through LU 33.3: Community Center Overlay	<u>Not Applicable.</u> Policies LU 33.1 through LU 33.3 do not apply as the Project site is not designated as part of a Community Center Overlay and no Community Center Overlay designations are proposed as part of the Project.



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Polices LU 34.1 through LU 34.5: Rural Village Overlay and Rural Village Land Use Overlay	<u>Not Applicable.</u> Policies LU 34.1 through LU 34.5 do not apply as the Project site is not designated as part of a Rural Village Overlay and Rural Village Land Use Overlay.
LU 35.1: Require that proposed projects on properties designated with the Closed Landfill Policy Area be reviewed by the Department of Waste Management and the Department of Environmental Health to assure that future development is designed to protect public health and safety.	<u>Not Applicable.</u> The Project site is not located within the Closed Landfill Policy Area.
Policies LU 36.1 through LU 36.4: Eastern Riverside County Desert Areas (Non-Area Plan)	<u>Not Applicable.</u> The Project site is not located within the eastern Riverside County desert areas.
Policies LU 37.1 through 37.5: Areas Subject to Indian Jurisdiction	<u>Not Applicable.</u> The Project site is not subject to Native American jurisdiction.
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C 1.1: Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1. (AI 49)	<u>Not Applicable.</u> Policy C 1.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	<u>Not Applicable.</u> Policy C 1.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.3: Support the development of transit connections between Riverside County and regional activity centers in other counties as well as transit connections that link the community centers located throughout the county and as identified in the Land Use Element and in the individual Area Plans. (AI 26)	<u>Not Applicable.</u> Policy C 1.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.4: Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.	<u>Consistent.</u> The Project would utilize existing infrastructure and utilities to the maximum extent practicable, and would extend infrastructure only as necessary to serve future uses on site.
C 1.5: Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs. (AI 49)	<u>Not Applicable.</u> Policy C 1.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.6: Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system. (AI 4, 41, 46, 50)	<u>Not Applicable.</u> Policy C 1.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers,	<u>Consistent.</u> In conformance with this policy, the Project would accommodate trails throughout the site, including an enhanced



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dedicated bicycle lanes and paths, and mixed-use community centers.	parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”
C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.	<u>Consistent:</u> All future development on the Project site would be reviewed by the County for compliance with the California Complete Streets Act.
<p>C 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:</p> <p>LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Meniffee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.</p> <p>Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible</p>	<u>Consistent:</u> An analysis of the Project’s impacts to transportation is provided in EIR Subsection 4.18, <i>Transportation</i> . As indicated in Subsection 4.18, the Project would be conditioned to construct and/or contribute a fair share towards the cost of required improvements, the implementation of which would achieve acceptable LOS.



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mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)	
C 2.2: Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)	<u>Consistent:</u> A Traffic Impact Analysis (TIA) has been prepared for the proposed Project, is included as EIR <i>Technical Appendix L3</i> , and is summarized in EIR Subsection 4.18, <i>Transportation</i> . The TIA complies with the Riverside County Traffic Impact Analysis Preparation Guidelines and identifies necessary improvements and fair share contributions to achieve an acceptable LOS.
C 2.3: Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements. (AI 3)	<u>Consistent.</u> As required by standard conditions of approval to be imposed by Riverside County, traffic studies would be required for all future implementing developments within the Project site (e.g., tentative tract maps, plot plans, etc.), which would identify specific mitigation requirements for implementing developments. In conformance with this policy, a Project-specific Traffic Impact Analysis (TIA) was prepared and is included as EIR <i>Technical Appendix L3</i> . The TIA complies with the Riverside County Traffic Impact Analysis Preparation Guidelines and identifies necessary improvements and fair share contributions to achieve an acceptable LOS.
C 2.4: The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.	<u>Consistent.</u> As required by standard conditions of approval to be imposed by Riverside County, traffic studies would be required for all future implementing developments within the Project site (e.g., tentative tract maps, plot plans, etc.), which would identify specific mitigation requirements for implementing developments. Any mitigation measures identified as part of future implementing developments would be imposed as conditions of approval by the County. The Project’s TIA complies with the Riverside County Traffic Impact Analysis Preparation Guidelines and identifies necessary improvements and fair share contributions to achieve an acceptable LOS.
C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees,	<u>Consistent.</u> Future implementing development within the Project site would be subject to mitigation fees, including the County’s



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Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.	Development Impact Fee (DIF) and Transportation Uniform Mitigation Fee (TUMF). The Project site is not located within an area subject to a Road and Bridge Benefit District (RBBD) fees.
C 2.6: Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto, and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure	<u>Consistent</u> . A Project-specific TIA was prepared for the Project, and is included in EIR <i>Technical Appendix L3</i> . Additionally, and as required by standard conditions of approval to be imposed by Riverside County, traffic studies would be required for all future implementing developments within the Project site (e.g., tentative tract maps, plot plans, etc.), which would identify specific transportation-related requirements for implementing developments. The Project site does not occur along the Highway 79 corridor, which is located 6.6 miles southeast of the Project site.
C 2.7: Maintain a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.	<u>Not Applicable</u> . The Project site is not located within the Highway 79 Policy Area; thus, Policy C 2.7 is not applicable to the proposed Project.
C 2.8: Riverside County shall coordinate with Caltrans, RCTC and adjacent local jurisdictions in conformance with the Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.	<u>Not Applicable</u> . Policy C 2.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.1: Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.	<u>Consistent</u> . Proposed SP 239A1 includes a Circulation Plan that would implement the roadway improvements identified on Figures C-1 and C-3 of the General Plan.
C 3.2: Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	<u>Not Applicable</u> . Policy C 3.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.3: Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with	<u>Consistent</u> . All future developments within the Project site would be subject to compliance with proposed SP 239A1, which



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Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.	includes a Circulation Plan that implements the requirements specified in Circulation Element Table C-2.
C 3.4: Allow roundabouts or other innovative design solutions such as triple left turn lanes, continuous flow intersections, or other capacity improvements, when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible.	<u>Not Applicable.</u> Policy C 3.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.5: Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.	<u>Consistent.</u> The proposed SP 239A1 accommodates Antelope Road, which is designated as a Collector roadway north of Orange Avenue, and future internal collector roadways would be identified as part of implementing tentative tract maps/plot plans.
C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	<u>Consistent.</u> Future implementing developments would be primarily responsible for the improvement of roadways within and abutting the Project site, in addition to any off-site improvements warranted as part of the TIAs required for future implementing developments (e.g., tentative tract maps, plot plans, etc.).
C 3.7: Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.	<u>Consistent.</u> Riverside County would review future implementing tentative tract maps and plot plans for compliance with this requirement.
C 3.8: Restrict heavy duty truck through-traffic in residential and community center areas and plan land uses so that trucks do not need to traverse these areas.	<u>Consistent:</u> The Project has been designed to convey traffic towards major thoroughfares (i.e., Orange Avenue, Ramona Expressway, and the future MCP), and away from existing and planned residential uses.
C 3.9: Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.	<u>Consistent.</u> Riverside County would review future implementing plot plans for compliance with this requirement.
C 3.10: Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the	<u>Consistent.</u> A Project-specific TIA was prepared for the Project, and is included in EIR <i>Technical Appendix L3</i> . The TIA complies with the Riverside County Traffic Impact Analysis Preparation



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<p>circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.</p>	<p>Guidelines and identifies necessary improvements and fair share contributions to achieve an acceptable LOS. Additionally, and pursuant to standard conditions of approval to be imposed by Riverside County, traffic studies would be required for all future implementing projects within the Project site (e.g., tentative tract maps, plot plans, etc.), which would identify any required auxiliary facility improvements that may be required for each implementing development.</p>
<p>C 3.11: Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.</p>	<p><u>Consistent.</u> With exception of roadways internal to individual proposed planning areas, the Project has been designed to route traffic to Ramona Expressway, Nuevo Road, Orange Avenue, Antelope Road, and Street “A,” all of which are proposed to be classified as Secondary Highways or greater as part of SP 239A1.</p>
<p>C 3.12: Improve highways serving as arterials through mountainous and rural areas to adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill.</p>	<p><u>Not Applicable.</u> The Project site does not occur in mountainous or rural areas.</p>
<p>C 3.13: Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.</p>	<p><u>Consistent.</u> Pursuant to standard conditions of approval to be imposed by Riverside County, traffic studies would be required for all future implementing projects within the Project site (e.g., tentative tract maps, plot plans, etc.), and the County would review proposed improvements to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.</p>
<p>C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road’s design speed. Design speed should be consistent with and complement the character of the adjacent area.</p>	<p><u>Consistent.</u> All curves and grades would be designed to applicable County standards, as would be assured by the County’s future review of implementing projects within the Project site (e.g., tentative tract maps, plot plans, etc.).</p>
<p>C 3.15: Provide adequate sight distances for safe vehicular movement at a road’s design speed and at all intersections.</p>	<p><u>Consistent.</u> The County would review future implementing development (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.</p>
<p>C 3.16: Dedicate necessary rights-of-way as part of the land division and land use review processes.</p>	<p><u>Consistent.</u> Proposed SP 239A1 identifies major roadways along with required rights-of-way for each. The County would review</p>



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	future implementing development (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
C 3.17: Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way that are needed to establish slope stability, or drainage and related structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process. (AI 44, 51, 52)	<u>Consistent</u> . Proposed SP 239A1 identifies major roadways along with required right-of-way dedications for each. The County would review future implementing development (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
C 3.18: Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes. (AI 51)	<u>Consistent</u> . As shown on the SP 239A1 land use plan, all proposed right-of-way dedications would align with existing dedications, and future implementing developments (e.g., tentative tract maps) would be reviewed by the County for compliance with this requirement.
C 3.19: Coordinate with Caltrans to identify and protect ultimate freeway rights-of-way, including those for exclusive use by transit and those necessary for interchange expansion. Ultimate right-of-way needs shall be based upon build out traffic forecasts, with facilities sized to provide the appropriate level of service per state highway planning criteria. The County of Riverside, in consultation with Caltrans, will undertake a program to acquire such areas where additional right-of-way is required. (AI 44, 51)	<u>Not Applicable</u> . Policy C 3.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.20: Determine location of General Plan road rights of way and levels of road improvements needed based primarily upon land uses and travel demand.	<u>Not Applicable</u> . Policy C 3.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.21: Consider granting a reduction in improvement requirements for land divisions involving parcels greater than 20 acres in size and designated as agriculture on the General Plan Land Use map.	<u>Not Applicable</u> . Policy C 3.21 provides direction to County staff and decision makers and is not applicable to the proposed Project site, which is not designated as agriculture on the General Plan Land Use map.
C 3.22: Limit through-traffic movements to General Plan designated roads. Provisions shall be made for highways capable of carrying high volumes of through-traffic between major trip generators.	<u>Not Applicable</u> . Policy C 3.22 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.23: Consider the utilization of traffic-calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods.	<u>Not Applicable</u> . Policy C 3.23 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.24: Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency	<u>Not Applicable</u> . Policy C 3.24 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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service providers.	
C 3.25: Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.	<u>Not Applicable</u> . Policy C 3.25 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.26: Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.	<u>Not Applicable</u> . Policy C 3.26 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.27: Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process. (AI 49)	<u>Consistent</u> . EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and concludes that the Project would result in significant and unavoidable noise increases along the study area roadway segments (depending on which Alternative Truck Route is implemented). Mitigation is not available to reduce this impact to less-than-significant levels.
C 3.28: Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.	<u>Consistent</u> . EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and concludes that the Project would result in significant and unavoidable noise increases along the study area roadway segments (depending on which Alternative Truck Route is implemented). Mitigation is not available to reduce this impact to less-than-significant levels.
C 3.29: Include noise mitigation measures in the design of new roadway projects in the County of Riverside.	<u>Consistent</u> . EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and concludes that the Project would result in significant and unavoidable noise increases along the study area roadway segments (depending on which Alternative Truck Route is implemented). Mitigation is not available to reduce this impact to less-than-significant levels.
C 3.30: Design roadways to accommodate wildlife crossings whenever feasible and necessary.	<u>Not Applicable</u> . Policy C 3.30 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.31: Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.	<u>Not Applicable</u> . Project traffic would utilize paved roadways, and not dirt roadways.
C 3.32: Support ongoing efforts to identify funding and improve existing dirt roads throughout the	<u>Not Applicable</u> . Policy C 3.32 provides direction to County staff



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County of Riverside.	and decision makers and is not applicable to the proposed Project.
C 3.33: Assure all-weather, paved access to all developing areas.	<u>Consistent</u> : The Project would accommodate all-weather, paved access to all developed areas of the Project site.
C 4.1: Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.	<u>Consistent</u> . In conformance with this policy, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”
C 4.2: Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.	<u>Consistent</u> . The County would review future implementing development (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
C 4.3: Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design. (AI 26, 45)	<u>Consistent</u> . In conformance with this policy, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”
C 4.4: Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.	<u>Not Applicable</u> . Policy C 4.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 4.5: Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.	<u>Not Applicable</u> . Policy C 4.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 4.6: Consult the Riverside County Transportation Department as part of the development review	<u>Consistent</u> . All future development on site would be reviewed by



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process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval. (AI 3)	the Riverside County Transportation Department, and all proposed pedestrian facilities would be improved as part of the Project.
C 4.7: Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	<u>Consistent</u> . All implementing development within the Project site would be required to comply with applicable ADA requirements.
C 4.8: Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility may not be otherwise warranted. (AI 45)	<u>Not Applicable</u> . Policy C 4.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 4.9: Review all existing roadways without pedestrian facilities when they are considered for improvements to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities. (AI 49)	<u>Consistent</u> . All roadways that would be improved as part of the Project would contain facilities for pedestrians (i.e., sidewalks, etc.).
C 5.1: Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.	<u>Not Applicable</u> . Policy C 5.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	<u>Consistent</u> . Landscape plans would be required in the future in conjunction with implementing developments, and the SP 239A1 Design Guidelines promote the use of drought tolerant landscaping.
C 5.3: Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.	<u>Consistent</u> . Riverside County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
C 6.1: Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.	<u>Consistent</u> . The Project site is and would continue to be served by recorded public access.
C 6.2: Require all-weather access to all new development.	<u>Consistent</u> . All proposed roadways would afford all-weather access.
C 6.3: Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement. (AI 3)	<u>Consistent</u> . Riverside County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
C 6.4: Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are	<u>Consistent</u> . Riverside County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for



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present.	compliance with this requirement.
C 6.5: Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.	<u>Consistent</u> . Riverside County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
C 6.6: Consider access implications associated with adjacent development and circulation plans, and promote efficient and safe access for airport facilities.	<u>Not Applicable</u> . Policy C 6.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 6.7: Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts. (AI 105)	<u>Consistent</u> . Riverside County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this requirement.
Policies C 7.1 through C 7.12: Property Owner Coordination	<u>Not Applicable</u> . Policies C 7.1 through C 7.12 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 8.1: Implement a circulation plan that is consistent with funding and financing capabilities. (AI 53)	<u>Consistent</u> . Proposed SP 239A1 accommodates all General Plan-designated roadways in a manner consistent with the General Plan circulation plan.
C 8.2: Distribute the costs of transportation system improvements equitably among those who will benefit.	<u>Consistent</u> . As discussed in EIR Subsection 4.18, <i>Transportation</i> , the Project Applicant would be required to contribute fair share fees as well as pay fees pursuant to the County’s DIF and TUMF programs, in addition to construction of improvements to study area facilities.
C 8.3: Use annexations, development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.	<u>Consistent</u> . As discussed in EIR Subsection 4.18, <i>Transportation</i> , the Project Applicant would be required to construct transportation improvements, contribute fair share fees, as well as pay fees pursuant to the County’s DIF and TUMF fee programs.
C 8.4: Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period consistent with state and federal requirements.	<u>Not Applicable</u> . Policy C 8.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 8.5: Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local, regional and subregional transportation improvements needed for serving	<u>Consistent</u> . As discussed in EIR Subsection 4.18, <i>Transportation</i> , the Project Applicant would be required to construct transportation improvements, contribute fair share fees,



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new development in the unincorporated area.	as well as pay fees pursuant to the County’s DIF and TUMF programs. The Project site is not located in an area subject to RBBB fees.
C 8.6: Encourage the use of public improvement financing mechanisms, and equitably distribute the costs of road improvements among all those who benefit from the road improvements, including current roadway users.	<u>Not Applicable</u> . Policy C 8.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 8.7: Review and update the County of Riverside Road and Bridge Benefit District fee structure and development impact fees periodically to ensure that capacity expansion projects are developed and constructed in a timely manner.	<u>Not Applicable</u> . Policy C 8.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 8.8: Seek all available means to fund improvements, including state and federal grants, to offset the local cost of system improvements where appropriate. (AI 53)	<u>Not Applicable</u> . Policy C 8.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 9.1 through C 9.5: Common Carriers	<u>Not Applicable</u> . Policies C 9.1 through C 9.5 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 10.1: Support programs developed by transit agencies/operators to provide paratransit service. (AI 50)	<u>Not Applicable</u> . Policy C 10.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 11.1: Where appropriate, reserve right-of-way to accommodate designated transit service. (AI 3, 52)	<u>Consistent</u> . Future implementing developments (e.g., tentative tract maps) would be required to reserve appropriate right-of-way to accommodate designated transit service in the area, if required. Transit service is currently not available at the Project site.
C 11.2: Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.	<u>Consistent</u> . Future implementing developments (e.g., tentative tract maps, plot plans, etc.) would be required to reserve appropriate right-of-way to accommodate designated transit service in the area, if required. Transit service is currently not available at the Project site.
C 11.3: Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turn outs and other design features should be considered.	<u>Consistent</u> . The Project is consistent with the General Plan circulation map and would implement all General Plan-designated roadways within and abutting the Project site.
C 11.4: Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station. (AI 9)	<u>Not Applicable</u> . Policy C 11.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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C 11.5: Accommodate transit through higher densities, innovative design, and right-of-way dedication.	<u>Consistent</u> . Future implementing developments (e.g., tentative tract maps) would be required to reserve appropriate right-of-way to accommodate designated transit service in the area, if required. The Project would implement the General Plan Circulation Plan roadways within the Project site. Additionally, although no residential uses are proposed and no transit service is currently available at the Project site, the Project’s planned intensity for employment-generating uses would support future transit service in the area.
C 11.6: Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.	<u>Not Applicable</u> . Policy C 11.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 12.1 through C 12.6: Transit Oasis and Transit Centers	<u>Not Applicable</u> . Policies C 12.1 through C 12.6 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 13.1 through C 13.8: Passenger Rail System	<u>Not Applicable</u> . Policies C 13.1 through C 13.8 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 14.1 through C 14.3: Aviation System	<u>Not Applicable</u> . Policies C 14.1 through C 14.3 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 15.1: Implement a two-tiered system of trails, and later expand it into an effective non-motorized transportation system.	<u>Not Applicable</u> . Policy C 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 15.2: Seek financing to implement an effective non-motorized transportation system. This funding can include such potential sources as state and federal grants, Riverside County transportation funds, “in-lieu” fees, special assessments, parking meter revenues, other public and nonprofit organization funds, developer contributions, and other sources. (AI 36)	<u>Not Applicable</u> . Policy C 15.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 15.3: Develop a trail system which connects Riverside County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.	<u>Consistent</u> . In conformance with this policy, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails



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	<p>abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.” These facilities would connect to planned facilities located off site in the Project area.</p>
<p>C 15.4: Periodically review and update the Trails and Bikeways Plan (Figure C-6) in accordance with the review procedures and schedule of the General Plan, in order to ensure its compatibility with the other components of the Riverside County General Plan, and with the similar plans of agencies such as Western Riverside County Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission(RCTC), Regional Conservation Authority, Riverside County Habitat Conservation Agency and all jurisdictions within and abutting Riverside County. This shall include consistency with the WRCOG and CVAG non-motorized planning documents.</p>	<p><u>Not Applicable.</u> Policy C 15.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>C 15.5: Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make trails user-friendly, as much as reasonably feasible.</p>	<p><u>Consistent.</u> All future implementing developments within the Project site would be required to demonstrate compliance with the ADA.</p>
<p>C 15.6: Provide, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.</p>	<p><u>Not Applicable.</u> Policy C 15.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>C 16.1: Implement the Riverside County trail system as depicted in the Bikeways and Trails Plan, Figure C-6. (AI 3, 33)</p>	<p><u>Consistent.</u> In conformance with the General Plan Bikeways and Trails Plan (Figure C-6), the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”</p>
<p>C 16.2: Develop a multi-purpose trail network with support facilities which provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, equestrian trailer parking (as appropriate), bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities. (AI 35)</p>	<p><u>Not Applicable.</u> Policy C 16.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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<p>C 16.3: Require that trail alignments either provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other areas of concentrated public activity, where feasible.</p>	<p><u>Consistent.</u> In conformance with this policy, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.” These facilities would facilitate non-vehicular access to proposed open space areas on site, off-site planned trail segments, and existing and planned land uses in the area (including existing schools to the west).</p>
<p>C 16.4: Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads. (AI 3, 33)</p> <p>a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.</p> <p>b. Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries.</p> <p>c. Provide buffers between streets and trails, and between adjacent residences and trails.</p> <p>d. Make use of already available or already disturbed land where possible for trail alignments.</p> <p>e. Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.</p>	<p><u>Consistent.</u> In conformance with this policy, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.” These facilities would be provided within proposed ROW or within easements to be identified as part of future implementing tract maps.</p>
<p>C 16.5: Identify all existing rights-of-way which have been obtained for trail purposes through the land development process. (AI 34)</p> <p>a. Once the above task has been accomplished, analyze the existing rights of-way and determine the most expedient method for connecting the parts.</p>	<p><u>Not Applicable.</u> No existing rights-of-way for trails occur within the Project site.</p>
<p>C 16.6: Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas, as feasible. These potential corridors include, but are not</p>	<p><u>Not Applicable.</u> Policy C 16.6 provides direction to County staff and decision makers and is not applicable to the proposed</p>



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<p>limited to, the rights-of-way for: (AI 35, 36, 42)</p> <ul style="list-style-type: none"> a. water mains; b. water storage project aqueducts; c. irrigation canals; d. flood control; e. sewer lines; f. fiber optic cable lines, g. gas lines, h. electrical lines, and i. fire roads, railroads, and bridges. 	<p>Project.</p>
<p>C 16.7 Adhere to the following trail-development guidelines when siting a trail: (AI 3, 35, 36, 38, 39, 40, 41, 42).</p> <ul style="list-style-type: none"> a. Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County of Riverside requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost. b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. Where a separate right-of-way is not feasible, maintain recreation trails within the County of Riverside or Flood Control right-of-way, where feasible. c. Develop and implement trail design standards which will minimize maintenance due to erosion or vandalism. d. Maximize visibility and physical access to trails from streets and other public lands. e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries. f. When a trail is to be obtained through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties. g. Consider the use of abandoned rail lines as multipurpose rail-trails corridors through the “Rails-to-Trails” program. h. Place all recreation trails safe distances from the edges of active aggregate mining operations 	<p><u>Consistent.</u> Future implementing developments (e.g., tentative tract maps) would be reviewed for consistency with these requirements. The Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”</p>



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<p>and separate them by physical barriers, such as fences, berms, and/or other effective separation measures. Avoid placing a trail where it will cross an active mined materials haul route.</p> <p>i. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads. Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users.</p> <p>j. Design and construct trails that properly account for such issues as sensitive habitat areas, cultural resources, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation.</p> <p>k. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, U. S. Army Corp of Engineers, U. S. Bureau of Reclamation, and the California Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural resources, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.</p> <p>l. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.</p> <p>m. Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.</p> <p>n. Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings.</p> <p>o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate.</p> <p>p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.</p> <p>q. Information about Riverside County’s trail system shall be provided at the Riverside County Park and Open Space District and online in order to make the public aware of Riverside County’s trail system.</p> <p>r. Trails shall not be sited along sound walls, project boundary walls, and other walls that</p>	



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<p>effectively obstruct visibility beyond the edge of a trail.</p> <p>s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries.</p> <p>t. Use already available or disturbed land for trails wherever possible for new or extended trails.</p> <p>u. Use pervious pavement or bio-swailes along paved trails to assist in maintaining water quality.</p> <p>v. Coordinate with local Native American tribes for any proposed trails under the mandates of “SB18” Traditional Tribal Places Law.</p>	
<p>C16.8: Require the installation (where appropriate and pursuant to County of Riverside standards) of the appropriate styles of fencing along trail alignments that separate trails from road right-of-ways (ROWs), or where trails are located within road ROWs, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing. (AI 3)</p>	<p><u>Consistent.</u> Future development on site would be subject to compliance with the SP 239A1 Design Guidelines, which includes guidelines related to fencing.</p>
<p>C 16.9: Coordinate with cities, adjacent counties and affected state or federal land management entities regarding regional trails that cross over or terminate at jurisdictional boundaries. Ensure that adequate consideration is given to how the trail is addressed once it leaves the jurisdiction of Riverside County.</p>	<p><u>Not Applicable.</u> Policy C 16.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>C 17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41)</p>	<p><u>Consistent.</u> In conformance with this policy, and consistent with General Plan Figure C-7, the Project would accommodate an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road and a Class I bike lane along the site’s frontage with Ramona Expressway. All future trails on site would be subject to the requirements of SP 239A1 as well as the design standards as outlined in the California Department of Transportation Highway Design Manual, the Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines.</p>
<p>C 17.2: Require bicycle access between proposed developments and other parts of the Riverside County trail system through dedication of easements and construction of bicycle access ways.</p>	<p><u>Consistent.</u> In conformance with this policy, and consistent with General Plan Figure C-7, the Project would accommodate an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road and a</p>



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	Class I bike lane along the site’s frontage with Ramona Expressway.
C 17.3 Ensure that the bikeway system incorporates the following: a. Interconnection throughout and between cities and unincorporated communities. b. Appropriate lanes to specific destinations such as state or county parks. c. Appropriate opportunities for recreational bicycle riding and bicycle touring. d. Opportunities for bicycle commuting and golf cart commuting within a community, as appropriate for the terrain, traffic levels and proximity to surrounding destinations. e. Bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity. f. Bicycle parking at transit stops and park-and-ride lots.	<u>Not Applicable</u> . Policy C 17.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 17.4: Ensure that alternative modes of motorized transportation, such as buses, trains, taxi cabs, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities to existing or future planned transit routes.	<u>Not Applicable</u> . Policy C 17.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 18.1 through C 18.3: Acquisition, Maintenance, and Funding of Multipurpose Trails and Bikeways	<u>Not Applicable</u> . Policies C 18.1 through C 18.3 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 19.1: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans’ Scenic Highways Plan. (AI 79)	<u>Consistent</u> . As documented in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would have less-than-significant impacts on scenic routes and corridors.
C 20.1: Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.	<u>Not Applicable</u> . There are no trees identified as “superior examples” existing on the Project site.
C 20.2: Provide all roadways located within identified flood areas with adequate flood control measures.	<u>Consistent</u> . Except for Nuevo Road along the Project’s southern boundary, all roadways proposed by the Project are located outside of identified flood areas. Improvements to Nuevo Road are identified as part of TUMF, and would be constructed with adequate flood control measures.



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C 20.3: Locate roadways outside identified flood plains whenever possible. (AI 60)	<u>Consistent.</u> Except for Nuevo Road along the Project’s southern boundary, all roadways proposed by the Project are located outside of identified flood plains. Nuevo Road is a Circulation Element facility that is planned to cross the San Jacinto River, and it is not possible to construct Nuevo Road in a manner that does not cross flood plains associated with the San Jacinto River.
C 20.4: New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses. (AI 60)	<u>Consistent.</u> The only roadway proposed as part of the Project that would cross existing watercourses is Nuevo Road, which is located along the southern Project boundary and traverses the San Jacinto River under existing conditions. No new crossings of watercourses are proposed as part of the Project, although the bridge along Nuevo Road would need to be expanded. Additionally, Nuevo Road is not a “local roadway,” as this facility is classified as an Urban Arterial Highway by the General Plan.
C 20.5: In order to protect the watershed, water supply, groundwater recharge, and wildlife values of watercourses, the County of Riverside will avoid siting utility infrastructure and associated grading, fire clearance, and other disturbances within or adjacent to watercourses, if there are feasible alternatives available, and discourage special districts and other governmental jurisdictions outside of Riverside County’s authority, from doing so. Where such watershed utility siting locations cannot be avoided, the impacts on watercourses shall be minimized. (AI 60)	<u>Not Applicable.</u> Policy C 20.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 20.6: Control dust and mitigate other environmental impacts during all stages of roadway construction.	<u>Consistent.</u> As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project would be subject to the County’s NPDES requirements, including during construction of on-site and site-adjacent roadway improvements.
C 20.7: Protect all streets and highways located within identified blow sand areas from blowsand hazards to the extent practicable.	<u>Not Applicable.</u> The Project site and Project-related roadway improvements are not located within an identified blow sand area.
C 20.8: Protect Riverside County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate	<u>Consistent.</u> The analysis within EIR Subsection 4.13, <i>Noise</i> , concludes that the Project would result in significant and unavoidable noise increases along the study area roadway segments (depending on which Alternative Truck Route is implemented). Mitigation is not available to reduce this impact



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exterior noise levels to no more than 60 decibels. (AI 107)	to less-than-significant levels. Additionally, the analysis in Subsection 4.13 demonstrates that with application of Mitigation Measure MM 4.13-1, Project-related stationary noise sources would be less than significant.
C 20.9: Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.	<u>Consistent</u> . As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , the Project and associated roadway improvements would be fully consistent with the Western Riverside County MSHCP.
C 20.10: Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.	<u>Consistent</u> . Proposed roadway improvements would not result in disturbances to existing communities. As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with mitigation Project-related roadway improvements would result in less-than-significant impacts to biotic resources.
C 20.11: Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.	<u>Consistent</u> . All roadway improvements planned as part of the Project would be consistent with or otherwise would not conflict with all applicable federal, State, and local environmental quality standards and regulations.
C 20.12: Review proposals for expansion of pipelines for the transport of suitable products and materials. Any project proponent of such a pipeline shall mitigate impacts, particularly the potential for hazardous chemical or gas leakage and explosion, in accordance with local, state and federal regulations.	<u>Not Applicable</u> . The Project does not involve a proposal for expansion of pipelines for the transport of suitable products or materials.
C 20.13: Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable. (AI 110)	<u>Consistent</u> . As demonstrated herein, the Project, including associated roadway improvements, would be consistent with or otherwise would not conflict with all requirements of the General Plan Air Quality Element.
C 20.14: Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles. (AI 118)	<u>Consistent</u> . The intensity of land uses proposed by the Project would promote alternative non-motorized transportation. All future implementing development would be required to dedicate parking spaces for electric vehicles, pursuant to State and County building codes.
C 20.15 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply	<u>Consistent</u> . As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project, including associated roadway improvements, would be required to comply with applicable



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	NPDES requirements.
Policies C 21.1 through C 21.7: Transportation Systems Management	<u>Not Applicable</u> . Policies C 21.1 through C 21.7 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 22.1 and C 22.2: Transportation Demand Management	<u>Not Applicable</u> . Policies C 22.1 and C 22.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 23.1 through C 23.14: Goods Movement	<u>Not Applicable</u> . Policies C 23.1 through C 23.14 apply to areas in close proximity to freight rail or air cargo services where heavy truck traffic is anticipated, or otherwise provide direction to County staff and decision makers, and are not applicable to the proposed Project.
C 24.1: Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan as the transportation system is implemented. (AI 117)	<u>Not Applicable</u> . Policy C 24.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 25.1 and C 25.2: Major Utility Corridors	<u>Not Applicable</u> . Policies C 25.1 and C 25.2 relate to major utility corridors and are not applicable to the proposed Project.
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Policies OS 1.1 through OS 1.4: Water Supply and Conveyance	<u>Not Applicable</u> . Policies OS 1.1 through OS 1.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies OS 2.1 through OS 2.5: Water Conservation	<u>Not Applicable</u> . Policies OS 2.1 through OS 2.5 provide direction to County staff and decision makers and are not applicable to the proposed Project.
OS 3.1: Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.	<u>Not Applicable</u> . Policy OS 3.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 3.2: Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.	<u>Not Applicable</u> . Policy OS 3.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 3.3: Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers (AI 3)	<u>Consistent</u> . As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , Project-related impacts due to pollutant



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	discharge into storm drainage systems, natural drainages, and aquifers would be less than significant.
OS 3.4: Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP). (AI 3)	<u>Consistent.</u> As discussed in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project would be subject to all applicable NPDES requirements, including the requirement to prepare a SWPPP to address construction-related activities.
OS 3.5: Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.	<u>Consistent.</u> The Project consists of a proposal to change the land use designations and zoning classifications for the Project site, and SP 239A1 identifies only a conceptual drainage plan. Riverside County would review future implementing developments (i.e., tentative tract maps, plot plans, etc.) for consistency with this policy.
OS 3.6: Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.	<u>Consistent.</u> As discussed in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project would accommodate necessary stormwater detention basins/water quality basins to protect water quality. No drainage facilities are proposed within watercourses.
OS 3.7: Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc. (AI 57, 62)	<u>Consistent.</u> The Project consists of a proposal to change the land use designations and zoning classifications for the Project site, and SP 239A1 identifies only a conceptual drainage plan. Specific measures to decrease runoff would be identified as part of future implementing developments (i.e., tentative tract maps, plot plans, etc.), which would be reviewed by the County for consistency with this policy.
OS 4.1: Support efforts to create additional water storage where needed, in cooperation with federal, state, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed. (AI 56, 57)	<u>Not Applicable.</u> Policy OS 4.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 4.2: Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the county. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where: a. The groundwater quality would be reduced; b. The available groundwater aquifers are full; or c. Rising water tables threaten the stability of existing structures. (AI 56, 57)	<u>Not Applicable.</u> Policy OS 4.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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OS 4.3: Ensure that adequate aquifer water recharge areas are preserved and protected. (AI 3, 56, 57)	<u>Consistent.</u> As discussed in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project would result in less-than-significant impacts to aquifer recharge areas.
OS 4.4: Incorporate natural drainage systems into developments where appropriate and feasible. (AI 3)	<u>Consistent.</u> The Project would accommodate the San Jacinto River and its associated flood plain within proposed open space areas on site. Additionally, the Project consists of a proposal to change the land use designations and zoning classifications for the Project site, and SP 239A1 identifies only a conceptual drainage plan. Specific features related to drainage would be identified as part of future implementing developments (i.e., tentative tract maps, plot plans, etc.), which would be reviewed by the County for consistency with this policy.
OS 4.5: Encourage streets in a vicinity of watercourses to include park strips or other open space areas that allow permeability.	<u>Consistent.</u> Major roadway facilities planned as part of the Project within the vicinity of the San Jacinto River are designed to include minimum 21-foot wide landscaped parkways, which would allow for stormwater to permeate into the ground.
OS 4.6: Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through “Low Impact Development” or other Best Management Practice measures. (AI 57)	<u>Consistent.</u> Future implementing developments (e.g., tentative tract maps, plot plans, etc.) would be required to demonstrate that runoff is detained on site (i.e., within the boundaries of SP 239A1) and allowed to contribute to local groundwater, and also would be required to implement Best Management Practices (BMPs).
OS 4.7: Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest. (AI 132)	<u>Consistent.</u> Future implementing developments (e.g., tentative tract maps, plot plans, etc.) would be required to demonstrate that proposed drainage features are not aesthetically offensive.
OS 4.8: Use natural approaches to managing streams, to the maximum extent possible, where groundwater recharge is likely to occur. (AI 57)	<u>Not Applicable.</u> Policy OS 4.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 4.9: Discourage development within watercourses and areas within 100 feet of the outside boundary of the riparian vegetation, the top of the bank, or the 100 year floodplain, whichever is greater.	<u>Consistent.</u> With exception of Nuevo Road improvements along the site’s southern boundary, the Project does not propose any development within watercourses, within 100 feet of the outside boundary of the riparian vegetation, the top of the bank, and the 100-year floodplain. Improvements to Nuevo Road are planned



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	as part of the General Plan, including the required expanded crossing across the San Jacinto River, and it would not be feasible to improve Nuevo Road without a crossing over the San Jacinto River.
<p>OS 5.1: Substantially alter floodways or implement other channelization only as a “last resort,” and limit the alteration to:</p> <ul style="list-style-type: none"> a. that necessary for the protection of public health and safety only after all other options are exhausted; b. essential public service projects where no other feasible construction method or alternative project location exists; or c. projects where the primary function is improvement of fish and wildlife habitat. (AI 25, 59, 60) 	<p><u>Consistent.</u> Aside from the Nuevo Road crossing as discussed above, the Project would not affect the existing floodway for the San Jacinto River. The Nuevo Road crossing, which is identified for improvement as part of TUMF, would not result in a substantial alteration of the floodplain.</p>
<p>OS 5.2: If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:</p> <ul style="list-style-type: none"> a. stream scour; b. erosion protection and sedimentation; c. wildlife habitat and linkages; d. cultural resources including human remains; e. groundwater recharge capability; f. adjacent property; and g. design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site specific hydrologic study may be required. (AI 25, 59, 60) 	<p><u>Consistent.</u> As indicated in the analysis of Project consistency with Policy OS 5.1, the Project would not result in a substantial modification to the San Jacinto River floodplain.</p>
<p>OS 5.3: Based upon site, specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues: (AI 59, 60, 133)</p> <ul style="list-style-type: none"> a. public safety; b. erosion; c. riparian or wetland buffer; d. wildlife movement corridor or linkage; e. slopes; f. type of watercourse; and g. cultural resources. 	<p><u>Consistent.</u> The Project does not propose any development within the San Jacinto River floodway. As documented in EIR Subsections 4.4, <i>Biological Resources</i>, 4.5, <i>Cultural Resources</i>, 4.7, <i>Geology and Soils</i>, and 4.10, <i>Hydrology and Water Quality</i>, the Project would not result in floodway-related hazards related to public safety, erosion, riparian/wetland buffers, wildlife movement corridors/linkages, slopes, or cultural resources.</p>
<p>OS 5.4: Consider designating floodway setbacks for greenways, trails, and recreation opportunities</p>	<p><u>Not Applicable.</u> Policy OS 5.4 provides direction to County staff</p>



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on a case-by-case basis. (AI 25, 59, 60)	and decision makers and is not applicable to the proposed Project.
OS 5.5: Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible. (AI 25, 60)	<u>Consistent.</u> As indicated in EIR Subsection 4.4, <i>Biological Resources</i> , the Project would not result in impacts to native riparian habitat, with exception of improvements to Nuevo Road, which would cross the San Jacinto River. No fencing is proposed within the San Jacinto River.
OS 5.6: Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61)	<u>Consistent.</u> As indicated in EIR Subsection 4.4, <i>Biological Resources</i> , implementation of the Project would result in impacts to 0.31-acre of Southern Riparian Scrub, which is the only sensitive natural community that occurs on-site or within the off-site improvement areas. However, the Project Applicant would be required to implement Mitigation Measure MM 4.4-1, which provides for compensatory mitigation for impacts to 0.31-acre of Southern Riparian Scrub and would reduce Project impacts to below a level of significance. Remaining areas on site that contain sensitive habitats would be permanently conserved as natural open space.
OS 5.7: Where land is prohibited from development due to its retention as natural floodways, floodplains and watercourses, incentives should be available to the owner of the land including density transfer and other mechanisms as may be adopted. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on the owner of properties following these policies. (AI 60, 134, 135)	<u>Not Applicable.</u> Policy OS 5.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3)	<u>Consistent.</u> As indicated in EIR Subsection 4.4, <i>Biological Resources</i> , approximately 22.01 acres of wetlands occur within the Project site within the disturbed alkali playa and the San Jacinto River (21.45 acres). The Project would avoid all impacts to the disturbed alkali playa, which will be dedicated as conservation land to the RCA for long-term management. However, development related to utility installation and roadway improvements along the southern boundary of the Project would impact 0.29-acre of wetlands within the San Jacinto River and associated floodplain. However, the Project Applicant would be



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	required to implement Mitigation Measure MM 4.4-1, which provides for compensatory mitigation for impacts to 0.29-acre of wetlands, which would reduce Project impacts to below a level of significance.
OS 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)	<u>Consistent</u> . The Project would result in the conservation of approximately 81.6 acres along and within the San Jacinto River floodplain, thereby resulting in the avoidance of approximately 22.01 acres of wetlands that occur within the Project site within the disturbed alkali playa and the San Jacinto River (21.45 acres)
OS 6.3: Consider wetlands for use as natural water treatment areas that will result in improvement of water quality. (AI 56)	<u>Consistent</u> . The Project would result in the conservation of approximately 81.6 acres along and within the San Jacinto River floodplain.
OS 7.1: Work with state and federal agencies to periodically update the Agricultural Resources map to reflect current conditions. (AI 11)	<u>Not Applicable</u> . Policy OS 7.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 7.2: In cooperation with individual farmers, farming organizations, and farmland conservation organizations, the County of Riverside shall employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural operations within Riverside County. The County of Riverside shall seek out available funding for farmland conservation. Examples of programs which may be employed include: land trusts; conservation easements (under certain circumstances, these may also provide federal and state tax benefits to farmers); dedication incentives; Land Conservation Contracts; Farmland Security Act contracts; the Agricultural Land Stewardship Program Fund; agricultural education programs; transfer and purchase of development rights; providing adequate incentives (e.g. clustering and density bonuses) to encourage conservation of productive agricultural land in Riverside County's Incentive Program; and providing various resource incentives to landowners (e.g. establish a reliable and/or less costly supply of irrigation water). (AI 78) The County of Riverside shall establish a Farmland Protection and Stewardship Committee and the Board of Supervisors shall appoint its members. The Committee shall include members of the farming community as well as other individuals and organizations committed to farmland protections and stewardship. The Committee shall develop a strategy to preserve agricultural land within Riverside County and shall identify and prioritize agricultural lands for conservation. This	<u>Not Applicable</u> . Policy OS 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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<p>strategy shall not only address the preservation of agricultural land but shall also promote sustainable agriculture within Riverside County. In developing its strategy, the Committee shall consider an array of proven techniques and, where necessary, adapt these techniques to address the unique conditions faced by the farming community within Riverside County. Riverside County staff shall assist the Committee in accomplishing its task. Riverside County Departments, that may be called upon to assist the Committee, include, but are not limited to the following: the Agricultural Commissioner, Planning Department, Assessor's Office and County Counsel. In developing its strategy, the Committee shall consult government and private organizations with expertise in farmland protection. These organizations may include, but are not limited to, the following: USDA Natural Resources Conservation Service; State Department of Conservation and its Division of Land Resource Protection; University of California Sustainable Agriculture Research and Education Program; the University of California Cooperative Extension; The Nature Conservancy; American Farmland Trust; The Conservation Fund; the Trust for Public Land; and the Land Trust Alliance.</p> <p>The Committee shall, from time to time, recommend to the Board of Supervisors the adoption of policies and/or regulation that it finds will further the goals of the farmland protection and stewardship. The Committee shall also advise the Board of Supervisors regarding proposed policies that curb urban sprawl and the accompanying conversion of agricultural land to urban development, and that support and sustain continued agriculture. Planning policies that may benefit farmland conservation and fall within the purview of the Committee for review include measures to promote efficient development in and around existing communities including clustering, incentive programs, transfer of development rights, and other planning tools.</p>	
<p>OS 7.3: Encourage conservation of productive agricultural lands and preservation of prime agricultural lands. (AI 3, 78)</p>	<p><u>Consistent.</u> As discussed in EIR Subsection 4.2, <i>Agriculture and Forest Resources</i>, the Project site as mapped by the CDC's Farmland Mapping and Monitoring Program (FMMP), the Project site contains only Farmland of Local Importance and Grazing Land, neither of which comprise Important Farmland types. These findings have been confirmed by a site-specific LESA analysis, which is included as <i>Technical Appendix S</i> to the Project's RDEIR. As such, the Project would not conflict with this policy.</p>
<p>OS 7.4: Encourage landowners to participate in programs that reduce soil erosion, improve soil quality, and address issues that relate to pest management. To this end, the County shall promote</p>	<p><u>Not Applicable.</u> Policy OS 7.4 relates to agricultural activities, which would be precluded on the Project site with</p>



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coordination between the Natural Resources Conservation Service, Resource Conservation Districts, UC Cooperative Extension, and other agencies and organizations.	implementation of the Project.
OS 7.5: Encourage the combination of agriculture with other compatible open space uses in order to provide an economic advantage to agriculture. Allow by right, in areas designated Agriculture, activities related to the production of food and fiber, and support uses incidental and secondary to the on-site agricultural operation. (AI 1)	<u>Not Applicable</u> . Policy OS 7.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies OS 8.1 and OS 8.2: Forest Resources	<u>Not Applicable</u> . Policies OS 8.1 and OS 8.2 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
OS 9.1: Update the Vegetation Map for Western Riverside County in consultation with the California Department of Fish and Wildlife, the Natural Diversity Data Base, the United States Forest Service, and other knowledgeable agencies. The County of Riverside shall also provide these agencies with data as needed. (AI 11)	<u>Not Applicable</u> . Policy OS 9.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 9.2: Expand Vegetation mapping to include the eastern portion of the County of Riverside. (AI 11)	<u>Not Applicable</u> . Policy OS 9.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes. (AI 3, 79)	<u>Not Applicable</u> . As discussed in EIR Subsection 4.4, <i>Biological Resources</i> , the Project site does not contain superior examples of native trees, natural vegetation, stands of established trees, or other features related to ecosystem, aesthetics, or water conservation functions.
OS 9.4: Conserve the oak tree resources in the county. (AI 3, 77, 78)	<u>Not Applicable</u> . No oak trees occur on site under existing conditions.
OS 9.5: Encourage research and education on the effects of smog and other forms of pollution on human health and on natural vegetation.	<u>Not Applicable</u> . Policy OS 9.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 9.6: Conserve important traditional Native American plant gathering resource areas.	<u>Not Applicable</u> . As indicated in EIR Subsections 4.5, <i>Cultural Resources</i> , and 4.19, <i>Tribal Cultural Resources</i> , the Project would not impact any important traditional Native American plant gathering resources areas.
Policies OS 10.1 and OS 10.2: Wind Energy	<u>Not Applicable</u> . Policies OS 10.1 and OS 10.2 relate to wind energy, which is not proposed as part of the Project.
OS 11.1: Enforce the state Solar Shade Control Act, which promotes all feasible means of energy	<u>Consistent</u> . Future implementing developments (e.g., Plot Plans,



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conservation and all feasible uses of alternative energy supply sources. (AI 62, 65, 66, 70)	building permits, etc.) would be required to demonstrate compliance with the State Solar Shade Control Act.
OS 11.2: Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments. (AI 63, 64)	<u>Not Applicable</u> . Policy OS 11.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 11.3: Permit and encourage the use of passive solar devices and other state-of-the-art energy resources. (AI 62, 63, 64)	<u>Not Applicable</u> . Policy OS 11.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 11.4: Encourage site-planning and building design that maximizes solar energy use/potential in future development applications. (AI 70)	<u>Consistent</u> . Future implementing developments (e.g., Plot Plans) would be required to demonstrate consistency with Policy OS 11.4.
Policies OS 12.1 through OS 12.4: Geothermal Resources	<u>Not Applicable</u> . Policies OS 12.1 through OS 12.4 relate to geothermal resources, which are not proposed as part of the Project.
OS 13.1: Encourage economic biomass conversion under sensible environmental controls. (AI 71)	<u>Not Applicable</u> . Policy OS 13.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies OS 14.1 through OS 14.6: Mineral Resources	<u>Not Applicable</u> . Policies OS 14.1 through OS 14.6 relate to mines and areas with mineral resources. As documented in EIR Subsection 4.12, the Project site is located in Mineral Resources Zone 3 (MRZ 3), indicating that the Project site does not contain known mineral resources of significance. No mining operations are proposed as part of the Project.
Policies OS 15.1 and OS 15.2: Petroleum Resources	<u>Not Applicable</u> . Policies OS 15.1 and OS 15.2 relate to petroleum resources, which do not occur on the Project site.
OS 16.1: Continue to implement Title 24 of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24. (AI 62)	<u>Consistent</u> . As documented in EIR Subsection 4.6, <i>Energy</i> , the Project would be subject to compliance with Title 24 of the California Code of Regulations, as amended and adopted pursuant to County ordinance.
OS 16.2: Specify energy efficient materials and systems, including shade design technologies, for county buildings. (AI 68, 70)	<u>Not Applicable</u> . Policy OS 16.2 relates to County buildings, which are not proposed as part of the Project.
OS 16.3: Implement public transportation systems that utilize alternative fuels when possible, as	<u>Consistent</u> . The intensity of land uses proposed as part of the



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well as associated urban design measures that support alternatives to private automobile use.	Project would support alternative transportation in the area.
OS 16.4: Undertake proper maintenance of County physical facilities to ensure that optimum energy conservation is achieved.	<u>Not Applicable</u> . Policy OS 16.2 relates to County facilities, which are not proposed as part of the Project.
OS 16.5: Utilize federal, state, and utility company programs that encourage energy conservation. (AI 63, 64)	<u>Not Applicable</u> . Policy OS 16.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.6: Assist public buildings and institutions in converting asphalt to greenspace to address the heat island effect.	<u>Not Applicable</u> . Policy OS 16.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.7: Promote purchasing of energy-efficient equipment based on a fair return on investment, and use energy-savings estimates as one basis for purchasing decisions for major energy-using devices. (AI 68, 69)	<u>Not Applicable</u> . Policy OS 16.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.8: Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.	<u>Not Applicable</u> . Policy OS 16.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.9: Encourage increased use of passive, solar design and day-lighting in existing and new structures (AI 62, 63, 64, 65, 70)	<u>Consistent</u> . Future implementing developments (e.g., Plot Plans) would be reviewed by the County for compliance with this policy.
OS 16.10: Encourage installation and use of cogenerating systems where they are cost-effective and appropriate. (AI 62, 70)	<u>Not Applicable</u> . Policy OS 16.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.11: Provide incentives, such as transfer of development rights and clustering, to private developments that provide energy efficient site design.	<u>Not Applicable</u> . Policy OS 16.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.12: Consider energy efficient site design and construction techniques in renovation, construction or procurement of leased spaces.	<u>Not Applicable</u> . Policy OS 16.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.13: Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.	<u>Not Applicable</u> . Policy OS 16.13 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.14: Coordinate energy conservation activities with the County Climate Action Plan (CAP) as decreasing energy usage also helps reduce carbon emissions.	<u>Consistent</u> . As indicated in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , the Project would be required to comply with the



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	County's CAP Update pursuant to Mitigation Measures MM 4.8-1 and MM 4.8-2.
OS 17.1: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species specific focused surveys shall not be required as part of this initial HANS assessment for stand alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures the Project would be fully consistent with the provisions of the MSHCP. The Project site is located within MSHCP Criteria Cells, and was subject to a HANS process. As a result of the HANS process, the County found the Project's planned open space areas meet the applicable MSHCP criteria for Cell Groups encompassing the Project site.
OS 17.2: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of development applications.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures the Project would be fully consistent with the provisions of the MSHCP.
OS 17.3: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures, the Project, including Project-related roadway improvements, would be fully consistent with the provisions of the MSHCP.
OS 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures the Project would be fully consistent with the provisions of the MSHCP.
OS 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the county beyond the preservation and/or conservation required to mitigate project impacts. (AI 9)	<u>Not Applicable.</u> Policy OS 18.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 18.3: Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.	<u>Not Applicable.</u> Proposed SP 239A1 includes design guidelines that promote landscaped buffer zones between future on-site uses and off-site areas that are targeted for conservation by the MSHCP and/or that are within the floodplain for the San Jacinto River. SP 239A1 Table 4-1, <i>Plant Palette</i> , includes a list of



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<p>OS 18.4: Develop standards for the management of private conservation easements and conservation lots in fee title. For areas with watercourses, apply special standards a – f (below) for their protection, and apply standards g-j (below) generally:</p> <p>a. For conservation lands with watercourses, conform easement boundaries to setback conditions that will preserve natural flows and changes in the natural boundaries of a watercourse and its protective riparian habitat.</p> <p>b. Use only “open” fencing that permits the movement of wildlife, and limit fencing to locations outside of setbacks to watercourses (no fencing is permitted to cross the banks or channel of a watercourse, unless no other option is available).</p> <p>c. Allow fuel modification only to the outside of buffering vegetation (riparian vegetation and vegetation on slopes that buffer the watercourse from erosion and storm water pollution).</p> <p>d. No planting of non-native invasive species is permitted.</p> <p>e. No lighting of watercourse area is permitted.</p> <p>f. Prohibit the use of pesticides and herbicides known to harm aquatic species and sensitive amphibians.</p> <p>g. Ensure that lands under control of Homeowner's Associations employ an experienced nonprofit conservation group or agency to manage/maintain the land.</p> <p>h. Prohibit use of recreational off-road vehicles.</p> <p>i. Prohibit grazing and alterations of vegetation except for fuel and weed management under close supervision of qualified natural lands manager.</p> <p>j. For private conservation lands, especially those within criteria cells of MSHCP areas, ensure that easement and fee title agreements provide funding methods sufficient to manage the land in perpetuity.</p>	<p>allowable plant species within the landscaped buffer zones, and excludes invasive and non-native species.</p> <p><u>Not Applicable.</u> Policy OS 18.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.</p>	<p><u>Not Applicable.</u> Policy OS 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>OS 19.2: The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that , at a minimum</p>	<p><u>Not Applicable.</u> Policy OS 19.2 provides direction to County staff and decision makers and is not applicable to the proposed</p>



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would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law. (AI 144)	Project.
OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.	<u>Consistent</u> . Site-specific cultural resources investigations were conducted for the Project site, as discussed in EIR Subsection 4.5, <i>Cultural Resources</i> . As documented therein, with mitigation Project impacts to cultural resources would be less than significant.
OS 19.4: To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state. (AI 145)	<u>Not Applicable</u> . Policy OS 19.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 19.5: Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.	<u>Consistent</u> . The Project would be subject to compliance with all applicable laws concerning human remains, including California Health and Safety Code § 7050.5 and California Public Resources Code § 5097 et. seq.
OS 19.6: Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.	<u>Consistent</u> . As discussed in EIR Subsection 4.14, <i>Paleontological Resources</i> , while the Project site has a “low” to “high” potential for containing paleontological resources, the Project would be subject to a PRIMP during Project-related ground-disturbing activities, thereby reducing impacts to paleontological resources to less-than-significant levels.
OS 19.7: Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.	<u>Consistent</u> . As discussed in EIR Subsection 4.14, <i>Paleontological Resources</i> , while the Project site has a “low” to “high” potential for containing paleontological resources, the Project would be subject to a PRIMP during Project-related ground-disturbing activities, thereby reducing impacts to paleontological resources to less-than-significant levels.
OS 19.8: Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological	<u>Consistent</u> . In conformance with this policy, a site-specific Paleontological Resources Monitoring and Mitigation Program (PRIMP) was prepared for the Project, which is included as EIR



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resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.	<i>Technical Appendix K.</i>
OS 19.9: Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.	<u>Consistent.</u> If any paleontological resources are uncovered as part of the PRIMP, any such resources would be treated in a manner directed by the County Geologist.
OS 20.1: Preserve and maintain open space that protects County environmental and other nonrenewable resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.	<u>Not Applicable.</u> Policy OS 20.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 20.2: Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas. (AI 74)	<u>Not Applicable.</u> The Project does not propose any extension of public facilities, services, or utilities within areas designated Open Space – Conservation (OS-C).
OS 20.3: Discourage the absorption of dedicated park lands by non-recreational uses, public or private. Where absorption is unavoidable, replace park lands that are absorbed by other uses with similar or improved facilities and programs. (AI 74)	<u>Consistent.</u> The Project proposes changes to the site’s land use designations and zoning classifications, and would eliminate areas on site currently designated by SP 239 for parks and recreation. However, the Project also would eliminate residential land uses currently planned for the Project site by the adopted SP 239, thereby resulting in a concomitant decrease in demand for recreational resources within the County. Thus, no “replacement” of park lands would be required for the Project.
OS 20.4: Provide for the needs of all people in the system of the County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.	<u>Not Applicable.</u> The Project proposes light industrial, business park, and commercial retail land uses, which would not generate a direct demand for recreational resources. No parks are proposed as part of the Project.
OS 20.5: Require that development of recreation facilities occurs concurrent with other development in an area. (AI 3)	<u>Not Applicable.</u> The Project proposes light industrial, business park, and commercial retail land uses, which would not generate a direct demand for recreational resources. No parks are proposed as part of the Project.
OS 20.6: Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites. (AI 3)	<u>Not Applicable.</u> The Project Applicant proposes light industrial, business park, and commercial retail land uses, which would not generate a direct demand for recreational resources. No parks are proposed as part of the Project.
OS 21.1: Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)	<u>Consistent.</u> As documented in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would result in less-than-significant impacts to scenic



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	vistas and view corridors.
OS 22.1: Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses. (AI 3)	<u>Consistent</u> . As documented in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would have less-than-significant impacts to scenic highway corridors.
OS 22.2: Study potential scenic highway corridors for possible inclusion in the Caltrans Scenic Highways Plan.	<u>Not Applicable</u> . Policy OS 22.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 22.3: Encourage joint efforts among federal, state, and county agencies, and citizen groups to ensure compatible development within scenic corridors.	<u>Not Applicable</u> . Policy OS 22.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 22.4: Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features. (AI 3)	<u>Consistent</u> . As documented in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would have less-than-significant impacts to scenic highway corridors.
OS 22.5: Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.	<u>Consistent</u> . The conceptual grading plan included as part of proposed SP 239A1 generally respects the site’s existing topography, and would not require contour grading or slope rounding.
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Policies S 1.1 through S 1.4: Code Conformance and Development Regulations	<u>Not Applicable</u> . Policies S 1.1 through S 1.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
S 2.1: Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies: (AI 80, 91) a. Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. b. Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the Riverside County Engineering Geologist, is presented. The County of Riverside may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines. c. Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault	<u>Consistent</u> . In conformance with this policy, and as documented in EIR Subsection 4.7, <i>Geology and Soils</i> , a site-specific geotechnical evaluation was conducted for the site and is included as EIR <i>Technical Appendix F</i> . Additionally, all future implementing development (i.e., tentative tract maps, plot plans, etc.) would require preparation of site-specific geotechnical studies to evaluate site-specific design proposals. No faults occur on site or in the immediate vicinity of the Project site. Remaining components of this policy provide direction to County staff and decision makers and are not applicable to the proposed Project.



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<p>rupture occur.</p> <p>d. Support efforts by the California Department of Conservation, California Geological Survey to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a through-going fault cannot be reliably located.</p> <p>e. Encourage and support efforts by the geologic research community to define better the locations and risks of Riverside County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.</p>	
<p>S 2.2: Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings. (AI 81)</p>	<p><u>Consistent.</u> In conformance with this policy, and as documented in EIR Subsection 4.7, <i>Geology and Soils</i>, a site-specific geotechnical evaluation was conducted for the site and is included as EIR <i>Technical Appendix F</i>. The site-specific investigations determined that the potential for liquefaction on the site is considered “low” to “moderate,” and identifies recommendations to address liquefaction hazards. The potential for landslide hazards also is addressed in the geotechnical evaluation, and includes recommendations to address potential landslide hazards associated with proposed slopes on site. As documented in the geotechnical evaluation, due to the primarily coarse-grained nature and apparent density of the site soils, static settlement should occur immediately during increasing grades; therefore, static settlement from increasing grades should not affect the proposed structural improvements.</p>
<p>S 2.3: Require that a state-licensed professional investigate the potential for liquefaction in areas designated as underlain by “Susceptible Sediments” and “Shallow Ground Water” for all general construction projects, except for accessory buildings (Figure S-3).</p>	<p><u>Consistent.</u> In conformance with this policy, and as documented in EIR Subsection 4.7, <i>Geology and Soils</i>, a site-specific geotechnical evaluation was conducted for the site and is included as EIR <i>Technical Appendix F</i>. The site-specific investigation determined that the potential for liquefaction on the site is considered “low” to “moderate,” and identifies recommendations to address liquefaction hazards.</p>
<p>S 2.4: Require that a State-licensed professional investigate the potential for liquefaction in areas identified as underlain by “Susceptible Sediments” for all proposed critical facilities (Figure S-3).</p>	<p><u>Consistent.</u> In conformance with this policy, and as documented in EIR Subsection 4.7, <i>Geology and Soils</i>, a site-specific</p>



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	geotechnical evaluation was conducted for the site and is included as EIR <i>Technical Appendix F</i> . The site-specific investigation determined that the potential for liquefaction on the site is considered “low” to “moderate,” and identifies recommendations to address liquefaction hazards
S 2.5: Require that engineered slopes be designed to resist seismically-induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.	<u>Consistent</u> . In conformance with this policy, and as documented in EIR Subsection 4.7, <i>Geology and Soils</i> , a site-specific geotechnical evaluation was conducted for the site and is included as EIR <i>Technical Appendix F</i> . The geotechnical evaluation indicates that slope failure hazards on site are “very low,” but nonetheless includes recommendations to ensure slopes are grossly stable. Additional geotechnical investigations would be required as part of future implementing development (i.e., tentative tract maps), and the County would condition such implementing developments to comply with the requirements of the future-required evaluations.
S 2.6: Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.	<u>Consistent</u> . Geotechnical studies would be required as part of future implementing developments (i.e., as part of tentative tract maps, grading permits, etc.), and future implementing development would be conditioned to comply with the applicable requirements of the future geotechnical evaluations, including recommendations related to over-excavation.
S 2.7: Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.	<u>Consistent</u> . Geotechnical studies would be required as part of future implementing developments (i.e., as part of tentative tract maps, grading permits, etc.), and future implementing development would be conditioned to comply with the applicable requirements of the future geotechnical evaluations, including recommendations related to seismically-induced differential settlement.
S 2.8: Encourage research into new foundation design systems that better resist Riverside County’s climatic, geotechnical, and geological conditions. (AI 104)	<u>Not Applicable</u> . Policy S 2.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.1: Require the following in landslide potential hazard management zones, or when deemed	<u>Consistent</u> . The western portions of the Project site and areas to



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<p>necessary by the California Environmental Quality Act: (AI 104)</p> <p>a. Preliminary geotechnical and geologic investigations.</p> <p>b. Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.</p> <p>c. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by state-licensed professionals.</p>	<p>the west of the Project site contain steep hillsides. However, the site-specific geotechnical evaluation determined that the potential for the development of a rapid debris flow event on a slope associated with or adjacent to the proposed development is considered very low. Notwithstanding, the site-specific geotechnical evaluation includes recommendations to address slope instability hazards. Geotechnical studies also would be required as part of future implementing developments (i.e., as part of tentative tract maps, grading permits, etc.), and future implementing development would be conditioned to comply with the applicable requirements of the future geotechnical evaluations, including recommendations related to landslide hazards.</p>
<p>S 3.2: Require that stabilized landslides be provided with redundant drainage systems. Provisions for the maintenance of subdrains must be designed into the system.</p>	<p><u>Not Applicable.</u> There are no stabilized landslides within or immediately adjacent to the Project site.</p>
<p>S 3.3: Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.</p>	<p><u>Consistent.</u> Future building permit applications resulting from Project approval would be reviewed by the County for consistency with this requirement.</p>
<p>S 3.4: Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions, or from loss of aesthetic resources for development occurring on slope and hillside areas.</p>	<p><u>Consistent.</u> As discussed in EIR Subsections 4.7, <i>Geology and Soils</i>, and 4.10, <i>Hydrology and Water Quality</i>, impacts due to erosion, slope instability, or other hazardous slope conditions would be less than significant with mitigation.</p>
<p>S 3.5: During permit review, identify and encourage mitigation of onsite and offsite slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.</p>	<p><u>Consistent.</u> As discussed in EIR Subsections 4.7, <i>Geology and Soils</i>, and 4.10, <i>Hydrology and Water Quality</i>, impacts due to slope instability, debris flow, and erosion hazards would be less than significant with mitigation.</p>
<p>S 3.6: Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.</p>	<p><u>Consistent.</u> As discussed in EIR Subsections 4.7, <i>Geology and Soils</i>, and 4.10, <i>Hydrology and Water Quality</i>, slope and erosion hazards would be less than significant with mitigation.</p>
<p>S 3.7: Support mitigation on existing public and private property located on unstable hillside areas, especially slopes with recurring failures where Riverside County property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the Riverside</p>	<p><u>Not Applicable.</u> The Project site is not located on an unstable hillside area or in an area with recurring failures.</p>



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County Engineer, Fire, or Sheriff Department. (AI 100)	
S 3.8: Require geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, as identified in Figure S-7 and the Technical Background Report, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore valleys, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.	<u>Consistent</u> . In conformance with this policy, and as documented in EIR Subsection 4.7, <i>Geology and Soils</i> , a site-specific geotechnical evaluation was conducted for the site and is included as EIR <i>Technical Appendix F</i> . Mitigation is identified to address potential subsidence hazards and would reduce impacts to less-than-significant levels.
S 3.9: Develop a liaison program with all Riverside County water districts to prevent water extraction induced subsidence (AI 4).	<u>Not Applicable</u> . Policy S 3.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.10: Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence.	<u>Not Applicable</u> . Policy S 3.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.11: Require studies that address the potential of this hazard on proposed development within “High” and “Very High” wind erosion hazard zones as shown on Figure S-8, Wind Erosion Susceptibility Map.	<u>Not Applicable</u> . The Project site is not located in an area with “High” or “Very High” wind erosion hazards, pursuant to General Plan Figure S-8.
S 3.12: Include a disclosure about wind erosion susceptibility on property title for those properties located within “High” and “Very High” wind erosion hazard zones as shown on Figure S-8, Wind Erosion Susceptibility Map. (AI 92)	<u>Not Applicable</u> . The Project site is not located in an area with “High” or “Very High” wind erosion hazards, pursuant to General Plan Figure S-8.
S 3.13: Require buildings to be designed to resist wind loads.	<u>Consistent</u> . The Project would be required to comply with appropriate State and County building code requirements to address wind loads, as would be assured through future County review of implementing building permit applications.
S 3.14: Educate builders about the wind environment and encourage them to design projects accordingly (AI 93, 97, 98).	<u>Not Applicable</u> . Policy S 3.14 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.1: For new construction and proposals for substantial improvements to residential and nonresidential development within 100-year floodplains as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, Riverside County shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency. (AI 25)	<u>Consistent</u> . Areas on site that are within the flood hazard zone for the San Jacinto River are proposed by the Project for open space land uses, and no buildings would be constructed in these areas.
S 4.2: The county shall enforce provisions of the Building Code in conjunction with the following	<u>Consistent</u> . Riverside County would review future implementing developments on site for consistency with this requirement. No



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<p>guidelines: (AI 25)</p> <p>a. All residential, commercial and industrial structures shall be flood-proofed from the mapped 100-year storm flow. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Non-residential (commercial or industrial) structures may be allowed with a “flood-proofed” finished floor below the Base Flood Elevation (i.e., 100-year flood surface) to the extent permitted by state, federal and local regulations. New critical facilities shall be constructed above grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. To the extent that residential, commercial, or industrial structures cannot meet these standards, they shall not be approved.</p> <p>b. Critical facilities shall not be permitted in floodplains unless the project design ensures that there are two routes for emergency egress and regress, and minimizes the potential for debris or flooding to block emergency routes, either through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access.</p> <p>c. Development using, storing, or otherwise involved with substantial quantities of onsite hazardous materials shall not be permitted within a 100-year floodplain or dam inundation zone, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied; and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.</p> <p>d. Specific flood-proofing measures may require: use of paints, membranes, or mortar to reduce water seepage through walls; installation of water tight doors, bulkheads, and shutters; installation of flood water pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. However, fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of the walls.</p>	<p>buildings or associated improvements (including storage areas) are proposed by the Project within 100-year flood zones. No “critical facilities” are proposed as part of the Project. No specific flood-proofing measures are required for the Project.</p>
<p>S 4.3: Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other low intensity uses are allowable if flood control and groundwater recharge functions are maintained. (AI 25)</p>	<p><u>Consistent</u>. The Project does not propose any permanent structures within mapped flood zones on site, as these areas are proposed to be designated for open space uses.</p>
<p>S 4.4: Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or unless alternative methods are utilized to the maximum extent practicable. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat requirements, and as applicable to provide incentives for natural</p>	<p><u>Not Applicable</u>. The Project does not involve any components that would alter the existing floodway for the San Jacinto River, which is already channelized through the Project area. No structures are proposed by the Project within mapped flood zones</p>



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<p>watercourse preservation, including density transfer programs as may be adopted. (AI 25, 60)</p> <p>a. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.</p> <p>b. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.</p>	<p>or floodways on site.</p>
<p>S 4.5: Prohibit substantial modification to watercourses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat. (AI 60, 61)</p>	<p><u>Not Applicable.</u> The Project would not result in a substantial modification to any watercourses.</p>
<p>S 4.6: Direct flood control improvement measures toward the protection of existing and planned development. (AI 25)</p>	<p><u>Not Applicable.</u> Policy S 4.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>S 4.7: Any substantial modification to a watercourse shall be done in the least environmentally damaging manner practicable in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge. (AI 25, 60)</p>	<p><u>Not Applicable.</u> The Project would not result in a substantial modification to any watercourses.</p>
<p>S 4.8: Allow development within the floodway fringe, if the proposed structures can be adequately flood-proofed and will not contribute to property damage or risks to public safety. (AI 25, 60)</p>	<p><u>Not Applicable.</u> The Project does not propose any development within the floodway fringe, as all areas within mapped floodways would be preserved as open space on site.</p>
<p>S 4.9: Within the floodway fringe of a floodplain as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, require development to be capable of withstanding flooding and to minimize use of fill. However, some development may be compatible within flood plains and floodways, as may some other land uses. In such cases, flood proofing would not be required. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, erosion backwater effects, or concentrations of flows. (AI 60)</p>	<p><u>Not Applicable.</u> The Project does not propose any development within the floodway fringe, as all areas within mapped floodways would be preserved as open space on site.</p>
<p>S 4.10: Require all proposed projects anywhere in the county to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems.</p>	<p><u>Consistent.</u> As indicated in EIR Subsection 4.10, <i>Hydrology and Water Quality</i>, the Project would not exceed the existing or planned capacity of any storm water drainage systems.</p>
<p>S 4.11: Encourage neighboring jurisdictions to require development occurring adjacent to the County to consider the impact of flooding and flood control measures on properties within</p>	<p><u>Not Applicable.</u> Policy S 4.11 provides direction to County staff and decision makers and is not applicable to the proposed</p>



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unincorporated Riverside County.	Project.
Policies S 4.12 through S 4.16: High-Risk Facilities	<u>Not Applicable</u> . Policies S 4.1 through S 4.11 relate to high-risk facilities, and the Project does not involve any such facilities.
Policies S 4.17 through S 4.22: Risk Assessment	<u>Not Applicable</u> . Policies S 4.1 through S 4.11 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
<p>S 5.1: Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:</p> <p>a. All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments.</p> <p>b. All proposed development and construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.</p> <p>c. In addition to the standards and guidelines of the California Building Code and California Fire Code fire safety provisions, continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.</p> <p>d. Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County Ordinances.</p> <p>e. Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.</p> <p>f. Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, and constructed that provide adequate defensibility from wildfires.</p>	<p><u>Consistent</u>. Future implementing development on the Project site would be required to comply with minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning. Portions of the Project site are located within a Fire Hazard Severity Zone, as discussed in EIR Subsection 4.18, <i>Wildfire</i>, although the Project incorporates adequate fuel modification zones to reduce the potential for wildland fires on site to less-than-significant levels. The remaining components of this policy provide direction to County staff and decision makers, and are not applicable to the proposed Project.</p>
S 5.2: Encourage continued operation of programs for fuel breaks, brush management, controlled burning, revegetation and fire roads.	<u>Not Applicable</u> . Policy S 5.2 provides direction to County staff and decision makers and is not applicable to the proposed



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	Project.
S 5.3: Monitor fire-prevention measures (such as fuel reduction) through a site specific fire-prevention plan to reduce long-term fire risks in the Very High Fire Hazard Severity Zones.	<u>Not Applicable</u> . Policy S 5.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.4: Limit or prohibit development or activities in areas lacking water and access roads.	<u>Consistent</u> . The Project site is served by adequate water resources and is accessible via numerous existing and planned roadways.
S 5.5: Encourage proposed development in Fire Hazard Severity Zones to develop where fire and emergency services are available or planned.	<u>Consistent</u> . As discussed in EIR Subsection 4.16, <i>Public Services</i> , and in Subsection 4.21, <i>Wildfire</i> , adequate fire protection services and facilities exist to provide service to the proposed Project, and the Project Applicant would be required to contribute DIF fees, portions of which are used for fire protection facilities.
S 5.6: Demonstrate that the proposed development can provide fire services that meet the minimum travel times identified in Riverside County Fire Department Fire Protection and EMS Strategic Master Plan.	<u>Consistent</u> . As discussed in EIR Subsection 4.16, <i>Public Services</i> , adequate fire protection services and facilities exist to provide service to the proposed Project, and the Project Applicant would be required to contribute DIF fees, portions of which are used for fire protection facilities.
S 5.7: Minimize pockets of flammable vegetation that increase likelihood of fire spread through conceptual landscaping plans to be reviewed by Planning and Fire Departments in the Fire Hazard Severity Zones. The conceptual landscaping plan of the proposed development shall at a minimum include: a. Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards. b. Retention of existing natural vegetation to the maximum extent feasible. c. Removal of onsite combustible plants.	<u>Consistent</u> . The County would review future implementing plot plans and building permits for compliance with the landscaping requirements of proposed SP 239A1, which includes standards for fuel modification and includes a plant palette for fuel modification areas that minimizes combustible plants and encourages native and fire-resistant species.
S 5.8 Design to account for topography of a site and reduce the increased risk from fires in the Fire Hazard Severity Zones located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by: a. Providing fuel modification zones with removal of combustible vegetation, but minimizing visual impacts and limiting soil erosion. b. Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.	<u>Consistent</u> . A Project-specific Fire Protection Plan (FPP) was prepared for the Project and is included as EIR <i>Technical Appendix N</i> , the requirements of which have been incorporated into proposed SP 239A1. The County would review future plot plan and building permit applications, including their associated landscape plans, for compliance with the fuel modification requirements identified by SP 239A1 and the Project's FPP.



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c. Submitting topographic map with site specific slope analysis. d. Submitting erosion and sedimentation control plans. e. Providing a minimum 30 foot of setback from the edge of the fuel modification zones. f. Minimizing disturbance of 25% or greater natural slopes.	
S 5.9: Reduce fire threat and strengthen fire-fighting capability so that the County could successfully respond to multiple fires. (AI 88)	<u>Not Applicable</u> . Policy S 5.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.10: Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.	<u>Consistent</u> . Future implementing building permits would be reviewed by the County for compliance with this policy.
S 5.11: Utilize ongoing brush clearance fire inspections to educate homeowners on fire prevention tips by implementing annual countywide weed abatement program. (AI 96)	<u>Not Applicable</u> . Policy S 5.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.12: Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.	<u>Not Applicable</u> . Policy S 5.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.13: Develop a program to utilize existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.	<u>Not Applicable</u> . Policy S 5.13 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.14: Periodically review inter-jurisdictional fire response agreements, and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan to keep pace with development, including construction of additional high-rises, mid-rise business parks, increasing numbers of facilities housing immobile populations, and the risk posed by multiple ignitions, to ensure that (AI 4, AI 88): <ul style="list-style-type: none"> • Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described. • Fire flow requirements (water for fire protection) are consistent with Riverside County Ordinance 787. • The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for the intensity of development desired. 	<u>Not Applicable</u> . Policy S 5.14 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.15: Continue to utilize the Riverside County Fire Department Fire Protection Plan and EMS	<u>Not Applicable</u> . Policy S 5.15 provides direction to County staff



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Strategic Master Plan as the base document to implement the goals and objectives of the Safety Element.	and decision makers and is not applicable to the proposed Project.
S 5.16: Encourage property owners to utilize clustering and Transfer of Development Rights (TDR) program when developing lands within Fire Hazard Severity Zones by: <ul style="list-style-type: none"> Restricting the development of a property through placement of conservation easement. Acquiring the conservation easements similar to that of MSHCP Program. 	<u>Not Applicable</u> . Policy S 5.16 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.17: Identify, map, and update on an as-needed continual basis, the Fire Hazard Severity Zone maps. (Figure S-11)	<u>Not Applicable</u> . Policy S 5.17 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.18: Ensure that the Fire Department has appropriate municipal staffing and fire protection planning staff that meet the needs of development pressure and adequately respond to long range fire safety planning.	<u>Not Applicable</u> . Policy S 5.18 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.19: Implement a coordination program with fire protection and emergency service providers to reassess fire hazards after wildfire events and to adjust fire prevention and suppression needs, as necessary.	<u>Not Applicable</u> . Policy S 5.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.20: Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers.	<u>Not Applicable</u> . Policy S 5.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.21: Implement a long-term training and education program among government agencies and communities about fire protection. (AI 93)	<u>Not Applicable</u> . Policy S 5.21 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 6.1 Enforce the land use policies and siting criteria related to hazardous materials and wastes through continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following: (AI 98) <ol style="list-style-type: none"> Ensure county businesses comply with federal, state and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs. Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County through the County’s land use and planning processes. Encourage and promote the programs, practices, and recommendations contained in the Riverside County Hazardous Waste Management Plan, giving the highest waste management 	<u>Consistent</u> . All future light industrial, business park, and commercial businesses on site would be required to comply with federal, State, and local laws pertaining to hazardous wastes and materials. The remaining portions of this policy provide direction to County staff and decision makers and are not applicable to the proposed Project.



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<p>priority to the reduction of hazardous waste at its source.</p> <p>S 7.1: Continually strengthen the Riverside County Office of Emergency Services' Response Plan and Multi-Jurisdictional Local Hazard Mitigation Plan and maintain mutual aid agreements with federal, state, local agencies and the private sector to assist in:</p> <ol style="list-style-type: none"> Clearance of debris in the event of widespread slope failures, collapsed buildings or structures, or other circumstances that could result in blocking emergency access or regress. Heavy search and rescue. Fire suppression. Hazardous materials response. Temporary shelter. Geologic and engineering needs. Traffic and crowd control. Building inspection. 	<p><u>Not Applicable</u>. Policy S 7.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>S 7.2: Encourage the utilization of multilingual staff personnel to assist in evacuation and short-term recovery activities, and meeting general community needs. (AI 97)</p>	<p><u>Not Applicable</u>. Policy S 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>S 7.3: Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to: install automatic fire and hazardous materials detection, reporting and shut-off devices; and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.</p>	<p><u>Consistent</u>. Future development within proposed light industrial, business park, and commercial areas on site would be reviewed by the County for compliance with this policy.</p>
<p>S 7.4: Use incentives and disincentives to persuade private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:</p> <ul style="list-style-type: none"> maintaining a fire control plan, including an onsite fire fighting capability and volunteer fire response teams to respond to and extinguish small fires; and identifying medical personnel or local residents who are capable and certified in first aid and CPR. 	<p><u>Consistent</u>. Future development within proposed light industrial, business park, and commercial areas on site would be reviewed by the County for compliance with this policy.</p>
<p>S 7.5: Conduct regional earthquake drills and, where appropriate: (AI 82)</p> <ul style="list-style-type: none"> utilize HAZUS results in the Technical Background Report to develop internal scenarios for emergency response; and test back-up power generators in public facilities and other critical facilities taking part in the 	<p><u>Not Applicable</u>. Policy S 7.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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<p>earthquake drill.</p> <p>S 7.6: Improve management and emergency dissemination of information using portable computers with geographic information systems and disaster-resistant Internet access, to obtain: (AI 86)</p> <ul style="list-style-type: none"> • Hazardous Materials Disclosure Program Business Plans regarding the location and type of hazardous materials; • Real-time information on seismic, geologic, or flood hazards; and • The locations of high-occupancy, immobile populations, potentially hazardous building structures, utilities and other lifelines. 	<p><u>Not Applicable.</u> Policy S 7.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>S 7.7: Strengthen the project permit and review process to ensure that proper actions are taken to reduce hazard impacts and to encourage structural and nonstructural design and construction. Damage must be minimized for critical facilities, and susceptibility to structural collapse must be minimized, if not eliminated.</p> <p>a. Ensure that special development standards, designs, and construction practices reduce risk to tolerable levels for projects involving critical facilities, large-scale residential development, and major commercial or industrial development through conditional use permits and the subdivision review process. If appropriate, impact fees should be assessed to finance required actions.</p> <p>b. Require mitigation measures to reduce potential damage caused by ground failure for sites determined to have potential for liquefaction. Such measures shall apply to critical facilities, utilities, and large commercial and industrial projects as a condition of project approval.</p> <p>c. Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, be designed for easy maintenance, and have redundant back up lines where unstable slopes, earth cracks, active faults, or areas of liquefaction cannot be avoided.</p> <p>d. Review proposed uses of fault setback areas closely to ensure that county infrastructure (roads, utilities, drains) are not unduly placed at risk by the developer. Insurance, bonding, or compensation plans should be used to compensate the County of Riverside for the potential costs of repair.</p>	<p><u>Not Applicable.</u> The Project does not propose any critical facilities or utilities.</p>
<p>S 7.8: Promote strengthening of planned and existing utilities and lifelines, the retrofit and rehabilitation of existing weak structures, and the relocation of certain critical facilities.</p>	<p><u>Not Applicable.</u> Policy S 7.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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S 7.9: Find alternatives that improve site safety for the protection of critical facilities. Property acquisition for open space, change in building use or occupancy, or other appropriate measures can be employed to reduce risks posed by hazards. (AI 101)	<u>Not Applicable</u> . Policy S 7.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 7.10: Discourage development of critical facilities that are proposed in dam failure inundation areas, and apply hazardous materials safety guidelines within such zones.	<u>Not Applicable</u> . The Project does not propose any critical facilities.
S 7.11 Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program, to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and trunk electrical and telephone conduits that (AI 4): <ul style="list-style-type: none"> • Extend through areas of high liquefaction potential. • Cross active faults. • Traverse earth cracks or landslides. 	<u>Not Applicable</u> . Policy S 7.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 7.12: Require extra design considerations for lifelines across subsidence areas.	<u>Not Applicable</u> . Policy S 7.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 7.13: Develop a system to respond to short-term increases in hazard on the southern San Andreas fault, based on probabilities associated with foreshocks. (AI 85)	<u>Not Applicable</u> . Policy S 7.13 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies S 7.14 through S 7.17: Emergency Evacuation	<u>Not Applicable</u> . Policies S 7.14 through S 7.17 provide direction to County staff and decision makers and are not applicable to the proposed Project.
S 7.18: Develop plans for short-term and long-term post-disaster recovery. (AI 103)	<u>Not Applicable</u> . Policy S 7.18 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies S 7.19 through S 7.23: Public Information and Outreach	<u>Not Applicable</u> . Policies S 7.19 through S 7.23 provide direction to County staff and decision makers and are not applicable to the proposed Project.
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N 1.1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used. (AI 107)	<u>Consistent</u> . As demonstrated in EIR Subsection 4.13, <i>Noise</i> , stationary noise impacts to proposed noise-sensitive land uses on site would be less than significant with mitigation.



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<p>N 1.2: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)</p>	<p><u>Not Applicable.</u> Policy N 1.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:</p> <ul style="list-style-type: none"> • Schools. • Hospitals. • Rest Homes. • Long Term Care Facilities. • Mental Care Facilities. • Residential Uses. • Libraries. • Passive Recreation Uses. • Places of Worship. <p>According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures.</p> <p>Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L-1 and summarized in the Policy Area section of the affected Area Plan. (AI 105)</p>	<p><u>Not Applicable.</u> The Project includes light industrial, business park, and commercial retail land uses, none of which are considered noise-sensitive land uses. As demonstrated in EIR Subsection 4.12, <i>Noise</i>, future noise levels affecting buildings on site would be below the General Plan standards.</p>
<p>N 1.4: Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)</p>	<p><u>Consistent.</u> In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i>, to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.</p>
<p>N 1.5: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)</p>	<p><u>Consistent.</u> In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i>, to reduce significant noise-related impacts to the maximum feasible extent.</p>



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N 1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)	<u>Consistent.</u> In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.
N 1.7: Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. (AI 106, 107)	<u>Consistent.</u> In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , that will require site-specific noise analyses in conjunction with future implementing plot plans to ensure that future uses on site do not expose nearby sensitive receptors to unacceptable noise levels.
N 1.8: Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines. Please see the Wind Energy Conversion Systems section for more information. (AI 108)	<u>Not Applicable.</u> The Project does not propose any wind turbines, and no wind turbines exist in the Project area.
N 2.1: Create a County Noise Inventory to identify major noise generators and noise-sensitive land uses, and to establish appropriate noise mitigation strategies. (AI 105)	<u>Not Applicable.</u> Policy N 2.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 2.2: Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise. (AI 105, 107)	<u>Not Applicable.</u> The Project would include light industrial, business park, and commercial retail uses, none of which are noise sensitive. Additionally, the Project site is not located in a noise impacted area.
N 2.3: Mitigate exterior and interior noises to the levels listed in Table N-2 below to the extent feasible, for stationary sources: (AI 105)	<u>Consistent.</u> Acoustical studies will be required in conjunction with future building permit applications to demonstrate that interior noise levels for the Project’s proposed light industrial, business park, and commercial retail uses meet the interior noise standards presented in General Plan Table N-2.
N 3.1: Protect Riverside County’s agricultural resources from noise complaints that may result from routine farming practices, through the enforcement of the Riverside County Right-to-Farm Ordinance. (AI 105, 107)	<u>Consistent.</u> As documented in EIR Subsection 4.2, <i>Agriculture and Forest Resources</i> , the Project may be subject to compliance with the Riverside County Right-to-Farm Ordinance, if agricultural operations commence within 300 feet of the Project site before site development.
N 3.2: Require acoustical studies and subsequent approval by the Planning Department and the	<u>Consistent.</u> In conformance with this policy, a site-specific noise



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Office of Industrial Hygiene, to help determine effective noise mitigation strategies in noise-producing areas. (AI 105)	impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.
N 3.3: Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses. (AI 107)	<u>Consistent</u> . In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels, including noise impacts to existing and future surrounding land uses.
N 3.4: Identify point-source noise producers such as manufacturing plants, truck transfer stations, and commercial development by conducting a survey of individual sites. (AI 106)	<u>Not Applicable</u> . Policy N 3.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 3.5: Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses. (AI 109)	<u>Consistent</u> . In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.
N 3.6: Discourage projects that are incapable of successfully mitigating excessive noise. (AI 107)	<u>Consistent</u> . A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.
N 3.7: Encourage noise-tolerant land uses such as commercial or industrial, to locate in areas already committed to land uses that are noise-producing. (AI 107)	<u>Not Applicable</u> . Policy N 3.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 4.1 Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels: (AI 105) a. 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m. b. 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.	<u>Not Applicable</u> . The Project does not propose any noise-sensitive land uses.
N 4.2 Develop measures to control non-transportation noise impacts. (AI 105)	<u>Consistent</u> . A site-specific noise impact analysis was conducted



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	for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.
N 4.3: Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented. (AI 105, 106, 109)	<u>Consistent</u> . In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Mitigation measures are presented in EIR Subsection 4.13, <i>Noise</i> , to reduce significant stationary (operational) noise-related impacts to less-than-significant levels.
N 4.4: Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources. (AI 105)	<u>Not Applicable</u> . The land uses proposed as part of the Project would not be potential major stationary noise sources.
N 4.5: Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities. (AI 105, 107)	<u>Not Applicable</u> . The land uses proposed as part of the Project would not be potential major stationary noise sources.
N 4.6 Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (AI 105)	<u>Not Applicable</u> . Policy N 4.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 4.7: Evaluate noise producers for the possibility of pure-tone producing noises. Mitigate any pure tones that may be emitted from a noise source. (AI 106, 107)	<u>Not Applicable</u> . Policy N 4.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 4.8: Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses. (AI 106, 107)	<u>Consistent</u> . The County would review future implementing developments (i.e., plot plans) for conformance with this requirement.
Policies N 5.1 and N 5.2: Wind Energy Conversion System (WECS)	<u>Not Applicable</u> . Policies N 5.1 and N 5.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
N 6.1: Consider noise reduction as a factor in the purchase of County maintenance equipment and their use by County contractors and permittees. (AI 108)	<u>Not Applicable</u> . Policy N 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 6.2: Investigate the feasibility of retrofitting current County-owned vehicles and mechanical	<u>Not Applicable</u> . Policy N 6.2 provides direction to County staff



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equipment to comply with noise performance standards consistent with the best available noise reduction technology. (AI 108)	and decision makers and is not applicable to the proposed Project.
N 6.3: Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits. (AI 105, 107)	<u>Consistent</u> . As discussed in EIR Subsection 4.13, <i>Noise</i> , with implementation of Mitigation Measure MM 4.13-1, the Project’s stationary noise impacts would be reduced to less-than-significant levels.
N 6.4: Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles in areas of the county except where designated for that purpose. Enforce strict operating hours for these vehicles in order to minimize noise impacts on sensitive land uses adjacent to public trails and parks. (AI 105, 108)	<u>Not Applicable</u> . Policy N 6.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 7.1: New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1 and summarized in the Policy Area section of the affected Area Plan.	<u>Consistent</u> . As discussed in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i> , the Project site is located within the AIA for the MARB and would be consistent with the policies and requirements of the MARB ALUCP.
N 7.2: Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to airports. Refer to the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the corresponding Area Plans.	<u>Consistent</u> . As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the HVWAP.
N 7.3: Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1, as well as in the applicable Area Plan’s Airport Influence Area section.	<u>Consistent</u> . The Project site is not located within the 60 dB CNEL contours of any currently operating public-use, or military airports.
N 7.4: Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan’s Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria.	<u>Consistent</u> . As discussed in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i> , the Project site is located within the AIA for the MARB and would be fully consistent with the MARB ALUCP, with implementation of standard conditions of approval.
N 8.1: Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range.	<u>Not Applicable</u> . The Project site is not located near the Chocolate Mountain Aerial Gunnery Range and does not include residential uses.
N 9.1: Enforce all noise sections of the State Motor Vehicle Code.	<u>Not Applicable</u> . Policy N 9.1 provides direction to County staff and decision makers and is not applicable to the proposed



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<p>N 9.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the county. (AI 105)</p>	<p>Project.</p> <p><u>Consistent.</u> In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. As indicated in EIR Subsection 4.13, implementation of Alternative Truck Route 1 (Primary Land Use Plan, without the MCP) would result in significant traffic-related noise impacts to the following roadway segments under each of the identified study scenarios; thus, Project impacts to the following roadway segments would represent significant impacts requiring mitigation with implementation of Alternative Truck Route 1:</p> <ul style="list-style-type: none"> • Antelope Road north of Nuevo Road (Segment #4) – Impacts to future residential receptors along the off-site portion of this roadway segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. • Nuevo Road west of Antelope Road (Segment #16) – Impacts to future residential receptors along this segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. • Dunlap Drive north of San Jacinto Avenue (Segment #17) – Impacts to existing and future residential receptors along this segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. • San Jacinto Avenue west of Dunlap Drive (Segment #18) – Impacts to existing and future residential receptors along this segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. <p>Implementation of Alternative Truck Route 2 (Primary Land Use</p>



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	<p>Plan, without the MCP) would result in significant traffic-related noise impacts to the following roadway segments under each of the identified study scenarios; thus, Project impacts to the following roadway segments would represent significant impacts requiring mitigation with implementation of Alternative Truck Route 2:</p> <ul style="list-style-type: none"> • Antelope Road north of Nuevo Road (Segment #4) – Impacts to future residential receptors along the off-site portions of this roadway segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. • Menifee Road south of Nuevo Road (Segment #5) – Impacts to existing and future residential receptors along this segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. • San Jacinto Avenue west of Dunlap Drive (Segment #18) – Impacts to existing and future residential receptors along this segment under the Primary Land Use Plan for EAC (2030) conditions and Primary Land Use Plan for HY (2040) conditions. <p>With implementation of Alternative Truck Route 6 (Alternative Land Use Plan, with the MCP), Project traffic-related noise increases would be below the significance criteria presented in Table 4.13-3. Thus, with implementation of Alternative Truck Route 6, all Project traffic-related noise impacts would be less than significant. The Project’s significant traffic-related noise impacts along the segments described above would be unavoidable impacts for which no feasible mitigation is available, as discussed in further detail in EIR Subsection 4.13.</p>
N 9.3: Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation	<u>Consistent.</u> All traffic-related noise associated with the Project would be less than significant, except for impacts associated with



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measures. (AI 106)	implementation of Alternative Truck Routes 1 or 2 (as discussed above). As discussed in EIR Subsection 4.13, the Project would result in significant traffic-related noise impacts for which no feasible mitigation is available.
N 9.4: Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)	<u>Consistent</u> . Mitigation Measure MM 4.13-1 has been imposed on the Project to ensure that future operational-related noise does not expose nearby sensitive receptors to noise levels exceeding the County’s thresholds.
N 9.5: Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. (AI 105)	<u>Consistent</u> . As discussed in EIR Subsection 4.13, <i>Noise</i> , Project-related transportation improvements would not expose sensitive receptors to excessive construction-related noise levels..
N 9.6: Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts. (AI 106)	<u>Consistent</u> . In conformance with this policy, a site-specific Noise Impact Analysis (NIA) was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . The NIA was prepared in accordance with County requirements.
N 9.7: Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)	<u>Not Applicable</u> . The Project does not include any proposed noise-sensitive land uses.
Policies N 10.1 through N 10.4: Mass Transit	<u>Not Applicable</u> . Policies N 10.1 through N 10.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
N 11.1: Check all proposed projects for possible location within railroad noise contours using typical noise contour diagrams. (AI 106, 109)	<u>Not Applicable</u> . The Project site is located approximately 3.3 miles northeast of the nearest railroad line, and the Project site is therefore not subject to substantial railroad-related noise.
N 11.2: Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning process. (AI 106, 109)	<u>Not Applicable</u> . The Project site is located approximately 3.3 miles northeast of the nearest railroad line, and the Project site is therefore not subject to substantial railroad-related noise.
N 11.3: Locate light rail and fixed rail routes and design rail stations in areas that are accessible to both residential and commercial areas, but also minimize noise impacts on surrounding residential and sensitive land uses. (AI 106, 109)	<u>Not Applicable</u> . Policy N 11.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 11.4: Install noise mitigation features where rail operations impact existing adjacent residential	<u>Not Applicable</u> . The Project site is located approximately 3.3



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or other noise-sensitive uses. (AI 108)	miles northeast of the nearest railroad line, and the Project site is therefore not subject to substantial railroad-related noise.
N 11.5: Restrict the development of new sensitive land uses to beyond the 65 decibel CNEL contour along railroad rights-of-way. (AI 106, 109)	<u>Not Applicable</u> . The Project site is located approximately 3.3 miles northeast of the nearest railroad line, and the Project site is therefore not subject to substantial railroad-related noise.
N 12.1: Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction. (AI 108)	<u>Consistent</u> . The Project has been designed to utilize hills to buffer on-site uses from planned residential uses in the surrounding area. Additionally, Mitigation Measure 4.13-1 encourages the use of berms for noise attenuation.
N 12.2L Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls. (AI 108)	<u>Consistent</u> . Proposed SP 239A1 includes landscaping design guidelines that require appropriate landscaping along the site perimeter.
N 13.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)	<u>Consistent</u> . As discussed in EIR Subsection 4.13, <i>Noise</i> , Project-related construction noise impacts would be less than significant.
N 13.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)	<u>Consistent</u> . Project construction activities would be subject to County of Riverside Municipal Code, Section 9.52.020(I), which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and Federal holidays.
N 8.0: Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: a. Temporary noise attenuation fences; b. Preferential location of equipment; and c. Use of current noise suppression technology and equipment. (AI 107)	<u>Consistent</u> . Future implementing development within the Project site (e.g., tentative tract maps, building permits, etc.) would be reviewed by the County for compliance with this policy.
N 13.4: Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI	<u>Consistent</u> . Appropriate mitigation measures have been identified in EIR Subsection 4.13, <i>Noise</i> , to reduce the Project's



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105, 108)	construction-related noise impacts to less-than-significant levels.
N 14.1: Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County’s Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.	<u>Not Applicable</u> . The Project’s proposed land uses do not consist of noise-sensitive uses.
N 14.2: Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies. (AI 108)	<u>Not Applicable</u> . Policy N 14.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 14.3: Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include: <ul style="list-style-type: none"> • Separation of noise-sensitive buildings from noise-generating sources. • Use of natural topography and intervening structure to shield noise-sensitive land uses. • Adequate sound proofing within the receiving structure. (AI 106) 	<u>Consistent</u> . The County would review future implementing developments (e.g., plot plans) for consistency with this policy.
N 14.4: Consider and, when necessary, to lower noise to acceptable limits, require noise barriers and landscaped berms. (AI 108)	<u>Consistent</u> . Appropriate mitigation measures have been identified in EIR Subsection 4.13, <i>Noise</i> , to reduce the Project’s potential operational-related noise impacts to below a level of significance.
N 14.5: Consider the issue of adjacent residential land uses when designing and configuring all new, nonresidential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)	<u>Consistent</u> . Appropriate mitigation measures have been identified in EIR Subsection 4.13, <i>Noise</i> , to reduce the Project’s potential operational-related noise impacts to below a level of significance.
N 14.6: Prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures. (AI 105, 108)	<u>Consistent</u> . Future implementing plot plan and building permit applications would be reviewed by the County for compliance with this policy.
N 14.7: Assist the efforts of local homeowners living in high noise areas to noise attenuate their homes through funding assistance and retrofitting program development, as feasible. (AI 105, 108)	<u>Not Applicable</u> . Policy N 14.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 14.8: Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.	<u>Consistent</u> . As demonstrated herein, the Project would not conflict with the Noise Element of the General Plan, and future implementing developments within the Project site would be reviewed by the County for compliance with the Noise Element.



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N 14.9: Mitigate 600 square feet of exterior space to 65 dB CNEL when new development is proposed on residential parcels of 1 acre or greater.	<u>Not Applicable.</u> The Project does not propose residential lot sizes of one acre or greater.
N 15.1: Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses. (AI 106, 107, 108)	<u>Not Applicable.</u> The Project does not include any residential uses.
N 15.2: Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)	<u>Not Applicable.</u> The Project does not include any residential uses.
N 15.3: Minimize the generation of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses. (AI 105, 107)	<u>Consistent.</u> Commercial retail land uses proposed as part of the Project occur internal to the Project site, and would not abut existing or future residential land uses.
N 16.1: Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 105)	<u>Not Applicable.</u> The Project does not include any noise-sensitive land uses.
N 16.2 Consider the following land uses sensitive to vibration: <ul style="list-style-type: none"> • Hospitals; • Residential areas; • Concert halls; • Libraries; • Sensitive research operations; • Schools; and • Offices 	<u>Not Applicable.</u> Policy N 16.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.	<u>Not Applicable.</u> The Project does not include any residential uses and there are no railroad facilities in the Project vicinity.
Policies N 17.1 through N 17.3: Noise Information Management – Mapping	<u>Not Applicable.</u> Policies N 17.1 through N 17.3 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies N 18.1 through N 18.9: Noise Information Management – Noise Data Management	<u>Not Applicable.</u> Policies N 18.1 through N 18.9 provide direction to County staff and decision makers and are not applicable to the proposed Project.
N 19.1: Provide information to the public regarding the health effects of high noise levels and	<u>Not Applicable.</u> Policy N 19.1 provides direction to County staff



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means of mitigating such levels. (AI 109)	and decision makers and is not applicable to the proposed Project.
N 19.2: Cooperate with industry to develop public information programs on noise abatement. (AI 108)	<u>Not Applicable.</u> Policy N 19.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 19.3 Condition that prospective purchasers or end users of property be notified of overflight, sight, and sound of routine aircraft operations by all effective means, including: a. requiring new residential subdivisions that are located within the 60 CNEL contour or are subject to overflight, sight, and sound of aircraft from any airport, to have such information included in the State of California Final Subdivision Public Report. b. requiring that Declaration and Notification of Aircraft Noise and Environmental Impacts be recorded and made available to prospective purchasers or end users of property located within the 60 CNEL noise contour for any airport or air station or is subject to routine aircraft overflight. (AI 109)	<u>Consistent.</u> As discussed in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i> , the Project was reviewed by the ALUC. Based on the ALUC’s Consistency Determination Letter, dated May 5, 2021, the Project was found to be consistent with the MARB ALUCP, subject to standard ALUC conditions of approval that will be imposed on the Project as County conditions of approval.
N 19.4: Promote increased awareness concerning the effects of noise and suggest methods by which the public can be of assistance in reducing noise.	<u>Not Applicable.</u> Policy N 19.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 19.5: Require new developments that have the potential to generate significant noise impacts to inform impacted users on the effects of these impacts during the environmental review process. (AI 106, 107)	<u>Consistent.</u> The Project’s potential impacts due to noise are addressed in EIR Subsection 4.13, <i>Noise</i> .
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The 2017-2021 Housing Element identifies and establishes the County’s policies with respect to meeting the needs of existing and future residents in Riverside County. It establishes policies that will guide County decision-making and sets forth an action plan to implement its housing goals over the next eight years. The commitments are in furtherance of the statewide housing goal of “early attainment of decent housing and a suitable living environment for every California family,” as well as a reflection of the concerns unique to Riverside County. In particular, the Housing Element addresses how the County plans to meet its Regional Housing Needs Assessment (RHNA) obligations. The RHNA fair share allocation process begins with the California Department of Finance’s projection of statewide housing need, which are then further allocated by the Southern California Association of Governments (SCAG). The Housing Element	<u>Consistent.</u> The Project Applicant proposes to change the site’s existing land use designations, which would result in the elimination of 30.0 acres of Very High Residential (446 dwelling units), 185.0 acres of Medium High Residential (903 dwelling units), and 185.0 acres of Medium Residential (718 dwelling units), as planned for the Project site by the adopted SP 239. However, the Riverside County General Plan designates large portions of the County for development of residential uses, including residential housing for lower-income households. With implementation of the Project, the County still would be able to meet its RHNA fair share allocations.



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demonstrates that there is sufficient land within the County to accommodate future growth, including housing for lower income households.	
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Policies AQ 1.1 through AQ 1.11: Multi-jurisdictional Cooperation	<u>Not Applicable</u> . Policies AQ 1.1 through AQ 1.11 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)	<u>Consistent</u> . There are no polluting point sources in the Project vicinity, and future land uses on site would not generate substantial amounts of point-source pollution.
AQ 2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)	<u>Not Applicable</u> . There are no sources of substantial air pollution in the area that would require the use of barriers or distance from emission sources, and future uses on site would not comprise substantial sources of air pollution in the area (refer to EIR Subsection 4.3, <i>Air Quality</i>).
AQ 2.3: Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114)	<u>Consistent</u> . Landscape plans would be required as part of future implementing developments (i.e., tentative tract maps, plot plans, etc.), which would be designed to be consistent with the Landscape Design Guidelines of proposed SP 239A1.
AQ 2.4: Consider creating a program to plant urban trees on an Area Plan basis that removes pollutants from the air, provides shade and decreases the negative impacts of heat on the air. (AI 114)	<u>Not Applicable</u> . Policy AQ 2.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies AQ 3.1 through AQ 3.4: Mobile Pollution Sources	<u>Not Applicable</u> . Policies AQ 3.1 through AQ 3.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 4.1: Require the use of all feasible building materials/methods which reduce emissions.	<u>Consistent</u> . The County would review future implementing developments (e.g., plot plans, building permits, etc.) for compliance with this policy.
AQ 4.2: Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.	<u>Consistent</u> . The Project would be subject to existing State building code requirements for energy efficient heating equipment and other appliances.
AQ 4.3: Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.	<u>Consistent</u> . The County would review future implementing developments (e.g., plot plans, building permits, etc.) for



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	compliance with this policy.
AQ 4.4: Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.	<u>Not Applicable</u> . The Project does not include any residential uses.
AQ 4.5: Require stationary pollution sources to minimize the release of toxic pollutants through: <ul style="list-style-type: none"> • Design features; • Operating procedures; • Preventive maintenance; • Operator training; and • Emergency response planning 	<u>Not Applicable</u> . The land uses proposed by the Project would contain any sources of substantial pollution sources or result in the release of toxic pollutants. Refer also to EIR Subsection 4.3, <i>Air Quality</i> .
AQ 4.6: Require stationary air pollution sources to comply with applicable air district rules and control measures.	<u>Not Applicable</u> . The light industrial, business park, and commercial retail uses proposed as part of the Project would not contain any substantial stationary air pollution sources. The Project would be required to comply with all applicable SCAQMD requirements. Refer also to EIR Subsection 4.3, <i>Air Quality</i> .
AQ 4.7: To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.	<u>Consistent</u> . Appropriate mitigation measures have been identified in EIR Subsection 4.3, <i>Air Quality</i> .
AQ 4.8: Expand, as appropriate, measures contained in the County’s Fugitive Dust Reduction Program for the Coachella Valley to the entire County.	<u>Not Applicable</u> . Policy AQ 4.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 4.9: Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.	<u>Consistent</u> . All future construction activities associated with the Project would be required to comply with SCAQMD Rules 403 and 403.1, as applicable.
AQ 4.10: Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended. (AI 111)	<u>Not Applicable</u> . Policy AQ 4.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 5.1: Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	<u>Consistent</u> . All future light industrial, business park, and commercial retail uses would be required to provide containers



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	for recycled and landscape materials in accordance with the County's solid waste regulations.
AQ 5.2: Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments. (AI 62)	<u>Not Applicable</u> . Policy AQ 5.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 5.3: Update, when necessary, the County's Policy Manual for Energy Conservation to reflect revisions to the County Energy Conservation Program.	<u>Not Applicable</u> . Policy AQ 5.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 5.4: Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	<u>Consistent</u> . The County would review implementing developments (e.g., plot plans, etc.) for consistency with this policy.
AQ 6.1: Assist small businesses by developing education and job training programs, especially in job-poor areas. (AI 124)	<u>Not Applicable</u> . Policy AQ 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 6.2: Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.	<u>Not Applicable</u> . Policy AQ 6.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies AQ 7.1 through AQ 7.7: Business Development	<u>Not Applicable</u> . Policies AQ 7.1 through AQ 7.7 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 8.1: Locate new public facilities in job-poor areas of the county. (AI 18)	<u>Not Applicable</u> . Policy AQ 8.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.2: Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods. (AI 18)	<u>Consistent</u> . The Project would accommodate light industrial, business park, and commercial retail land uses, which would increase the employment opportunities available within this portion of Riverside County. The Project would assist the County in reducing vehicle miles traveled by providing for employment-generating land uses on site that would reduce the need for County residents to commute outside of the County for employment.
AQ 8.3: Time and locate public facilities and services so that they further enhance job creation opportunities. (AI 18)	<u>Not Applicable</u> . Policy AQ 8.3 provides direction to County staff and decision makers and is not applicable to the proposed



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	Project.
AQ 8.4: Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency. (AI 14)	<u>Not Applicable</u> . Policy AQ 8.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.5: Develop community centers in conformance with policies contained in the Land Use Element. (AI 14)	<u>Consistent</u> . As demonstrated herein, the Project would be consistent with applicable policies of the General Plan Land Use Element.
AQ 8.6: Encourage employment centers in close proximity to residential uses. (AI 14)	<u>Consistent</u> . The Project Applicant proposes light industrial, business park, and commercial retail land uses that would establish an employment center in an area planned for residential development.
AQ 8.7: Implement zoning code provisions which encourage community centers, telecommuting and home-based businesses. (AI 1)	<u>Not Applicable</u> . Policy AQ 8.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.8: Promote land use patterns which reduce the number and length of motor vehicle trips. (AI 26)	<u>Consistent</u> . The Project would accommodate light industrial, business park, and commercial retail land uses, which would increase the employment opportunities available within this portion of Riverside County. The Project would assist the County in reducing vehicle miles traveled by providing for employment-generating land uses on site that would reduce the need for County residents to commute outside of the County for employment.
AQ 8.9: Promote land use patterns that promote alternative modes of travel. (AI 26)	<u>Consistent</u> . The land use intensities proposed as part of the Project would support future mass transit in the local area.
AQ 9.1: Cooperate with local, regional, state and federal jurisdictions to reduce vehicle miles traveled and motor vehicle emissions through job creation. (AI 18)	<u>Not Applicable</u> . Policy AQ 9.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 9.2: Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan. (AI 26)	<u>Not Applicable</u> . Policy AQ 9.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies AQ 10.1 through AQ 10.4: Trip Reduction	<u>Not Applicable</u> . Policies AQ 10.1 through AQ 10.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.



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Policies AQ 11.1 through AQ 11.4: Special Events	<u>Not Applicable.</u> Policies AQ 11.1 through AQ 11.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 12.1 through AQ 12.5: Transportation Systems Management – Traffic Flow	<u>Not Applicable.</u> Policies AQ 12.1 through AQ 12.5 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 13.1 through AQ 8.0: Transportation Systems Management – Transportation System Management Improvements	<u>Not Applicable.</u> Policies AQ 13.1 through AQ 8.0 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 14.1 through AQ 14.4: Transportation Facility Development	<u>Not Applicable.</u> Policies AQ 14.1 through AQ 14.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 15.1: Identify and monitor sources, enforce existing regulations, and promote stronger controls to reduce particulate matter.	<u>Not Applicable.</u> Policy AQ 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies AQ 16.1 through AQ 16.4: Multi-jurisdictional Cooperation	<u>Not Applicable.</u> Policies AQ 16.1 through AQ 16.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 17.1 through AQ 17.11: Control Measures	<u>Not Applicable.</u> Policies AQ 17.1 through AQ 17.11 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 18.1: Baseline emissions inventory and forecast. Riverside County CAP has included baseline emissions inventory with data from the County’s CO ₂ CO ₂ ee emissions, for specific sectors and specific years. The carbon inventory greatly aids the process of determining the type, scope and number of GHG reduction policies needed. It also facilitates the tracking of policy implementation and effectiveness. The carbon inventory for the County consists of two distinct components; one inventory is for the County as a whole, as defined by its geographical borders and the other inventory is for the emissions resulting from the County’s municipal operations.	<u>Not Applicable.</u> Policy AQ 18.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 18.2: Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve a greenhouse gas emissions reduction of 25% compared to Business As Usual (BAU) project in order to be found consistent with the County’s Climate Action Plan (CAP). (AI 26)	<u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP, and therefore would assist the County in meeting its target to reduce Greenhouse Gases (GHGs) by 25% as compared to BAU.



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AQ 18.3: Develop a Climate Action Plan for reducing GHG emissions. The Riverside County CAP has been developed to formalize the measure necessary to achieve County GHG emissions reduction targets. The CAP includes both the policies necessary to meet stated targets and objectives are met. These targets, objectives and Implementation Measures may be refined, superseded or supplemented as warranted in the future. (AI 146)	<u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update.
AQ 18.4: Implement policies and measures to achieve reduction targets. The County shall implement the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals. (AI 23, 147)	<u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update.
AQ 18.5: Monitor and verify results. The County shall monitor and verify the progress and results of the CAP periodically. When necessary, the CAPs “feedback” provisions shall be used to ensure that any changes needed to stay “on target” with stated goals are accomplished. (AI 26, 147)	<u>Not Applicable.</u> Policy AQ 18.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 19.1: Continue to coordinate with CARB, SCAQMD, and the State Attorney General’s office to ensure that the milestones and reduction strategies presented in the General Plan and the CAP adequately address the county’s GHG emissions. (AI 110, 111, 113)	<u>Not Applicable.</u> Policy AQ 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 19.2: Utilize County’s CAP as the guiding document for determining County’s greenhouse gas reduction thresholds and implementation programs. Implementation of the CAP and its monitoring program shall include the ability to expand upon, or where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the greenhouse gas reduction targets. (AI 146)	<u>Not Applicable.</u> Policy AQ 19.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 19.3 Require new development projects subject to County discretionary approval to achieve the greenhouse gas reduction targets established in the CAP either through: (AI 147) a. Garnishing 100 points through the Implementation Measures found the County’s CAP; or b. Requiring quantification of project specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.	<u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including a requirement to obtain 100 points per the County’s CAP Update Implementation Measures.
AQ 19.4: All discretionary project proposals shall analyze their project-specific GHG reduction targets in comparison to the “business as usual” (BAU) scenario for the development’s operational life and the “operational life” of a new development shall be defined as a 30-year span. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. Alternatively, a project may use the CAP Screening Tables to show the attainment of the applicable number of points needed to ensure adequate GHG reductions and CAP compliance. (AI 47, 147)	<u>Consistent.</u> In conformance with this policy, a Project-specific Greenhouse Gas Assessment was prepared for the Project and is included as EIR <i>Technical Appendix T</i> . The Greenhouse Gas Assessment complies with the requirements of this policy.



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AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. (AI 47, 53, 146)	<u>Not Applicable</u> . Policy AQ 20.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.2: Reduce VMT by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation. (AI 47, 53, 146)	<u>Not Applicable</u> . Policy AQ 20.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency. (AI 47, 53, 146)	<u>Not Applicable</u> . Policy AQ 20.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.4: Reduce VMT and traffic through programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles. (AI 47, 146)	<u>Not Applicable</u> . Policy AQ 20.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.5: Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations (AI 47, 53, 146)	<u>Not Applicable</u> . The Project does not involve any residential land uses.
AQ 20.6: Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.	<u>Consistent</u> . The County would review future building permit and plot plan applications that include commercial uses for consistency with this requirement.
AQ 20.7: Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)	<u>Consistent</u> . The Project site is not located in an urban center, although the Project would accommodate employment-generating land uses that would serve to assist the County in improving the jobs-housing balance and reducing VMTs.
AQ 20.8: Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby. (AI 115, 117, 146)	<u>Not Applicable</u> . Residential and recreational uses are not proposed as part of the Project.
AQ 20.9: Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)	<u>Consistent</u> . The Project would entail development of the site with light industrial, business park, and commercial retail land uses that would be located near existing and planned infrastructure, including transportation infrastructure (e.g., the MCP). The Project also accommodates 99.7 acres of open space.
AQ 20.10: Reduce energy consumption of the new developments (residential, commercial and	<u>Consistent</u> . The County would review future implementing



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industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)	developments (e.g., plot plans, building permits, etc.) for compliance with this policy.
AQ 20.11: Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment. (AI 147)	<u>Consistent</u> . Future development on site would be required to be constructed in accordance with the current State and County building codes in existence at the time, which include requirements related to energy efficiency and infrastructure design.
AQ 20.12: Support programs to assist in the energy-efficient retrofitting of older affordable housing units to improve their energy efficiency, particularly residential units built prior to 1978 when CCR Title 24 energy efficiency requirements went into effect. (AI 147)	<u>Not Applicable</u> . Policy AQ 20.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.13 Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities. (AI 147)	<u>Consistent</u> . Future development on site would be required to be constructed in accordance with the current State and County building codes in existence at the time, which include requirements related to water use and wastewater generation.
AQ 20.14: Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.	<u>Consistent</u> . Future implementing developments (e.g., tentative tract maps, plot plans, etc.) would be subject to compliance with County Ordinance No. 859.
AQ 20.15: Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.	<u>Consistent</u> . Future implement developments (e.g., tentative tract maps, plot plans, etc.) would be required to incorporate drainage devices such as bioswales to treat runoff generated on the Project site.
AQ 20.16: Preserve and promote forest lands and other suitable natural and artificial vegetation areas to maintain and increase the carbon sequestration capacity of such areas within the County. Artificial vegetation could include urban forestry and reforestation, development of parks and recreation areas, and preserving unique farmlands that provide additional carbon sequestration potential.	<u>Not Applicable</u> . The Project site does not contain forest lands or other suitable natural and artificial vegetation areas that could contribute to an increase in carbon sequestration capacity within the County.
AQ 20.17: Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires.	<u>Consistent</u> . A site-specific Fire Protection Plan (FPP) has been prepared for the Project, and the Project would be conditioned to comply with the recommendations of the FPP. Compliance with the FPP would reduce the risk of fire hazards on-site and in adjacent areas.
AQ 20.18: Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations,	<u>Not Applicable</u> . Policy AQ 20.18 provides direction to County staff and decision makers and is not applicable to the proposed



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individual wind energy generators, etc.). (AI 147)	Project.
AQ 20.19: Facilitate development and siting of renewable energy facilities and transmission lines in appropriate locations. (AI 147)	<u>Not Applicable</u> . Policy AQ 20.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.20 Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills. (AI 146)	<u>Consistent</u> . The Project would be subject to the County’s solid waste requirements.
Policies AQ 20.21 through AQ 20.26: Education, Coordination and Outreach Objectives	<u>Not Applicable</u> . Policies AQ 20.21 through AQ 20.26 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 20.27 through AQ 20.30: Municipal Operational Objectives	<u>Not Applicable</u> . Policies AQ 20.27 through AQ 20.30 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 21.1: The County shall require new development projects subject to County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project’s fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target. (AI 147) a. This reduction shall be measured in comparison to the “business as usual” (BAU) scenario for the development’s operational life. The BAU scenario shall be consistent with the General Plan build out assumptions detailed in Appendix E-1 of the General Plan. b. For the purposes of this policy, the “operational life” of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years. c. For the purposes of this policy, “new development” refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency. d. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction	<u>Consistent</u> . In conformance with this policy, a Project-specific Greenhouse Gas Assessment was prepared for the Project and is included as <i>Technical Appendix T</i> , and complies with the requirements specified by this policy. As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Implementation Measures.



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<p>measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory “paper” reductions achieved merely through baseline manipulation.</p> <p>e. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.</p>	
<p>AQ 21.2: Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project’s Conditions of Approval issued by the County to ensure the measures are implemented appropriately. (AI 147)</p>	<p><u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Update Implementation Measures.</p>
<p>AQ 21.3: Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at the County’s discretion:</p> <p>a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.</p> <p>b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP’s Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.</p> <p>c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius. Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.</p>	<p><u>Not Applicable.</u> Alternative measures for reducing the Project’s GHG emissions are not needed because mitigation has been identified requiring the Project Applicant to demonstrate compliance with the CAP Update Implementation Measures as necessary to achieve a minimum of 100 points.</p>
<p>AQ 21.4: Implementation of the Climate Action Plan (CAP) and monitoring progress toward the CAP reduction targets shall include the ability to expand upon or, where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the County’s GHG reduction targets. (AI 146)</p>	<p><u>Not Applicable.</u> Policy AQ 21.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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<p>AQ 22.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with transportation (AI 110, 111, 120, 146, 147):</p> <ul style="list-style-type: none"> a. Reduce vehicle miles traveled by providing or requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. b. Reduce vehicle miles traveled by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation. c. Improve connectivity by requiring pedestrian linkages between developments and transportation facilities, as well as between residential and commercial, recreational and other adjacent land uses. d. Reduce air pollution and greenhouse gas emissions by improving circulation network efficiency. e. Reduce traffic through programs that increase carpooling and public transit use, decrease trips and commute times and increase use of alternative-fuel vehicles. f. Preserve transportation corridors for renewable energy transmission lines and for new transit lines, where appropriate. 	<p><u>Not Applicable.</u> Policy AQ 22.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>AQ 23.1: The County shall implement programs and requirements to achieve the following objective related to reducing greenhouse gas emissions associated with land use patterns (AI 147):</p> <ul style="list-style-type: none"> a. Reduce vehicle miles travelled (VMT) through increased densities in urban centers and emphasis on mixed use to provide localized residential, commercial and employment opportunities in closer proximity to each other. b. Prevent urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations and to maximize protection of open space, particularly forests, which provide carbon sequestration potential. c. Conserve energy by increasing the efficiency of delivery of services through the adoption and implementation of smart growth principles and policies. d. Reduce vehicle miles travelled by commuters through implementation of planning measures that provide appropriate jobs-housing balances within communities. e. Reduce vehicle miles travelled by increasing options for nonvehicular access through urban design principles that promote higher residential densities in attractive forms with easily accessible 	<p><u>Not Applicable.</u> Policy AQ 23.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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<p>parks and recreation opportunities nearby.</p> <p>f. Improve energy efficiency through implementation of standards for new residential and commercial buildings that achieve energy efficiencies beyond that required under Title 24 of the California Code of Regulations.</p> <p>g. Reduce vehicle miles travelled by identifying sites for affordable housing for workers close to employment centers and encouraging development of such sites.</p>	
<p>AQ 23.2: For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts. (AI 147)</p>	<p><u>Consistent</u>. As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Update Implementation Measures.</p>
<p>AQ 24.1: The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation (AI 146):</p> <p>a. Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating).</p> <p>b. Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.</p> <p>c. Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.</p> <p>d. Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units.</p> <p>e. Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect.</p>	<p><u>Not Applicable</u>. Policy AQ 24.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.	
AQ 24.2: For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.	<u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Update Implementation Measures.
AQ 25.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through water conservation (AI 146): a. Reduce water use in both new and existing housing, commercial and industrial uses. b. Reduce wastewater generation in both new and existing housing, commercial and industrial uses. c. Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance No. 859. d. Increase use of non-potable water where appropriate, such as for landscaping and agricultural uses. e. Encourage increased efficiency of water use for agricultural activities. f. Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.	<u>Not Applicable.</u> Policy AQ 25.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 25.2: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through biota conservation: a. Conserve biota that provides carbon sequestration through implementation of the Multiple Species Habitat Conservation Plans for western and eastern Riverside County. b. Preserve forest lands and other suitable natural vegetation areas to maintain the carbon sequestration capacity of such areas within the County. c. Promote establishment of vegetated recreational uses, such as local and regional parks, that provide carbon sequestration potential in addition to opportunities for healthy recreation. d. Promote urban forestry and reforestation, as feasible, to provide additional carbon sequestration potential.	<u>Consistent.</u> The Project would be fully consistent with the MSHCP, as discussed in EIR Subsection 4.4, <i>Biological Resources</i> . There is no vegetation on site that would serve carbon sequestration purposes over the long term, with exception of natural vegetation that would be preserved within planned open space areas on site. The remaining components of this policy provide direction to County staff and decision makers and are not applicable to the proposed Project.



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<p>e. Promote the voluntary preservation of farmlands for carbon sequestration purposes. In particular, protect important farmlands and open space from conversion and encroachment by urban uses. Also, seek to retain large parcels of agricultural lands to enhance the viability of local agriculture and prevent the encroachment of sprawl into rural areas.</p> <p>f. Promote the voluntary preservation of areas of native vegetation that may contribute to biological carbon sequestration functions.</p> <p>g. Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires. In particular, prevent unnecessary intrusion of people, vehicles and development into natural open space areas to lessen risk of wildfire from human activities.</p>	
<p>AQ 25.3: For discretionary actions, greenhouse gas reduction objectives related to water and biota conservation shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address conservation issues related to County operations and voluntary community efforts. (AI 146)</p>	<p><u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Update Implementation Measures.</p>
<p>AQ 26.1: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions derived from energy generation (AI 146, 147):</p> <p>a. Encourage the installation of solar panels and other energy-efficient improvements.</p> <p>b. Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).</p> <p>c. Facilitate development of renewable energy facilities and transmission lines in appropriate locations.</p> <p>d. Facilitate renewable energy facilities and transmission line siting.</p> <p>e. Provide incentives for development of local green technology businesses and locally-produced green products.</p> <p>f. Provide incentives for investment in residential and commercial energy efficiency improvements.</p> <p>g. Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.</p>	<p><u>Not Applicable.</u> Policy AQ 26.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>AQ 26.2: For discretionary actions, the objectives for greenhouse gas reduction through increased</p>	<p><u>Consistent.</u> As discussed in EIR Subsection 4.8, <i>Greenhouse</i></p>



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use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address use of alternative energy for County operations and within the community. (AI 147)	<i>Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Update Implementation Measures.
AQ 27.1: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with wastes (AI 146, 147): a. Reduce the amount of solid waste generated. b. Increase the amount of solid waste recycled by maximizing waste diversion, composting and recycling for residential and commercial generators. c. Promote reductions in material consumption. d. Decrease wastewater generation. e. Reduce fugitive methane emissions and increase methane conversion to alternative energies at County landfills.	<u>Not Applicable</u> . Policy AQ 27.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 27.2: Greenhouse gas reduction through the above waste reduction Objectives shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan for new development. County programs shall also be developed and implemented to address waste reductions for County operations and voluntary community efforts. (AI 146)	<u>Consistent</u> . As discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , mitigation has been imposed on the Project requiring compliance with the County’s CAP Update, including requiring the Project Applicant demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Update Implementation Measures.
AQ 28.1: The County shall implement programs and requirements to achieve voluntary greenhouse gas emissions reductions through the following public education and outreach objectives (AI 147): a. Provide homeowner education programs on the various voluntary ways in which they may reduce their homes’ GHG emissions. b. Develop and implement motorist education programs on reducing vehicle miles travelled (VMT), idling, vehicle maintenance, etc. c. Develop and implement incentive programs for increasing carpooling, public transit use and other similar means. d. Develop and implement incentive programs for residential energy conservation, such as through retrofitting to improve insulation values, adding solar energy capabilities, planting deciduous trees	<u>Not Applicable</u> . Policy AQ 28.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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<p>to provide summer shade, etc.</p> <p>e. Develop and implement programs designed to decrease transportation emissions, such as hybrid vehicle rebates, alternate fuel discounts, carpooling incentives, van pools, etc.</p> <p>f. Develop and implement education programs about green purchasing and waste reduction measures, e.g., use of sustainable materials, composting and such.</p> <p>g. Develop and implement programs to improve job-housing balances, such as through small business development, for areas that are housing rich but jobs poor.</p> <p>h. Develop and implement programs to incentive recycling and other waste reduction programs.</p>	
<p>AQ 28.2: The County shall implement programs and requirements to achieve greenhouse gas emissions reductions through the following interagency coordination objectives (AI 146):</p> <p>a. Coordinate County regional GHG reduction efforts with those of other regional agencies and plans, i.e.:</p> <ul style="list-style-type: none"> • SCAG Regional Blueprint Plan • SCAG Regional Transportation Plan (which will address SB375) □ SCAQMD Air Quality Management Plans • SB 375 Coordination and “Sustainable Communities Strategies” <p>b. Coordinate with constituent cities and sub-regional planning agencies, particularly WRCOG and CVAG, on GHG reduction efforts that jointly affect the County and these cities.</p> <p>c. Coordinate with utility and service providers serving the County to develop programs to improve energy efficiency, water efficiency and delivery or structural improvements to reduce demand or better coordinate infrastructure development, as appropriate.</p> <p>d. Coordinate with regional agencies responsible for developing utility corridors, particularly for electricity transmission, to ensure alternate energy sources available to Riverside County are used to their fullest extent.</p>	<p><u>Not Applicable.</u> Policy AQ 28.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>AQ 28.3: Voluntary greenhouse gas reduction objectives for the community sector shall be achieved through development and implementation of specific implementation measures, as determined appropriate and feasible by the County.</p>	<p><u>Not Applicable.</u> Policy AQ 28.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>AQ 29.1: The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions from County transportation, such as fleet composition, construction equipment, employee commuting and travel on County business (AI</p>	<p><u>Not Applicable.</u> Policy AQ 29.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>



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<p>146):</p> <ul style="list-style-type: none"> a. Increase the average fuel efficiency of County-owned vehicles powered by gasoline and diesel. b. Increase use of alternative and lower carbon fuels in the County vehicle fleet. c. Reduce total vehicle miles traveled by County employees, both commuting to work sites and travel for the conduction of County activities. 	
<p>AQ 29.2: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through improving energy efficiency for County facilities and operations (AI 146)</p> <ul style="list-style-type: none"> a. Improve the energy efficiency of all existing and new County buildings. b. Improve the energy efficiency of County infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.) c. Decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on County facilities where feasible and appropriate. 	<p><u>Not Applicable</u>. Policy AQ 29.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>AQ 29.3: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through achieving waste reduction and resource efficiency for County facilities and operations (AI 146):</p> <ul style="list-style-type: none"> a. Establish purchasing and procurement policies that support the use of green products and services, minimize waste and promote sustainability. b. Reduce potable water use at both new and existing County facilities and operations. c. Reduce wastewater generation and urban runoff in both new and existing County facilities and operations. d. Increase the amount of materials recycled from County facilities while decreasing the amount of solid waste generated by County facilities that requires landfill disposal. 	<p><u>Not Applicable</u>. Policy AQ 29.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
<p>AQ 29.4: Greenhouse gas emissions reduction objectives for County operations and facilities shall be achieved through development and implementation of enforceable and binding internal County policies, programs or similar means.</p>	<p><u>Not Applicable</u>. Policy AQ 29.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.</p>
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<p>HC 1.1: Foster the overall health and well-being of Riverside County residents, particularly the most vulnerable populations. (AI 136)</p>	<p><u>Not Applicable</u>. Policy HC 1.1 provides direction to County staff and decision makers and is not applicable to the proposed</p>



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	Project.
HC 1.2: Promote an understanding of the connections between the built environment and the on-going health challenges in Riverside County. (AI 136)	<u>Not Applicable</u> . Policy HC 1.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 2.1: Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by: (AI 137) a. Promoting the use of survey tools such as Health Impact Assessments, Development Application Health Checklist, or other tools the County of Riverside deems effective to evaluate the impacts of development on public health. b. Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.	<u>Not Applicable</u> . Policy HC 2.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 2.2: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: (AI 139, 140) a. Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly. b. Increasing opportunities for active transportation (walking and biking) and transit use. c. Encouraging the development of neighborhood grocery stores that provide fresh produce.	<u>Consistent</u> . The Project would comprise an intense and compact light industrial, business park, and commercial retail development. The Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.” Grocery stores would be an allowed use within the commercial retail portions of the Project.
HC 3.1: Where appropriate, require high-density, mixed use development near existing and proposed high use transit centers. (AI 137)	<u>Not Applicable</u> . Policy HC 3.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project site is not located near existing or proposed high use transit centers.
HC 3.2: Where appropriate, design communities with a balanced mix of uses that provide regional transportation facilities within walking distance.	<u>Consistent</u> . The land use intensities proposed as part of the Project would facilitate future transit service in the area.
HC 3.3: Where appropriate, require pedestrian-oriented design that encourages the use of bicycles and walking as alternatives to driving and increases levels of physical activity. (AI 142)	<u>Consistent</u> . The Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of



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	Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”
HC 3.4: Provide for a range of housing options to accommodate a range of income levels and household types.	<u>Not Applicable</u> . Residential land uses are not proposed as part of the Project.
HC 4.1 Promote healthy land use patterns by doing each of the following to the extent feasible: (AI 137) a. Preserving rural open space areas, and scenic resources. b. Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards. c. Developing incentives, such as transfer of development rights, clustered development, development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.	<u>Consistent</u> . The Project accommodates 99.7 acres of open space, which includes the prominent hillside located on the Project site. The portions of the Project site proposed for development are not environmentally sensitive or subject to severe natural hazards. The remaining portion of this policy provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 4.2: Promote services that enable residents to meet their daily needs without driving. Such services may include: shopping shuttles to nearby retail districts, retail near residential, and mobile or virtual health clinics. (AI 137)	<u>Not Applicable</u> . Policy HC 4.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies HC 5.1 through HC 5.6: Non-Motorized Transportation Systems	<u>Not Applicable</u> . Policies HC 5.1 through HC 5.6 provide direction to County staff and decision makers and are not applicable to the proposed Project.
HC 6.1: Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County of Riverside, including public transit.	<u>Not Applicable</u> . Policy HC 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 6.2: Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.	<u>Not Applicable</u> . Policy HC 6.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 6.3: Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.	<u>Not Applicable</u> . Policy HC 6.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 6.4: Ensure that regional trail plans are implemented at the Area Plan and Specific Plan level.	<u>Consistent</u> . Proposed SP 239A1 would accommodate trails throughout the site, including an enhanced parkway (including an



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	8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site's frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street "A."
HC 6.5: Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.	<u>Consistent</u> . Policy HC 6.5 provides direction to County staff and decision makers and is not applicable to the proposed Project. Notwithstanding, the Project proposes light industrial, business park, and commercial retail land uses, all of which would assist the County in implementing this policy.
HC 7.1: Encourage the provision of public art and preserve and increase access to cultural resources.	<u>Not Applicable</u> . Policy HC 7.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 7.2: Encourage partnerships among entities and institutions including tribal governments which promote art and cultural programs, foster community identity, and enhance neighborhood pride.	<u>Not Applicable</u> . Policy HC 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies HC 8.1 and HC 8.2: Social Capital	<u>Not Applicable</u> . Policies HC 8.1 and HC 8.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
HC 9.1: Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents. (AI 137,138, 142,143)	<u>Not Applicable</u> . Residential uses are not proposed as part of the Project.
HC 9.2: Require appropriate infrastructure, public facilities, and services.	<u>Consistent</u> . As documented in EIR Subsections 4.16, <i>Public Services</i> , and 4.20, <i>Utilities and Service Systems</i> , adequate infrastructure, public facilities, and services exist or would exist to serve the proposed Project.
HC 9.3: Require safe and appealing recreational opportunities.	<u>Not Applicable</u> . The Project does not include any residential uses and no recreational uses are proposed.
HC 9.4: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	<u>Not Applicable</u> . Policy HC 9.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 9.5: Where appropriate, require neighborhood retail, service and public facilities within walking distance of residential areas. (AI 142)	<u>Consistent</u> . Future commercial retail uses on site would be within walking distance of existing and planned residential uses



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	to the west and east of the Project site.
HC 10.1: Provide residents of all ages and income levels with convenient and safe opportunities for recreation and physical activities.	<u>Not Applicable</u> . The Project does not include any residential uses and no recreational uses are proposed.
HC 10.2: Increase access to open space resources by: a. Supporting a diversity of passive and active open spaces throughout the County of Riverside. b. Facilitating the location of additional transportation routes to existing recreational facilities. c. Locating parks in close proximity to homes and offices. d. Requiring that development of parks, trails, and open space facilities occur concurrently with other area development.	<u>Consistent</u> . The Project accommodates 99.7 acres of open space. Additionally, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”
HC 10.3: Encourage the expansion of facilities and amenities in existing parks.	<u>Not Applicable</u> . Policy HC 10.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.4: Encourage the construction of new parks and open spaces.	<u>Consistent</u> . The Project accommodates a total of 99.7 acres of open space. Residential uses are not proposed as part of the Project.
HC 10.5: Incorporate design features in the multi-use open space network that reflect the sense of place and unique characteristics of the community.	<u>Consistent</u> . The County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this policy.
HC 10.6: Address both actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and defensible space.	<u>Consistent</u> . The County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this policy.
HC 10.7: When planning communities, encourage the location of parks near other community facilities such as schools, senior centers, recreation centers, etc.	<u>Not Applicable</u> . Policy HC 10.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.8: Encourage joint-use agreements with school districts that allow school properties to be used during non-school hours.	<u>Not Applicable</u> . Policy HC 10.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.9: When feasible, coordinate with public entities to allow easements to be used as parks and trails.	<u>Not Applicable</u> . Policy HC 10.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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Policies HC 11.1 and HC 11.2: Access to Healthy Foods and Nutrition	<u>Not Applicable.</u> Policies HC 11.1 and HC 11.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies HC 12.1 and HC 12.2: Healthcare and Mental Healthcare	<u>Not Applicable.</u> Policies HC 12.1 and HC 12.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
HC 13.1: Encourage development of recreational centers to serve all phases of life (e.g. children, families, and senior citizens).	<u>Not Applicable.</u> Policy HC 13.1 provides direction to County staff and decision makers and is not applicable to the proposed Project, and no recreation centers are proposed as part of the Project.
HC 13.2: Encourage the location of recreational centers in areas not subject to environmental hazards and in areas where they are easily accessible by public transportation.	<u>Not Applicable.</u> No recreation centers are proposed as part of the Project.
HC 14.1: When feasible, avoid siting homes and other sensitive receptors near known or anticipated sources of air pollution.	<u>Not Applicable.</u> No homes or other land uses that involve sensitive receptors are proposed as part of the Project.
HC 14.2: When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.	<u>Consistent.</u> As documented in EIR Subsection 4.3, <i>Air Quality</i> , the Project would not expose existing or planned nearby sensitive receptors to substantial air pollution concentrations with implementation of mitigation measures.
HC 14.3: When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.	<u>Consistent.</u> Future detention/water quality basins would be required throughout the Project site, and would be required to be designed to drain within 72 hours in conformance with County standards and requirements, thereby precluding vector-related hazards.
HC 15.1: In coordination with community based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning.	<u>Not Applicable.</u> Policy HC 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.2: Encourage collaboration between the county, community, and community-based organizations, as well as local stakeholders, and environmental justice focus groups in promoting environmental justice.	<u>Not Applicable.</u> Policy HC 15.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.3: Work with local community-based organizations and environmental justice focus groups to promote civic engagement activities in furtherance of environmental justice as set forth in the General Plan and related programs established within environmental justice communities.	<u>Not Applicable.</u> Policy HC 15.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.4: Coordinate, with environmental groups, Native American tribal groups, the business	<u>Not Applicable.</u> Policy HC 15.4 provides direction to County



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community, special interests, county and non-county agencies and the general public in the development of programs that effectively reduce greenhouse gas emissions and air pollution, and as applicable pursuant to the Community Air Protection Program (AB617).	staff and decision makers and is not applicable to the proposed Project.
HC 15.5: Develop a sustainability plan for siting hazardous waste and hazardous materials facilities, including solid waste and recycling facilities, through the County’s local planning processes utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3. The plan shall increase waste reduction measures, address illegal dumping, and increase access and affordability to composting and recycling facilities.	<u>Not Applicable</u> . Policy HC 15.5 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project would not generate substantial amounts of hazardous waste or materials.
HC 15.6: Utilize multilingual staff personnel to assist in evacuation and short-term recovery activities and meeting general community needs.	<u>Not Applicable</u> . Policy HC 15.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.7: Establish a far-ranging, creative, forward-thinking public education and community-oriented outreach campaign, to inform the environmental justice communities about the following in conjunction with implementation of policy HC15.1: a. Potential hazards. b. The costs of not mitigating hazards and the health and environmental implications associated therewith c. Facts about each hazard. d. Methods to ameliorate health and environmental constraints. e. Opportunities and constraints the County of Riverside has to address regarding environmental justice criteria.	<u>Not Applicable</u> . Policy HC 15.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.1: In cooperation with affected federal state, local agencies, county departments, and impacted community residents, monitor changes to the Salton Sea and other bodies of water that impact air quality and water quality and seek and pursue opportunities to address impacts to the maximum extent possible, and make public the data and other information related to the status of the effort.	<u>Not Applicable</u> . Policy HC 16.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project site is not located within the watershed of the Salton Sea or other bodies of water that impact air quality and water quality.
HC 16.2: Pursue funding and other opportunities from state, federal, and local government and nongovernment sources and allocate county general funds to improve public health and limit pollution exposure and promote efforts to ameliorate environmental justice constraints in environmental justice communities.	<u>Not Applicable</u> . Policy HC 16.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.3: Assist communities in seeking funding for community initiated clean air projects including the installation of on-site air monitoring equipment in areas of high exposure to air contaminants.	<u>Not Applicable</u> . Policy HC 16.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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HC 16.4: Pursue funding to connect low income residents and communities to municipal water and wastewater services. In the interim, seek financial assistance for septic system repair in order to limit groundwater contamination by poorly maintained septic systems or to provide for connections to wastewater systems as a viable alternative if such systems can be made readily available.	<u>Not Applicable.</u> Policy HC 16.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.5: Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.	<u>Not Applicable.</u> Policy HC 16.5 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the analysis in EIR Subsection 4.3, <i>Air Quality</i> , demonstrates that the Project would not expose any sensitive receptors to substantial pollutant concentrations.
HC 16.6: When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.	<u>Consistent.</u> All future implementing development associated with the Project (e.g., plot plans) would be required to comply with the Good Neighbor Policy for Logistics and Warehouse/Distribution Uses.
HC 16.7: Evaluate public and private facilities for health hazards or major sources of contamination and identify and implement alternatives for removal of contamination.	<u>Consistent.</u> As documented in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i> , the Project site does not contain any health hazards or major sources of contamination.
HC 16.8: Evaluate creating a cap or threshold on the number of pollution sources within EJ communities and make recommendations thereon.	<u>Not Applicable.</u> Policy HC 16.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.9: Explore the feasibility of creating a partnership with the South Coast Air Quality Management District (SCAQMD) to establish a mitigation program to reduce the impact of air pollution as well as assist with the implementation of air quality programs.	<u>Not Applicable.</u> Policy HC 16.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.10: Plan for compact development projects in appropriate locations, including in existing communities and the clustering of affordable and mixed income housing therein, that make the most efficient use of land and concentrate complementary uses in close proximity to transit or non-transit mobility options and advocate for expanded transit and non-transit mobility options to serve such areas.	<u>Consistent.</u> The Project would generate up to between 8,950 and 9,162 jobs in a portion of Riverside County that suffers from a poor jobs/housing balance.
HC 16.11: Implement development of bicycle and pedestrian facilities to reduce dependency on fossil fuel based transportation and pursue funding to implement mobility plans and projects.	<u>Consistent.</u> Proposed SP 239A1 includes a conceptual non-vehicular circulation and mobility plan that incorporates meandering trails, sidewalks, bicycle lanes, and other pedestrian access throughout the proposed development.
HC 16.12: Plan and implement complete streets which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or	<u>Consistent.</u> Proposed SP 239A1 includes a conceptual non-vehicular circulation and mobility plan that incorporates



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cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.	meandering trails, sidewalks, bicycle lanes, and other pedestrian access throughout the proposed development.
HC 16.13: Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.	<u>Not Applicable</u> . The Project does not include any sensitive land uses.
HC 16.14: Assure that sensitive receptors are separated and protected from polluting point sources, as feasible, including agricultural businesses that produce or use pesticides and chemical fertilizers.	<u>Consistent</u> . The analysis in EIR Subsection 4.3, <i>Air Quality</i> , demonstrates that the Project would not expose any sensitive receptors to substantial pollutant concentrations following implementation of mitigation measures.
HC 16.15: Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.	<u>Consistent</u> . The analysis in EIR Subsection 4.3, <i>Air Quality</i> , demonstrates that the Project would not expose any sensitive receptors to substantial pollutant concentrations following implementation of mitigation measures.
HC 16.16: Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.	<u>Consistent</u> . The analysis in EIR Subsection 4.3, <i>Air Quality</i> , demonstrates that the Project would not expose any sensitive receptors to substantial pollutant concentrations following implementation of mitigation measures. Additionally, the Project would be required to comply with SP 293A1, which includes a conceptual landscape plan that calls for the planting of trees, shrubs, and groundcover throughout the proposed development.
HC 16.17: Landscape by planting of trees on a community basis that removes pollutants from the air, provides shade and decreases the negative impacts of extreme heat on the community.	<u>Consistent</u> . The Project would be required to comply with SP 293A1, which includes a conceptual landscape plan that calls for the planting of trees, shrubs, and groundcover throughout the proposed development..
HC 16.18: Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.	<u>Consistent</u> . The Project would result in the generation of up to between 8,950 and 9,162 jobs in a portion of Riverside County that exhibits a poor jobs-to-housing ratio.
HC 16.19: Promote reduction of vehicle miles traveled (VMT) by encouraging expanded multi-modal facilities, linkages between such facilities, and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.	<u>Not Applicable</u> . Policy HC 16.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.20: Facilitate an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies in the development of mutual policies and funding mechanisms to increase the use of alternative transportation modes. All new development should contribute and invest in increasing access to public transit and	<u>Not Applicable</u> . Policy HC 16.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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multimodal active transportation infrastructure.	
HC 16.21: Require the creation of programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles and facilities supporting the use of such vehicles including charging stations.	<u>Not Applicable</u> . Policy HC 16.21 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.22: Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to the Salton Sea and other standing bodies of water.	<u>Consistent</u> . The Project would include industrial warehouses, and is not anticipated to include any manufacturing uses that would have a high demand for water. Additionally, agricultural uses are not proposed as part of the Project.
HC 16.23: Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.	<u>Consistent</u> . The analysis in EIR Subsection 4.3, <i>Air Quality</i> , demonstrates that the Project would not expose any sensitive receptors to substantial pollutant concentrations following implementation of mitigation measures, while the analysis in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , demonstrates that the Project's impacts to water quality would be less than significant.
HC 16.24: Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.	<u>Consistent</u> . The analysis in EIR Subsection 4.3, <i>Air Quality</i> , demonstrates that the Project would not expose any sensitive receptors to substantial pollutant concentrations following implementation of mitigation measures. The analysis in EIR Subsection 4.13 demonstrates that Project-related stationary noise would not adversely impact nearby sensitive receptors. Additionally, the analysis in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , demonstrates that the Project's impacts due to greenhouse gas emissions would be reduced to less-than-significant levels with the implementation of mitigation measures.
HC 16.25: Require the conversion of mining operations into uses that are compatible with surrounding areas in accordance with the Surface Mining and Reclamation Act.	<u>Not Applicable</u> . The Project does not include any proposed mines, and there are no existing or proposed mines within the Project vicinity.
HC 16.26: Enforce the land use policies and siting criteria related to hazardous materials and wastes through continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following:	<u>Not Applicable</u> . Policy HC 16.26 provides direction to County staff and decision makers and is not applicable to the proposed Project.



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<p>a. Ensure county businesses comply with federal, state and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs.</p> <p>b. Require and promote the programs, practices, and recommendations contained in the Riverside County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.</p>	
Policies HC 17.1 through HC 17.7: Food Access Policies	<u>Not Applicable.</u> Policies HC 17.1 through HC 17.7 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
Policies HC 18.1 through HC 18.13: Safe and Sanitary Home Policies	<u>Not Applicable.</u> Policies HC 18.1 through HC 18.13 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
HC 19.1: Collaborate with the relevant agencies to promote opportunities to provide recreational facilities for residents, including the Salton Sea area, and other bodies of water, as applicable, that are accessible via public transit and active transportation, including pedestrian friendly local roads with sidewalks and bikeways. Other projects and amenities should be developed as identified by community members.	<u>Not Applicable.</u> Policy HC 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 19.2: Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.	<u>Consistent.</u> The Project does not include any residential uses, and thus would not generate a demand for parks. Additionally, proposed SP 239A1 includes a conceptual non-vehicular circulation and mobility plan that incorporates meandering trails, sidewalks, bicycle lanes, and other pedestrian access throughout the proposed development.
HC 19.3: Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements.	<u>Not Applicable.</u> Policy HC 19.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 19.4: Promote the preparation of a pedestrian network plan that allows for safe travel between all areas and destinations of the community to include as feasible shade structures, street furniture, signage, and exercise areas such as par courses.	<u>Consistent.</u> Proposed SP 239A1 includes a pedestrian circulation plan that incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community.
HC 19.5: Paseos, pedestrian and bicycle paths should be provided between residential structures and nonresidential structures.	<u>Consistent.</u> Proposed SP 239A1 includes a pedestrian circulation plan that incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community. Additionally, residential uses are not proposed as part of the



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	Project.
HC 19.6: Plan for a system of local trails that enhances recreational opportunities and connects with regional trails.	<u>Not Applicable</u> . Policy HC 19.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 19.7: Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.	<u>Consistent</u> . The Project includes 99.7 acres of proposed open space areas. Additionally, proposed SP 239A1 includes a pedestrian circulation plan that incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community.
HC 19.8: Paseos and pedestrian/bicycle connections should be provided between the highest density residential uses and those nonresidential uses so that the local population can safely connect with ease. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including schools, libraries, and community facilities.	<u>Not Applicable</u> . No high density residential uses are proposed as part of the Project, and no such uses occur in the Project vicinity.
HC 19-9: Pursue joint use agreements with school districts for park and recreational facility use, especially when access to comparable public facilities is not available.	<u>Not Applicable</u> . Policy HC 19.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.1: New development should provide for public services including but not limited to solar street lighting, shading structures at bus stops, other supporting infrastructure, and extension of trash and recyclables pickup routes.	<u>Consistent</u> . Riverside County would review future implementing developments (e.g., plot plans) for compliance with this policy.
HC 20.2: New development should promote convenient internal pedestrian circulation among land uses (existing and proposed) within each neighborhood and connecting with existing adjacent developed areas, and as applicable consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and amendments thereto.	<u>Consistent</u> . Proposed SP 239A1 includes a pedestrian circulation plan that incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community.
HC 20.3: Enhance the quality of existing residential neighborhoods by including adequate maintenance of public facilities in the County’s capital improvement program and requiring residents and landlords to maintain their properties in good condition and seek opportunities, particularly funding, to enhance quality of life conditions in existing mobile home parks particularly those which are affected by deteriorating infrastructure and hardscape.	<u>Not Applicable</u> . Policy HC 19.9 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project site does not contain an existing residential neighborhood under existing conditions.
HC 20.4: New development and conservation land uses should not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities.	<u>Consistent</u> . The Project would not conflict with or infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements.



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HC 20.5: In working with transit service providers and developers of residential projects, promote better and safer connections between residential areas and services to include local and regional transportation hubs as well as ancillary components such as sidewalks and shade structures as being associated with these connections for better access to parks, schools, and employment areas.	<u>Not Applicable.</u> Policy HC 20.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.6: With the availability of funding and pursuant to health and safety considerations, ensure that surface drainage is properly captured and disposed and does not mix or otherwise interface with septic systems.	<u>Consistent.</u> As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , the Project’s impacts to water quality would be less than significant. Additionally, no septic systems exist or are proposed on the Project site.
HC 20.7: Ensure that health and safety facilities such as fire stations and sheriff substations are adequately sited, improved and staffed to serve affected communities. Identify which communities need services to be built in close proximity to reduce the amount of time it takes to respond to an emergency.	<u>Not Applicable.</u> Policy HC 20.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.8: Review the location and extent of community recreational facilities to ensure maximum use by children and adults and use that information to develop new recreational facilities and opportunities for the community, including indoor and outdoor facilities.	<u>Not Applicable.</u> Policy HC 20.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.9: Ensure that safe and potable drinking and cooking water is available in the EJ communities.	<u>Not Applicable.</u> Policy HC 20.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 21.1: Review and analyze the location of medical, dental and vision clinics and staffing to ensure that community health can be maintained for routine and complex health issues and ensure that facilities have cooperative agreements in place with similar facilities in the area. Locate interim facilities and mobile clinics until permanent facilities can be built.	<u>Not Applicable.</u> Policy HC 21.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 22.1: Increase coordination and collaboration with the implementation of existing climate action plans such as the county’s 2020 Climate Action Plan update, resilience action plans, mobility plans and AB 617 plans, as may be amended.	<u>Not Applicable.</u> Policy HC 22.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 22.2: Develop a stormwater capture system in areas that do not have the appropriate curb and gutter infrastructure.	<u>Not Applicable.</u> Policy HC 22.2 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project incorporates a drainage system that would adequately convey stormwater flows.
HC 22.3: Work with community residents to identify a pathway for community solar projects and other renewable energy projects that do not harm the natural habitat, resources, and environment of the community.	<u>Not Applicable.</u> Policy HC 22.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 22.4: Utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC	<u>Not Applicable.</u> Policy HC 22.4 provides direction to County



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15.3, update community and area plans, and create new plans to be determined, located in the environmental justice communities adapting the polices contained herein to address local needs including in conjunction with the development of the county’s Unincorporated Communities Initiative.	staff and decision makers and is not applicable to the proposed Project
HC 22.5: New specific plans or existing specific plans that includes a substantial revision that are within “disadvantaged communities,” as identified by CalEPA should address Environmental Justice goals and include appropriate policies similarly to this section.	<u>Consistent</u> . The Project site is mapped as occurring within a disadvantaged community. Proposed SP 239A1 includes policies that address the Environmental Justice goals, which are included throughout proposed SP 239A1.



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Table 2, *Project Consistency with Lakeview/Nuevo Area Plan Land Use Policies*, provides an analysis of the Project’s consistency with the Lakeview/Nuevo Area Plan (LNAP) of the Riverside County General Plan.

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LNAP 1.1: Allow the land use designations within the San Jacinto River Policy Area to change by a technical amendment to the General Plan to reflect the habitat areas resulting from the adopted San Jacinto River Channelization Project.	<u>Not Applicable.</u> Policy LNAP 1.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. Areas on site that are within the San Jacinto River Policy Area are planned for conservation as open space within proposed Planning Area 16 of SP 239A1.
LNAP 2.1: Restrict the density within the 2-4 DU/AC Policy Area to a maximum of four (4) dwelling units per acre to reduce the risk of flood damage to residents and create a smooth transition from higher density to lower density residential uses.	<u>Not Applicable.</u> The Project site is not located within the 2-4 DU/AC Policy Area of the LNAP.
LNAP 3.1: To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.	<u>Consistent.</u> The Project site is located within the AIA of the March Air Reserve Base. The Riverside County Airport Land Use Commission (RCALUC) reviewed the proposed Project for consistency with the Airport Land Use Compatibility Plan (ALUCP). Based on the ALUC’s Consistency Determination Letter, dated May 5, 2021, the ALUC found the Project would be fully consistent with the ALUCP subject to standard conditions of approval.
LNAP 4.1: Notwithstanding the Rural Residential - 5-acre designation of this area on the Lakeview/Nuevo Area Plan map, the Juniper Flats Policy Area may be developed at a maximum residential intensity of 0.4 dwelling units per acre, and the area may be developed with 2.5-acre lots, provided that the area is developed pursuant to a unified plan for the entire area.	<u>Not Applicable.</u> The Project site is not located within the Juniper Flats Policy Area.
Policies LNAP 5.1 through LNAP 5.3: Northeast Business Park Overlay.	<u>Not Applicable.</u> Policies LNAP 5.1 through LNAP 5.3 are not applicable because the Project site is not located within the LNAP Northeast Business Park Overlay.
LNAP 6.1: Encourage the two mixed use planning areas in the adopted Stoneridge and McCanna Hills Specific Plans to adhere to those policies listed in the Community Centers Area Plan Land Use Designation section of the Land Use Element.	<u>Not Applicable.</u> As part of the Project’s proposed General Plan Amendment, the Project Applicant proposes to revise the General Plan land use designations applied to the Project site from “Medium Density Residential (MDR),” “Medium High Density Residential (MHDR),” “Very High Density Residential (VHDR),” “Commercial Retail (CR),” “Community Center (CC),” “Open Space – Conservation (OS-C),” “Open Space – Recreation (OS-R),” and “Open Space – Water (OS-W),” to instead allow for “Light Industrial (LI),” “Business Park (BP),” “Commercial Retail (CR),” “Open Space –



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	Conservation (OS-C),” and “Open Space – Conservation Habitat” land uses. With approval of the Project’s proposed GPA there would be no areas designated for Community Center land uses on site. As such, Policy LNAP 6.1 is not applicable to the proposed Project.
LNAP 6.2: The entire Lakeview/Reservoir Avenues Neighborhood shall be developed in accordance with the HHDR land use designation.	<u>Not Applicable.</u> The Project site is not located within the Lakeview/Reservoir Avenues Neighborhood.
LNAP 6.3: The entire Hansen/Palm Avenues Neighborhood shall be developed in accordance with the HHDR land use designation.	<u>Not Applicable.</u> The Project site is not located within the Hansen/Palm Avenues Neighborhood.
Policies LNAP 6.4 through LNAP 6.6: Lakeview/Reservoir Avenues East Neighborhoods (Neighborhood 4)	<u>Not Applicable.</u> The Project site is not located within Neighborhood 4 of the Lakeview Downtown.
Policies LNAP 6.7 through LNAP 6.9: Riverview Avenue/Ninth Street Neighborhood (Neighborhood 2)	<u>Not Applicable.</u> The Project site is not located within Neighborhood 2 of the Lakeview Downtown.
Policies LNAP 6.10 through LNAP 6.12: Policies applying to all four Lakeview Downtown Neighborhoods, whether they are designated as Highest Density Residential (HHDR) or as Mixed-Use Area (MUA)	<u>Not Applicable.</u> The Project site is not located within any Lakeview Downtown Neighborhoods.
Policies LNAP 6.13 through LNAP 6.17: River/Northwest Neighborhood (Neighborhood 1)	<u>Not Applicable.</u> The Project site is not located within Neighborhood 1 of the Lakeview Town Center Neighborhoods.
Policies LNAP 6.26 and LNAP 6.27: Lemon-Dunlap Northeast Neighborhood (Neighborhood 1)	<u>Not Applicable.</u> The Project site is not located within Neighborhood 1 of the Nuevo Community (Western Area).
Policies LNAP 6.28 and 6.29: Nuevo Road East of Dunlap Corridor Neighborhood (Neighborhood 2)	<u>Not Applicable.</u> The Project site is not located within Neighborhood 2 of the Nuevo Community (Western Area).
Policies LNAP 6.30 and LNAP 6.31: Policies applying to both Nuevo Community (Western Area) Mixed-Use Area neighborhoods	<u>Not Applicable.</u> The Project site is not located within the Nuevo Community (Western Area) Mixed-Use Area neighborhoods.
LNAP 7.1: Require development to adhere to standards established in the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.	<u>Consistent.</u> Riverside County has reviewed the proposed Project and has determined the Project would be consistent with or otherwise would not conflict with the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.
LNAP 8.1: Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.	<u>Consistent.</u> As indicated in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would be conditioned to comply with the provisions of Riverside County Ordinance No. 655.
LNAP 9.1: Design and develop the vehicular roadway system per Figure	<u>Consistent.</u> Major roadways proposed as part of the Project are consistent with LNAP



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7, Circulation, and in accordance with the Functional Classifications section of the General Plan Circulation Element.	Figure 7. As demonstrated herein, the Project would be consistent with the Functional Classifications section of the General Plan Circulation Element.
LNAP 9.2: Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.	<u>Consistent.</u> As discussed in EIR Subsection 4.18, <i>Transportation</i> , the Project Applicant would be conditioned to construct improvements and pay fair-share fees to address the Project’s potential adverse effects on Level of Service (LOS).
LNAP 10.1 Develop, maintain and/or improve the trails and bikeways within the Lakeview/Nuevo Area Plan as depicted on Figure 8, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.	<u>Consistent.</u> In conformance with LNAP Figure 8, the Project would accommodate trails throughout the site, including an enhanced parkway (including an 8-foot bike lane and 5-foot meandering sidewalk) along the east side of Antelope Road; a community trail along the west side of Antelope Road; open space trails abutting the on-site natural hillform; Class I bike lane along the site’s frontage with Ramona Expressway; meandering sidewalks along Orange Avenue; and non-curb adjacent sidewalks along proposed Street “A.”
LNAP 11.1 Protect the scenic highways in the Lakeview/Nuevo planning area from change that would diminish the aesthetic value of views of the Bernasconi Hills, the San Jacinto River, the Mystic Lake Corridor, and the San Jacinto Wildlife Area in accordance with the Scenic Highways section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.	<u>Consistent.</u> As indicated in EIR Subsection 4.1, <i>Aesthetics</i> , the Project would result in less-than-significant impacts to scenic highways and scenic resources. As demonstrate herein, the Project would be fully consistent with the Scenic Highways section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.
LNAP 12.1: Accommodate the East-West CETAP Corridor in accordance with the General Plan Circulation Element.	<u>Consistent.</u> The Project has been designed with two land use alternatives, with the “Alternative Land Use Plan” accommodating the proposed Mid-County Parkway (MCP) designation within the northern portions of the Project site.
LNAP 13.1: Protect the Santa Ana River watershed and surrounding habitats, and provide flood protection through adherence to the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the General Plan Multipurpose Open Space Element.	<u>Consistent.</u> As indicated in EIR Subsections 4.4, <i>Biological Resources</i> , and 4.10, <i>Hydrology and Water Quality</i> , Project impacts due to water quality and other habitats would be reduced to less-than-significant levels with mitigation. As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the General Plan Multipurpose Open Space Element.
LNAP 14.1: Conserve the existing intact upland habitat block in the Lakeview Mountains for the benefit of raptors, burrowing owl, and cactus wren.	<u>Not Applicable.</u> The Project site is located northwest of and is not located in close proximity to the Lakeview Mountains.
LNAP 14.2: Conserve clay soils intermixed with or near vernal pools occurring in the middle reaches of the San Jacinto River supporting core	<u>Consistent.</u> Based on the results of the Project-specific Biological Resources Report (included as <i>Technical Appendix C</i> to the Project’s EIR), the Project site and off-site



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populations of thread-leaved brodiaea.	improvement areas do not contain any vernal pools, and there are no core populations of thread-leaved brodiaea.
LNAP 14.3: Conserve wetland habitats along the San Jacinto River including existing vernal playas, vernal pools and associated watersheds. Maintain watershed processes that contribute to and enhance water quality and the hydrologic regime.	<u>Consistent.</u> Based on the results of the Project-specific Biological Resources Report (included as <i>Technical Appendix C</i> to the Project's EIR), the Project site and off-site improvement areas do not contain any vernal pools. In addition, the Project would result in the permanent conservation of approximately 81.6 acres of the Project site along and within the San Jacinto River floodplain. With implementation of the Project's propose drainage plan, the Project would not adversely affect local watershed processes.
LNAP 14.4: Conserve Willow-Domino-Travers soils that support sensitive plants such as spreading navarretia, San Jacinto Valley crownscale, Coulter's goldfields, Parish's brittlescale, and Davidson's saltbrush.	<u>Consistent.</u> Based on the results of the Project-specific Biological Resources Report (included as <i>Technical Appendix C</i> to the Project's EIR), the Project's following species were identified within the Project's open space areas: Coulter's goldfields; San Jacinto Valley crownscale; smooth tarplant; and spreading navarretia. No special status plants or associated suitable habitat were identified within the Project Footprint or the Offsite areas, and as such the Project would not result in any impacts to sensitive plant species.
LNAP 14.5: Maintain and enhance linkage value of the San Jacinto River for wildlife movement and live-in habitat.	<u>Consistent.</u> The Project proposes to conserve 71.9 acres within proposed Planning Areas 10 and 11 for conservation of a portion of the San Jacinto River floodplain. As indicated in EIR Subsection 4.4, <i>Biological Resources</i> , Project impacts to wildlife movement corridors and habitat would be less than significant with mitigation.
LNAP 14.6: Conserve grasslands adjacent to coastal sage scrub habitats as foraging habitat for raptors.	<u>Consistent.</u> The Project has been designed to avoid 1.18 acres of southern riparian scrub habitat within the Project's proposed open space areas. Although the Project would impact 0.31-acre of southern riparian scrub within the off-site improvements areas, mitigation measures are presented in EIR Subsection 4.4, <i>Biological Resources</i> , to reduce these impacts to less-than-significant levels. In addition, the analysis presented in EIR Subsection 4.4 demonstrates that the Project's impacts to raptors that may forage on the Project site would be less than significant.
LNAP 14.7: Protect sensitive biological resources in Lakeview/Nuevo Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.	<u>Consistent.</u> As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.
LNAP 15.1: Protect life and property from the hazards of flood events through adherence to the Flood and Inundation section of the General Plan Safety Element.	<u>Consistent.</u> As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Flood and Inundation section of the General Plan Safety Element.



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LNAP 15.2: Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.	<u>Consistent.</u> All future implementing developments (i.e., tentative tract maps, plot plans, etc.) would be reviewed by the County for consistency with Ordinance No. 458.
LNAP 15.3: Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.	<u>Consistent.</u> In accordance with this requirement, future implementing developments (i.e., tentative tract maps, plot plans, etc.) would be reviewed for compliance with this policy.
LNAP 16.1: Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.	<u>Consistent.</u> As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Fire Hazards section of the General Plan Safety Element
LNAP 17.1: Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.	<u>Consistent.</u> As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Seismic Hazards section of the General Plan Safety Element.
LNAP 18.1: Identify ridgelines that provide a significant visual resource for the Lakeview/Nuevo planning area through adherence to the General Plan Land Use Element.	<u>Not Applicable.</u> Policy LNAP 18.1 provides direction to County staff and decision makers, and is not applicable to the proposed Project.
LNAP 18.2: Protect life and property through adherence to the Hillside Development and Slope policies of the General Plan Land Use Element, the Slope and Soil Instability Hazards policies of the General Plan Safety Element, and the policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.	<u>Consistent.</u> As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Hillside Development and Slope policies of the General Plan Land Use Element, the Slope and Soil Instability Hazards policies of the General Plan Safety Element, and the policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.