
**GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE
RIDER AND PATTERSON BUSINESS
CENTER
ENVIRONMENTAL IMPACT REPORT
SCH NO. 2022120110**

Riverside County, California



November 17, 2022

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FOR THE
RIDER AND PATTERSON BUSINESS CENTER
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SCH NO. 2022120110**

Lead Agency

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Lead Agency Discretionary Permits

General Plan Amendment No. 220003 (GPA220003)
Change of Zone No. 2200003 (CZ2200003)
Tentative Parcel Map No. 38337 (TPM38337)
Plot Plan No. 220004 (PPT220004)

November 17, 2022



1.0 INTRODUCTION

1.1 Purpose and Intent

The purpose of this report is to analyze the consistency of the Rider and Patterson Business Center Project (SCH No. 2022120110 herein, “Project”) with the policies of the Riverside County General Plan and the Mead Valley Area Plan (MVAP). Table 1, *Project Consistency with the County of Riverside 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 the Mead Valley Area Plan Land Use Policies*, applies the same format as Table 1 and provides an analysis of the proposed Project’s consistency with the MVAP.

1.2 Riverside County General Plan

The Riverside County General Plan covers the entire unincorporated portion of Riverside County 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 Reserve Base. The intent 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 identity within Riverside County and stimulate the quality of life at the community level. (Riverside County, 2019a, p. I-1)

1.3 General Plan Elements and Policies

Land development patterns in the unincorporated areas of Riverside County are guided by the Riverside County General Plan (herein “General Plan”). The General Plan is organized into eight elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Healthy Communities, which establish countywide policies to guide Riverside 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. (Riverside County, 2019a, p. I-10)

1.4 Project Description

For purposes of this analysis, the term “Project” refers to the Project’s discretionary applications for a General Plan Amendment (GPA 220003), Change of Zone (CZ 2200003), Tentative Parcel Map (TPM 38337), and Plot Plan (PPT 220004) and the discretionary actions required to implement the Project, as proposed, and all of the activities associated with Project implementation including planning, construction, and long-term operations. The Project site comprises approximately 40.88 acres located at the southwest corner of the intersection of Rider Street and Patterson Avenue within the MVAP area of unincorporated Riverside County. Approximately 31.5 acres (net) of the Project site are proposed for development of a 591,203 square foot (s.f.) warehouse building with 84 truck docking doors along the northern and southern sides of the building, along with parking areas for trucks and passenger vehicles and landscape areas. Approximately 6.0 acres along the western Project site boundary would consist of a landscaped berm forming a buffer between the proposed building and an existing residential community to the west. The Project also would accommodate three residential lots in the western portions of the Project site (although no homes would be constructed as part of the Project), as well as two lots that would accommodate the completion of the cul-de-sacs for Wildwood Lane and Sunny Canyon Street. Remaining areas of the Project site would consist of roadway dedications for Rider



Street, Patterson Avenue, and Walnut Street. Access to the Project is proposed via one driveway connecting with Rider Street and two driveways connecting with Patterson Avenue.

1.5 Project Location

The 40.88-acre Project is located within the Mead Valley community of unincorporated Riverside County, west of Interstate 215 (I-215). More specifically, the Project site is located south of Rider Street, west of Patterson Avenue, and north of Walnut Street. Wildwood Lane and Sunny Canyon Street dead-end into the Project site from the west, which serve a residential subdivision of single-family homes located west of the Project site. The Project site encompasses Assessor's Parcel Numbers (APNs) 317-201-006, 317-201-008, 317-201-010, 317-201-011, 317-201-018, 317-201-022, 317-201-023, and 317-201-024.



1.6 Analysis of Project Consistency with the County of Riverside General Plan

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

Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
GENERAL PLAN LAND USE ELEMENT	
LU 1.1 – LU 1.12: Land Use Element Administration Policies.	<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. The Project would not conflict with such policies.
<p>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: (Action Items (AIs) 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)</p> <p>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.</p> <p>b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.</p> <p>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.</p> <p>d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.</p> <p>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.</p> <p>f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.</p> <p>g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.</p>	<u>Consistent.</u> The Project Applicant proposes a General Plan Amendment (GPA) to change the land use designation as applied to 36.0 acres of the Project site to allow for development with a warehouse. This land use follows a logical and orderly extension of light industrial warehouse land uses established to the northeast, and southeast of the Project site. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical demarcation between employment uses to the east and an established residential neighborhood to the west. The land uses proposed as part of the Project are consistent with the site’s underlying Foundation Component designation of Community Development. The Project design includes the provision of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. There are no environmentally sensitive lands or natural hazard concerns associated with the property that would prevent its development as proposed.
LU 3.1: Accommodate land use development in accordance with the patterns and	<u>Consistent.</u> The Project as proposed would not conflict with any concepts in



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General Plan Policy	Project Consistency
<p>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)</p> <ul style="list-style-type: none"> a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing. 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. c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance. 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. e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision. f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network). g. Provide the opportunity to link communities through access to multi-modal transportation systems. 	<p>Policy LU 3.1. The Project site is currently located in the Community Development Foundation Component and the Project entails development of 36.0 acres of the site with light industrial uses instead of the residential uses previously planned. The proposed light industrial land use follows a logical and orderly extension of light industrial warehouse land uses established to the east, northeast, and southeast of the Project site. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical demarcation between employment uses to the southeast and northeast and an established residential neighborhood to the west. The Project design includes the provision of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. The Project involves the consolidation of parcels into a single development plan and the establishment of a logical and well-planned transition from light industrial warehouse uses to the east and a residential community to the west. The Project will provide roadway frontage improvements along Walnut Street, Rider Street, and Patterson Avenue complete with community trails and sidewalks along Walnut Street and Patterson Avenue and a sidewalk along Rider Street. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future. Other concepts of Policy LU 3.1 are not applicable to the Project because the Project site is not located in a new town or an urban core.</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 design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west.</p>
<p>LU 3.3: Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)</p>	<p><u>Consistent</u>. The Project application materials identify a variety of elements, including architecture and landscape architecture, that would ensure the site is developed with a special sense of place and quality of design. The Project also would be consistent the developing pattern of land use in the area, with employment-generating light industrial warehouses to the northeast and southeast and an established residential community to the west. Thus, the</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	Project would be consistent with Policy LU 3.3.
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> . No development credit programs are associated with the proposed Project.
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. 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. i. Include consistent and well-designed signage that is integrated with the building’s 	<u>Consistent</u> . The Project would not conflict with any of the concepts of Policy LU 4.1. The Project is required to comply with Riverside County’s zoning, building, and other pertinent codes and regulations. The Project’s conceptual landscape plan incorporates drought tolerant landscaping and adequate drought-conscious irrigation systems. The Project also would be subject to compliance with Title 24 Part 6 and/or Part 11, of the California Code of Regulations. The Project provides adequate space for pedestrian connectivity and access via the provision of community trail segments along the site’s frontage with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street, and provides open space through the provision of an approximately 6.0 acre landscaped buffer along the western side of the Project site. Vehicular access and parking meets County standards and driveway connections will be available from only Rider Street and Patterson Avenue, with no driveways connecting to Walnut Street. Through Project design features, by following County ordinances, and through required mitigation measures as described in the Project’s EIR, operational odors, lighting, wildfire, and other impacts would not adversely affect surrounding properties.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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>LU 4.2: Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5)</p>	<p><u>Consistent</u>. Policy LU 4.2 provides direction to County staff and would apply to maintenance of on-site areas following buildout of the Project site as proposed.</p>



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<p>a. Provide proactive code enforcement activities.</p> <p>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.</p> <p>c. Promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of structures and sites.</p>	
<p>LU 4.3: Create programs to ensure historic preservation. (AI 1)</p>	<p><u>Not Applicable.</u> Policy LU 4.3 provides direction to County staff and decision makers, and is not applicable to the proposed Project. There are no significant historic resources located on the Project site.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy LU 4.4 provides direction to County staff and decision makers, and is not applicable to the proposed Project. There are no significant historic or prehistoric resources located on the Project site.</p>
<p>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)</p>	<p><u>Not Applicable.</u> As documented in EIR Subsection 4.5, <i>Cultural Resources</i>, there are no significant historic buildings on the Project site.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy LU 4.5 provides direction to County staff and decision makers, and is not applicable to the proposed Project which is not within a high-density residential project or near a transportation hub. The potential provision of day care services at the site for employees during Project operation would be a decision made by the building tenant and not within the purview of the County at this stage of the Project’s proposed entitlement actions.</p>
<p>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)</p>	<p><u>Consistent.</u> Potential impacts to public services and transportation systems are evaluated in the Project’s 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 includes three residential lots but does not propose any residential units, and therefore would not directly adversely affect recreation, libraries, or school services.</p>
<p>LU 5.2: Monitor the capacities of infrastructure and services in coordination with</p>	<p><u>Not Applicable.</u> Policy LU 5.2 provides direction to County staff and decision</p>



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service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service. (AI 3, 4, 32, 74)	makers and is not applicable to the proposed Project. The Project’s EIR Subsection 4.20, <i>Utilities and Service Systems</i> , documents capacities of service providers.
LU 5.3: Review all projects for consistency with individual urban water management plans. (AI 3)	<u>Consistent</u> . The Project site is located within the service boundaries of the Eastern Municipal Water District (EMWD) for water and sewer service, and the EMWD 2020 Urban Water Management Plan (UWMP), dated July 2021, was used in the analysis in EIR Subsection 4.20, <i>Utilities and Service Systems</i> . As concluded in EIR Subsection 4.20, the Project would not conflict with the EMWD UWMP. Also refer to the Project’s Water Supply Assessment prepared by EMWD which is Appendix O of the Project’s EIR.
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. No public facilities are located on the Project site or are planned to be located on the Project site.
<p>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)</p> <p>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.</p> <p>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</p>	<u>Not Applicable</u> . Policy LU 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. The potential provision of day care services at the site for employees during Project operation would be a decision made by the building tenant and not within the purview of the County at this stage of the Project’s proposed entitlement actions.



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potential. c. Promote in high-need locations, especially in conjunction with schools, parks, faith-based institutions, community centers and senior centers.	
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 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. As part of GPA 220003, 36.0 acres of the Project site would be redesignated for “Community Development – Light Industrial (LI)” land uses, with remaining areas continuing to be designated for MDR land uses. With approval of GPA 220003, the Project would be fully consistent with the General Plan and MVAP land use designations for the 40.5-acre property.
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 contains three residential homes and is otherwise undeveloped and was previously used for stockpiling earthwork materials from an adjacent development. The proposed light industrial land use considers the characteristics of the site and the surrounding area and follows a logical and orderly extension of light industrial warehouse land uses established to the northeast and southeast of the Project site. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west.
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	<u>Consistent.</u> The proposed light industrial land use considers the characteristics of the site and the surrounding area and follows a logical and



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<p>that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)</p>	<p>orderly extension of light industrial warehouse land uses established to the northeast and southeast of the Project site. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west. The approximately 36.0 acres of the Project site that would be developed with a 591,203 s.f. light industrial ware building, would not significantly impact surrounding land uses as demonstrated in the Project’s EIR. Truck dock doors would face north and south and would not face the established residential community to the west. Also, the approximately 6.0-acre landscaped buffer along the west side of the Project site would block line of sight and lighting, attenuate noise, and assist with particulate matter filtration. The proposed Project would not be incompatible with any of the existing or planned land uses surrounding the Project site. Furthermore, impacts associated with the Project’s potential land use compatibility with surrounding uses have been evaluated throughout the Project’s EIR under the appropriate subject headings. As documented in the Project’s EIR, the Project would not result in significant impacts from noxious fumes, glare, or shadowing, and although noise modeling shows that off-site transportation noise would be significant an unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase (refer to EIR Subsections 4.1, 4.3, and 4.13). Regarding traffic, the Project includes roadway frontage improvements along Walnut Street, Patterson Avenue, and Rider Street and will contribute to a traffic signal at the intersection of Harvill Street and Rider Street. Furthermore, the Project includes the completion of two unfinished cul-de-sacs for the residential community located west of the site.</p>
<p>LU 7.5: Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses. (AI 3).</p>	<p><u>Consistent.</u> Approximately 6.0 acres of the Project site along the western parcel boundary would consist of a landscaped berm forming a buffer between the proposed building and an existing residential community to the west.</p>
<p>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)</p>	<p><u>Not Applicable.</u> The Project site is not adjacent to any National Forest; thus, Policy LU 7.6 is not applicable to the proposed Project.</p>
<p>LU 7.7: Require buffers to the extent possible between development and watercourses,</p>	<p><u>Consistent.</u> Drainage features located on the Project site have been previously</p>



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General Plan Policy	Project Consistency
including their associated habitat.	disturbed and are not anticipated to be conserved by the Western Riverside County MSHCP. The Project underwent a Habitat Acquisition and Negotiation Strategy (HANS) review, and it was determined that no conservation area is expected to be provided on the site. Approximately 6.0 acres of the Project site along the western parcel boundary would consist of a landscaped berm forming a buffer between the proposed building and an existing residential community to the west.
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>Consistent</u> . As discussed in EIR Subsection 4.21, <i>Wildfire</i> , the Project site and areas surrounding the Project site are classified as having a Very High susceptibility to wildfire hazards. The Project would be surrounded on three sides by paved public roads and on one side by an irrigated landscaped slope. These features serve as fuel clearance and the Project’s design has been reviewed and approved by the County Fire Department.
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 land uses that would maintain and enhance Riverside County’s fiscal viability, economic diversity, and environmental integrity. The Project Applicant proposes a General Plan Amendment (GPA) to change the land use designation as applied to 36.0 acres of the Project site to allow for development with a warehouse. This land use follows a logical and orderly extension of light industrial warehouse land uses established to the east, northeast, and southeast of the Project site and will assist with the County’s economic diversity and fiscal viability. The



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General Plan Policy	Project Consistency
	Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west, which contributes to the area's 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 promotes stable employment and business uses through the provision of a light industrial warehouse building that would contribute to a diversity of employment opportunities in Riverside County.
LU 8.3: Promote the development of focused employment centers rather than inefficient strip commercial development.	<u>Consistent</u> . The Project proposes development of a 591,203 s.f. warehouse building and would not 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>Consistent</u> . The Project entails development of a 591,203 square-foot building, which would include 7,300 square-feet of ground floor office space, 7,300 square-feet of mezzanine office space, and 576,603 square-feet of warehouse space. The proposed use would facilitate competitive advantage in the marketplace, and would provide attractive and a well-landscaped work environment. Additionally, and as discussed in the Project's EIR Subsection 4.1, <i>Aesthetics</i> , the Project would be visually compatible with existing and planned developments in the surrounding area and would not conflict with the character of the surrounding area. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west.
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, which does not include any residential uses.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 west of I-215 with proximate access to the I-215 on- and off-ramps at Cajalco Expressway and Placentia. Although there are currently no existing bus routes that serve the roadways in close proximity to the Project site, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future. The Project provides community trail segments along the site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street, to promote non-vehicular circulation in the community.
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> As discussed in EIR Subsection 4.15, <i>Population and Housing</i> , the Project proposes a light industrial warehouse use and would result in approximately 574 future employees. Riverside County currently experiences a poor jobs-housing ratio, wherein there are not enough jobs within the County to prevent the need for County residents to travel outside the region for employment. Thus, by developing the Project site with an employment-generating land use, the Project would assist the County in improving its jobs-housing balance 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>Not Applicable.</u> The Project underwent a HANS review, and it was determined that no conservation area is expected to be provided on the site. There are no natural resources, cultural resources, scenic features, or water features or watercourses that the County or resource agencies identified as desirable for preservation or recreation.
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 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	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)	frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west, which will improve community aesthetics and quality of life in the immediate area by blocking line of sight between the existing residences and employment uses to the east.
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, blue-line 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. The drainage features on the site have been previously disturbed and have not been identified by the County or resource agencies as desirable for preservation.
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) 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)	<u>Not Applicable.</u> Policy LU 9.5 provides direction to County staff and decision makers and is not applicable to the proposed Project. The Project includes the provision of three residential lots but does not entail any residential development.
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. According to mapping information available from the California Department of Conservation, the Project site is classified as MRZ-3, which indicates that the Project site occurs in an area of undetermined mineral resource significance. Accordingly, the Project site does not contain any areas of known mineral resources.
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	<u>Not Applicable.</u> The Project site is not classified by the State Mining and Geology Board as being of regional or statewide significance. According to mapping information available from the California Department of Conservation, the Project site is classified as MRZ-3, which indicates that the



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
buffer zones or visual screening into the incompatible land use.	Project site occurs in an area of undetermined mineral resource significance. Accordingly, the Project site does not contain any areas of known mineral resources.
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. Specifically, the Project Applicant will contribute towards the installation of an off-site traffic signal at the intersection of Rider Street and Harvill Avenue.
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>Not Applicable</u> . The Project includes applications for a General Plan Amendment and Change of Zone, to provide for a 591,203 s.f. warehouse building. The employment-generating land use would bring jobs to the area and as such would not have a negative fiscal impact on the County.
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 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 Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.
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>Not Applicable</u> . Policy LU 11.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
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> . As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street to assist in providing a connected non-vehicular circulation system in the community.
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 The Project’s EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> , the Project would reduce Greenhouse Gases to the maximum



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	feasible extent through compliance with the provisions of the Riverside County Climate Action Plan (CAP) Update. As documented herein, the Project would not conflict with any of the policies prescribed by the General Plan Air Quality Element, and the analysis in EIR Subsection 4.8 demonstrates that the Project would not conflict with any of the CAP Update provisions. Further, the proposed warehouse building’s roof would be solar ready and be equipped with solar panels to offset a portion of the Project’s electrical demand thereby reducing GHG emissions consistent with the County’s CAP.
<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> <ul style="list-style-type: none"> a. Require that hillside development minimize alteration of the natural landforms and natural vegetation. b. Allow development clustering to retain slopes in natural open space whenever possible. c. Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures. d. Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive. 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. 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><u>Not Applicable.</u> The Project site and areas immediately surrounding the Project site do not contain steep slopes capable of producing landslide hazards that could affect future development on site.</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> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	Street to assist in providing a connected non-vehicular circulation system in the community.
LU 13.2: Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	<u>Consistent</u> . As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a planned community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
LU 13.3: 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> . As part of the Project, and in conformance with MVAP Figure 8, frontage improvements would occur along Patterson Avenue, Walnut Street, and Rider Street, with a sidewalk and community trail proposed along Patterson Avenue and Walnut Street and a sidewalk proposed along Rider Street.
LU 13.5: Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.	<u>Not Applicable</u> . Policy LU 13.5 refers to areas where traffic-calming elements are desirable to protect non-vehicular modes of transportation, such as biking or walking. The areas surrounding the Project site do not consist of residential uses where traffic-calming elements are desirable.
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> . The Project would be served by adequate existing and proposed circulation facilities. The Project includes frontage improvements to Rider Street, Patterson Avenue, and Walnut Street, including travel lane improvements, curb, gutter, sidewalk, and trail. Additionally, the Project Applicant will contribute toward the installation of an off-site traffic signal at the intersection of Harvill Avenue and Rider Street.
LU 13.7: Review projects for consistency with Riverside County’s Transportation Demand Ordinance. (AI 3)	<u>Consistent</u> . In conformance with the County’s Transportation Demand Ordinance (Riverside County Ordinance No. 726), a Traffic Impact Analysis was prepared for the Project and is included as EIR <i>Technical Appendix L2</i> . Additionally, and in conformance with Ordinance No. 726, Mitigation



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	Measure MM 4.18-2 has been imposed on the Project requiring a commute trip reduction program, which would serve to reduce the amount of Vehicle Miles Travelled (VMT) associated with the Project.
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> , under existing conditions the Project site does not contribute to any prominent scenic vistas visible to the public, as the site is largely disturbed and consists of heavily disturbed unvegetated soils with occasional patches of ruderal vegetation. As such, the Project would not result in impacts to scenic vistas or visual features, in conformance with this policy.
LU 14.2: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41)	<u>Consistent.</u> There are no officially-designated scenic highway corridors within the Project’s viewshed. As part of the Project, and in conformance with MVAP Figure 8, the Project includes the construction of a sidewalk and community trail along Patterson Avenue and Walnut Street and a sidewalk along Rider Street.
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)	<u>Consistent.</u> The nearest State-eligible scenic highway is SR 74, located approximately 3.3 miles south of the Project site. The nearest County-eligible scenic highway is Interstate 215 (I-215), located approximately 0.4-mile east of the Project site. The Project would result in the conversion of the property from a disturbed and undeveloped parcel of land to a developed property containing a 591,203 s.f. warehouse building and associated parking areas. As part of the Project, the site would be landscaped, including along the site’s frontage with Rider Street, Patterson Avenue and Walnut Street and around the proposed bio-retention basin, building, and passenger vehicle parking areas.
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)	<u>Consistent.</u> The nearest State-eligible scenic highway is SR 74, located approximately 3.3 miles south of the Project site. The nearest County-eligible scenic highway is Interstate 215 (I-215), located approximately 0.4-mile east of the Project site. The Project site is not visible from these corridors due to distance and intervening development.
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	<u>Consistent.</u> The nearest State-eligible scenic highway is SR 74, located approximately 3.3 miles south of the Project site. The nearest County-eligible



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
be placed underground. (AI 3, 32)	scenic highway is Interstate 215 (I-215), located approximately 0.4-mile east of the Project site. The Project site is not visible from these corridors due to distance and intervening development. As part of the Project, any new or relocated electric or communication distribution lines would be placed underground.
LU 14.6: Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. (AI 3,79)	<u>Consistent</u> . The nearest State-eligible scenic highway is SR 74, located approximately 3.3 miles south of the Project site. The nearest County-eligible scenic highway is Interstate 215 (I-215), located approximately 0.4-mile east of the Project site. The Project site is not visible from these corridors due to distance and intervening development. No off-site outdoor advertising displays are proposed or would be allowed as part of the Project.
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)	<u>Consistent</u> . The nearest State-eligible scenic highway is SR 74, located approximately 3.3 miles south of the Project site. The nearest County-eligible scenic highway is Interstate 215 (I-215), located approximately 0.4-mile east of the Project site. The Project site is not visible from these corridors due to distance and intervening development. As part of its review of future implementing building permits for the Project, Riverside County would review proposed signage plans for compliance with this policy.
LU 14.8: Avoid the blocking of public views by solid walls. (AI 3)	<u>Consistent</u> . Views to scenic resources available from public roads near the Project site would not be blocked by Project walls. 14-foot-high screen walls would enclose the Project’s truck courts to screen loading docks and truck courts, but such walls would not block scenic public views.
LU 15.1: Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.	<u>Not Applicable</u> . Policy LU 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with March Air Reserve Base operations.
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)	<u>Not Applicable</u> . The Project site is located within the Airport Influence Area (AIA) for the March Air Reserve Base (MARB). The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
LU 15.3: Review all subsequent amendments to any airport land use compatibility plan	<u>Not Applicable</u> . The Project does not entail any amendments to an airport



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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)	land use compatibility plan.
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)	<u>Not Applicable.</u> The Project site is not located within two miles of a public airport or within an airport land use plan, and there are no components of the proposed Project that would affect airport operations. The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
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 actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law.	<u>Not Applicable.</u> Policy LU 15.5 provides direction to County staff and decision makers and is not applicable to the proposed Project. The Project site is located within the AIA for the MARB. The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
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. The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
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> Policy LU 15.7 provides direction to County staff and decision makers and is not applicable to the proposed Project. The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
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 airport is the MARB located roughly 2.25 miles northeast of 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. The Riverside County Airport Land Use Commission



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
LU 16.1 – 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 Riverside County Climate Action Plan (CAP), the Project Applicant would be required to show that 20% of the building’s energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offsets are demonstrated by the Project Applicant to be infeasible. This is discussed in EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i> .
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 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.	<u>Consistent</u> . The Project’s Plot Plan application materials include a landscape plan, which has been reviewed by Riverside County and determined to be consistent with Riverside County Ordinance No. 859, 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>Consistent</u> . The Project Conceptual Landscape Plan is shown on EIR Figure 3-8, which incorporates minimal areas of turf and incorporates water-efficient and drought-tolerant plant species.
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	<u>Consistent</u> . The Project’s conceptual landscape plan, which is included as part of the Project’s Plot Plan application materials, requires the use subsurface or low-volume irrigation for irregularly shaped areas or areas less than 8 feet in



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.	width.
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> The Project is located within the service area of the Eastern Municipal Water District (EMWD), which does not provide recycled water services in the Project area. Remaining portions of this policy provide direction to County staff and decision makers and are not applicable to the proposed Project. EMWD's Water Supply Assessment for the Project is contained in the Project's EIR as Technical Appendix O.
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 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.	<u>Not Applicable.</u> Policy LU 18.6 provides direction to County staff and decision makers and is not applicable to the proposed 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	<u>Not Applicable.</u> The Project does not propose any density transfers, and is not located within a Rural Village Overlay Study Area. As documented in EIR



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
Conservation Program.	Subsection 4.4, <i>Biological Resources</i> , the Project would not conflict with any provisions of the MSHCP with the implementation of mitigation measures.
LU 20.1 – 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.
LU 21.1 – 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.
LU 22.1 – 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.
LU 23.1: An amendment to, but not from, the Open Space Foundation Component and the corresponding change from any other Foundation Component may be treated as an entitlement/policy amendment and processed as defined in Section 2.4 General Plan Technical Amendments and Entitlement/Policy Amendments of Ordinance No. 348.	<u>Not Applicable</u> . Open Space uses are not proposed as part of the Project.
LU 23.2: Require that structures be designed to maintain the environmental character in which they are located. (AI 3)	<u>Not Applicable</u> . This policy applies only to properties designated under the Open Space Foundation Component and the Project site is located in the Community Development Foundation Component.
LU 24.1: Open Space-Conservation, Open Space-Conservation Habitat, or Open Space-Water. Cooperate with the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), and any other appropriate agencies in establishing programs for the voluntary protection, and where feasible, voluntary restoration of significant environmental habitats. (AI 10)	<u>Not Applicable</u> . Policy LU 24.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 25.1 – LU 25.4: Open Space – Recreation.	<u>Not Applicable</u> . Policies LU 25.1 through LU 25.4 relate to lands designated for Open Space – Recreation, and are not applicable to the proposed Project.
LU 26.1 – LU 26.6: Open Space – Rural.	<u>Not Applicable</u> . Policies LU 26.1 through LU 26.6 relate to lands designated for Open Space – Rural, and are not applicable to the proposed Project.
LU 27.1 – LU 27.5: Open Space – Mineral Resources.	<u>Not Applicable</u> . Policies LU 27.1 through LU 27.5 relate to lands designated for Open Space – Mineral Resources, and are not applicable to the proposed Project.
LU 28.1 – LU 28.12: Residential	<u>Not Applicable</u> . Policies LU 28.1 through LU 28.12 relate to residential area plan land use designations. Under existing conditions the Riverside County General Plan designates the 40.88-acre Project site for “Community Development – Medium Density Residential (CD-MDR)” land uses. As part of GPA No. 220003, 36.0 acres of the Project site would be re-designated for “Community Development – Light Industrial (LI)” land uses, which are not



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General Plan Policy	Project Consistency
	applicable to residential policies. Although the Project includes the provision of three residential lots, not residential homes are proposed to be built on the lots. These lots would retain their CD-MDR designation.
LU 29.1 – LU 29.10: Commercial.	<u>Not Applicable</u> . Policies LU 29.1 through LU 29.10 apply to land designated for commercial development and the Project is not a commercial land use.
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 36.0 acres of the Project site would be designated for light industrial land uses to accommodate development of a 591,203 s.f. warehouse building. The proposed light industrial land use considers the characteristics of the site and the surrounding area and follows a logical and orderly extension of light industrial warehouse land uses established to the northeast and southeast of the Project site. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west.
LU 30.2: Control heavy truck and vehicular access to minimize potential impacts on adjacent properties. (AI 43)	<u>Consistent</u> . The Project design considered adjacent uses in planning its driveway connections. The Project design includes one driveway connection at Rider Street, to accommodate inbound left turns and outbound right turns for trucks so that truck traffic associated with the Project is directed to and from the west, toward I-215. Proposed driveways connecting with Patterson Avenue would direct trucks toward designated truck routes and I-215. Further, no driveways are proposed to connect with Walnut Street to keep Project-generated vehicles directed away from using Walnut Street.
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 does not apply to the Project, which does not propose the encroachment of sensitive uses. However, the proposed light industrial land use considers the characteristics of the site and the surrounding area the Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west.
LU 30.4: Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.	<u>Consistent</u> . The Project entails the development of light industrial land uses within close proximity to on and off ramps at I-215. The street classification system between I-215 and the Project site is appropriately designed and planned to accommodate the expected traffic volumes. Site-adjacent connections would be made to existing water and sewer infrastructure in



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	Rider Street and other utility connection points also are site-adjacent other than connection to a storm drain where the connection point is just west of the Rider Street/Harvill Avenue intersection. The Project site is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The Project would not conflict with any existing or planned RTA routes, and in fact the intensity of the proposed Project would help support a future expansion of transit 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> No community-oriented uses or day care uses are proposed as part of the Project, but such uses are not necessarily precluded. The potential provision of day care services at the site for employees during Project operation would be a decision made by the building tenant and not within the purview of the County at this stage of the Project's proposed entitlement actions.
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, and localized air pollution and although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase
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> Refer to EIR Subsection 4.1, <i>Aesthetics</i> . As noted therein, the Project would result in the conversion of the underutilized property to a developed property containing a 501,203 s.f. warehouse building and associated parking areas. The site would be landscaped, including along the site's frontages with Patterson Avenue, Rider Street and Walnut Street and around a water basin, the building, in passenger car parking areas and in a 6.0 acre buffer area along the eastern site boundary where street trees, shrubs, and groundcover are proposed. As such, the Project has been designed to visually



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	enhance, not degrade, the character of the surrounding area.
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>Consistent</u> . The Project design provides for a 0.37 FAR on the 36.0 acres proposed for light industrial development. A FAR of 0.37 is less than the General Plan FAR maximum of 0.60 FAR for Light Industrial land uses.
LU 31.1 – LU 31.7: Public Facility.	<u>Not Applicable</u> . Policies 31.1 through LU 31.7 relate to Public Facility designated properties and are not applicable to the proposed Project.
LU 32.1 – LU 32.12: Community Center.	<u>Not Applicable</u> . Policies LU 32.1 through LU 32.12 apply to land designated as Community Center. No portions of the Project site are currently designated for Community Center land uses under existing conditions and no community center uses are proposed.
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 proposed Mixed Use Area development. As such, these policies do not apply to the proposed Project.
LU 33.1 – 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.
LU 34.1 – 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.
LU 36.1 – 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.
LU 37.1 – 37.5: Areas Subject to Indian Jurisdiction	<u>Not Applicable</u> . The Project site is not subject to Native American jurisdiction.
GENERAL PLAN CIRCULATION ELEMENT	
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	<u>Consistent</u> . Policy C 1.1 provides direction to County staff and decision makers about transportation system design and is not applicable to the



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
the Circulation Plan, Figure C-1. (AI 49)	proposed Project. The Project will provide roadway frontage improvements consistent with the designated street classifications of Walnut Street, Rider Street, and Patterson Avenue complete with community trails and sidewalks along Walnut Street and Patterson Avenue and a sidewalk along Rider Street.
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>Consistent</u> . Policy C 1.2 provides direction to County staff and decision makers about supporting the development of transportation options and is not applicable to the proposed Project. The Project will provide roadway frontage improvements along Walnut Street, Rider Street, and Patterson Avenue complete with community trails and sidewalks along Walnut Street and Patterson Avenue and a sidewalk along Rider Street. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
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 about supporting transit development and connections and is not applicable to the proposed Project. The Project site is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The Project would not conflict with any existing or planned RTA routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area.
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 proposed uses on site. Site-adjacent connections would be made to existing water and sewer infrastructure in Rider Street and other utility connection points also are site-adjacent other than connection to a storm drain where the connection point is just west of the Rider Street/Harvill Avenue intersection.
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 about circulation system planning and is not applicable to the proposed Project. The Project design includes site adjacent roadway frontage and improvements for Rider Street, Patterson Avenue, and Walnut Street in accordance with the County’s roadway classifications for these roads. The



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	Project is also accommodating additional ROW for Walnut Street at the County's request despite that the Project is not taking any driveway access from Walnut Street, in the event that road widening is needed in the future to accommodate the County's planned circulation system.
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 about regional, state, and federal agency coordination 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, dedicated bicycle lanes and paths, and mixed-use community centers.	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project design includes the provision of a community trail segment along the Project site's frontage with Patterson Avenue. In addition, the Project Applicant has agreed to install a previously unplanned community trail segment along the site's frontage with Walnut Street, further contributing to the trail network and encouraging non-vehicular circulation through the community.
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> The Project has been reviewed by the County for compliance with regulatory requirements including 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 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 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/Menifee 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</p>	<u>Consistent.</u> An analysis of the Project's impacts to transportation is provided in a Project-specific Traffic Impact Analysis. The Project would be conditioned for the implementation of improvements, payment of fair-share fees, and payment of TUMF fees in order to achieve desired LOS standards. In addition, the Project Applicant will contribute to the off-site installation of a traffic signal at the intersection of Rider Street and Harvill Avenue to improve circulation control at this intersection.



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<p>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 mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)</p>	
<p>C 2.2: Require that new development prepare a traffic impact analysis as warranted by Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)</p>	<p><u>Consistent.</u> A traffic impact analysis has been prepared for the proposed Project, is included as EIR <i>Technical Appendix L2</i>, and is summarized in EIR Subsection 4.18, <i>Transportation</i>. The analysis complies with Riverside County Traffic Impact Analysis Preparation Guidelines. Appropriate conditions of approval have been identified to ensure acceptable LOS is achieved at study areas facilities within the jurisdiction of the County.</p>
<p>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 Riverside County Congestion Management Program Requirements. (AI 3)</p>	<p><u>Consistent.</u> A Project-specific traffic analysis was prepared and is included as EIR <i>Technical Appendix L2</i>. Additionally, EIR Subsection 4.18, <i>Transportation</i>, includes an analysis of impacts resulting from buildout of the proposed Project, and identified conditions of approval to ensure acceptable LOS is achieved at all study area facilities within the jurisdiction of Riverside County.</p>
<p>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.</p>	<p><u>Consistent.</u> A Project-specific traffic analysis was prepared and is included as EIR <i>Technical Appendix L2</i>. Additionally, EIR Subsection 4.18, <i>Transportation</i>, includes an analysis of the Project’s effects on LOS, and conditions of approval are identified to ensure acceptable LOS is achieved at all study area facilities within the jurisdiction of Riverside County.</p>
<p>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, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the</p>	<p><u>Consistent.</u> The Project would be conditioned to require construction of improvements, payment of DIF and TUMF fees, and payment of fair-share contributions towards improvements not included in any existing fee programs. The Project site is not located within an area subject to Road and</p>



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improvement of facilities impacted by development.	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>Not Applicable.</u> The Project site is not located within the Highway 79 corridor.
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 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 regarding inter-agency coordination and is not applicable to the proposed Project.
C 3.1: Design, construct, and maintain Riverside County roadways as specified in 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> All roadway frontage improvements to Rider Street, Patterson Avenue, and Walnut Street that would be constructed as part of the Project would be consistent with the Riverside County Road Improvement Standards and Specifications.
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 about transportation network maintenance 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 Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a	<u>Consistent.</u> All roadway frontage improvements to Rider Street, Patterson Avenue, and Walnut Street that would be constructed as part of the Project would be consistent with County standards and the County’s roadway classifications for these roads. The Project is also accommodating additional



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<p>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.</p>	<p>ROW for Walnut Street at the County’s request despite that the Project is not taking any driveway access from Walnut Street, in the event that road widening is needed in the future to accommodate the County’s planned circulation system.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy C 3.4 provides direction to County staff and decision makers about innovative roadway design and is not applicable to the proposed Project.</p>
<p>C 3.5: Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.</p>	<p><u>Consistent.</u> The Project does not entail the construction of any new collector roads. All roadway frontage improvements to existing Rider Street, Patterson Avenue, and Walnut Street that would be constructed as part of the Project would be consistent with County standards and circulate Project-related traffic towards I-215.</p>
<p>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.</p>	<p><u>Consistent.</u> The Project includes the construction of roadway frontage improvements to existing Rider Street, Patterson Avenue, and Walnut Street, which include widening and the installation of curb, gutter, sidewalk, and also a community trail along Patterson Avenue and Rider Street. Additionally, the Project Applicant will contribute to the installation of a new off-site traffic signal at the intersection of Rider Street and Harvill Avenue.</p>
<p>C 3.7: Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.</p>	<p><u>Not Applicable.</u> The Project does not entail the construction of any new collector roads. The Project’s proposed roadway frontage improvements to existing Rider Street and Patterson Avenue would facilitate the movement of heavy trucks. Also, the Project allocates additional ROW for Walnut Avenue at the County’s request should additional widening be needed in the future as part of the County’s planned circulation system. No Project-related truck traffic will use Walnut Avenue.</p>
<p>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.</p>	<p><u>Consistent.</u> The Project has been designed to convey traffic towards I-215. The Project design includes one driveway connection at Rider Street, to accommodate inbound left turns and outbound right turns for trucks so that truck traffic associated with the Project is directed to and from the west, toward I-215. Proposed driveways connecting with Patterson Avenue would direct trucks toward designated truck routes and I-215. Further, no driveways</p>



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<p>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.</p>	<p>are proposed to connect with Walnut Street to keep Project-generated vehicles directed away from using Walnut Street.</p> <p><u>Consistent</u>. The loading bays for the proposed light industrial warehouse building are designed to face north and south and would not face west toward an established residential community and would not face east toward Patterson Avenue. Adequate truck stacking is provided in the entry drive aisles to avoid queuing in the public street. The truck courts would be surrounded by screen walls to block views into the truck views and toward loading bays. Further, an approximately 6.0 acre landscaped berm and buffer is proposed along the western boundary of the Project site to block line of sight between an established residential community to the west and the proposed light industrial warehouse building.</p>
<p>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 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><u>Consistent</u>. A Project-specific traffic analysis was prepared for the Project, and is included in EIR <i>Technical Appendix L2</i>. The Project includes the construction of roadway frontage improvements to existing Rider Street, Patterson Avenue, and Walnut Street, which include widening and the installation of curb, gutter, sidewalk, and also a community trail along Patterson Avenue and Rider Street. Additionally, the Project Applicant will contribute toward the installation of a new off-site traffic signal at the intersection of Rider Street and Harvill Avenue. The Project Applicant would be conditioned to require construction of the improvements, to pay applicable DIF and TUMF fees, and to make fair-share contributions towards improvements not included in any existing fee programs.</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>. The Project's traffic will be directed to Rider Street and Patterson Avenue. Both of these roadways are designated as Secondary Highways.</p>
<p>C 3.12: Improve highways serving as arterials through mountainous and rural areas to</p>	<p><u>Not Applicable</u>. The Project site does not occur in mountainous or rural areas.</p>



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adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill.	
C 3.13: Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.	<u>Consistent</u> . Intersection improvements that would be installed as part of the Project at the intersections of Walnut Street/Patterson Avenue and Rider Street/Patterson Avenue meet County standards for safety and efficiency of through traffic and turning movements. Also, the Project Applicant will contribute toward the installation of a new off-site traffic signal at the intersection of Rider Street and Harvill Avenue to improve traffic movement at this intersection.
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.	<u>Consistent</u> . The County reviewed the Project’s proposed road improvements along Rider Street, Patterson Avenue, and Walnut Street, which include widening and the installation of curb, gutter, sidewalk, and also a community trail along Patterson Avenue and Rider Street. The County determined that grades would be safe. No curves are proposed in the roads.
C 3.15: Provide adequate sight distances for safe vehicular movement at a road’s design speed and at all intersections.	<u>Consistent</u> . The County reviewed the Project’s application materials and determined that all sight distances proposed as part of the Project would be adequate for safe vehicular movement.
C 3.16: Dedicate necessary rights-of-way as part of the land division and land use review processes.	<u>Consistent</u> . In conformance with this policy and as part of the Project’s TPM No. 38337, the Project Applicant would dedicate right-of-way along the site’s frontage with Rider Street, Patterson Avenue, and Walnut Street. Additionally, two parcels would be dedicated accommodate roadway cul-de-sacs (Lot B; Wildwood Lane and Lot D (Sunny Canyon Street).
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> . In conformance with this policy and as part of the Project’s TPM No. 38337, the Project Applicant would dedicate right-of-way along the site’s frontage with Rider Street, Patterson Avenue, and Walnut Street. Additionally, two parcels would be dedicated accommodate roadway cul-de-sacs (Lot B; Wildwood Lane and Lot D (Sunny Canyon Street). No additional dedications are necessary or proposed.
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> . All right-of-way dedications proposed as part of the Project would align with existing dedications.
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	<u>Not Applicable</u> . Policy C 3.19 provides direction to County staff and decision makers regarding Caltrans coordination and is not applicable to the proposed



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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)	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 regarding General Plan roadway locations 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 is not applicable because the Project site is not designated as agriculture.
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 about traffic movements 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 is not applicable because no new street systems are proposed as part of the 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 service providers.	<u>Consistent.</u> The County reviewed the Project’s design and proposed public road improvements along Rider Street, Patterson Avenue, and Walnut Street, which include widening and the installation of curb, gutter, sidewalk, and also a community trail along Patterson Avenue and Rider Street. The County did not identify any emergency access concerns.
C 3.25: Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.	<u>Consistent.</u> No on-street parking is proposed as part of the Project along the site’s frontages with Rider Street, Patterson Avenue, or Walnut Street.
C 3.26: Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.	<u>Consistent.</u> The Project’s on-site parking design meets County parking standards. The Project design includes the provision of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community.
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	<u>Consistent.</u> The Project’s EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
explored during the environmental process. (AI 49)	segment, the residential receptors would not experience an unacceptable noise level increase.
C 3.28: Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.	<u>Consistent</u> . The Project’s EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and demonstrates that although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
C 3.29: Include noise mitigation measures in the design of new roadway projects in the County of Riverside.	<u>Consistent</u> . The Project’s EIR Subsection 4.13, <i>Noise</i> , includes an analysis of off-site traffic-related noise, and although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
C 3.30: Design roadways to accommodate wildlife crossings whenever feasible and necessary.	<u>Not Applicable</u> . Policy C 3.30 is not applicable because no wildlife corridors are present in the Project area and no wildlife road crossings are needed.
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>Consistent</u> . Project traffic would utilize paved roadways, and not dirt roadways. Although no Project driveway connections are proposed to Walnut Street, the existing dirt street segment along the Project site’s frontage would be improved and paved as part of Project construction.
C 3.32: Support ongoing efforts to identify funding and improve existing dirt roads throughout the County of Riverside.	<u>Consistent</u> . Although no Project driveway connections are proposed to Walnut Street, the existing dirt street segment along the Project site’s frontage would be improved and paved as part of Project construction.
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. The Project design includes road improvements along Rider Street, Patterson Avenue, and Walnut Street, which include widening and the installation of curb, gutter, sidewalk, and also a community trail along Patterson Avenue and Rider Street.
C 4.1: Provide facilities for the safe movement of pedestrians within developments, as specified in Riverside County Ordinances Regulating the Division of Land of the County of Riverside.	<u>Consistent</u> . Concrete walkways are provided on the Project site, to connect pedestrians from the parking areas to the proposed warehouse building.
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	<u>Consistent</u> . There are no existing barriers on the Project site that would be removed as part of the Project. A desired physical barrier is proposed as part of the Project in the form of a landscaped berm along the western boundary of



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
considering Americans with Disabilities Act (ADA) regulations.	the Project site. The proposed landscaped berm would serve as a physical separation and buffer between an established residential community to the west and light industrial warehouse development to the east. All ADA requirements will be met as an inherent part of the Project's design.
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> As part of the Project, frontage improvements would occur along Patterson Avenue, Walnut Street, and Rider Street, with a sidewalk and community trail proposed along Patterson Avenue and Walnut Street and a sidewalk proposed along Rider Street. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
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>Consistent.</u> As part of the Project, a community trail and sidewalk would be provide along the site's frontage with Patterson Avenue and Walnut Street and a sidewalk would be provided along Rider Street. Crosswalks are planned at the intersection of Rider Street/Patterson Avenue and Patterson Avenue/Walnut Street in accordance with County standards.
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 on community collaboration and is not applicable to the proposed Project. As part of the Project, a sidewalk and community trail would be installed along Patterson Avenue and Walnut Street and a sidewalk would be installed along Rider Street, which would be available for use by any member of the public including school children.
C 4.6: Consult Riverside County Transportation Department as part of the development review 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)	<u>Consistent.</u> The Riverside County Transportation Department reviewed the Project. Pedestrian facilities are provided via sidewalks and community trails. As part of the Project, a sidewalk and community trail would be installed along Patterson Avenue and Walnut Street and a sidewalk would be installed along Rider Street.
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> The Project design complies 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	<u>Not Applicable.</u> Policy C 4.8 provides direction to County staff and decision makers regarding transit operator coordination and is not applicable to the



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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)	proposed Project. As part of the Project, a sidewalk and community trail would be installed along Patterson Avenue and Walnut Street and a sidewalk would be installed along Rider Street. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
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.). As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. Further, sidewalks would be provided along the site’s frontages with Rider Street, Patterson Avenue, and Walnut Street.
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 to coordinate with Caltrans 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> The Project design includes a conceptual landscape plan, which incorporates drought tolerant landscaping and adequate drought-conscious irrigation systems. Recycled water is not available in the Project area.
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> The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation and line-of-sight barrier between employment uses to the east and an established residential neighborhood to the west.
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 roadway frontages 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> The Project’s proposed driveway access points and improvements to abutting roadways have been designed to comply with Riverside County’s minimum intersection spacing standards.
C 6.4: Discourage parcel access points taken directly off General Plan designated	<u>Consistent.</u> The Project is designed to locate its access driveways connecting



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
highways. Access may be permitted off of General Plan designated highways only if no local streets are present.	with Patterson Avenue and Rider Street, which are designated as Secondary Highways. These are the only access points to the site other than Walnut Street and access to Walnut Street is not proposed in order to direct truck traffic away from this roadway.
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> . Community Development Foundation development projects are not currently built or proposed to the north, south, or east, so there are no opposing driveways to align with and aligning with existing rural use driveways to the east would not be desirable. To the west is an established residential community and the Project design includes the completion of two previously incomplete cul-de-sacs for the benefit of the residents, which will not connect further into the Project site to keep the uses separated.
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 regarding airports 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>Not Applicable</u> . The Project design considered adjacent uses in planning its driveway connections. The Project design includes one driveway connection at Rider Street, to accommodate inbound left turns and outbound right turns for trucks so that truck traffic associated with the Project is directed to and from the west, toward I-215 and away from residential areas. Proposed driveways connecting with Patterson Avenue would also direct trucks toward designated truck routes and I-215. Further, no driveways are proposed to connect with Walnut Street to keep Project-generated vehicles directed away from using Walnut Street. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west, which will improve community aesthetics and quality of life in the immediate area by blocking line of sight between the existing residences and employment uses to the east.
C 7.1 – 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 regarding property owner coordination 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> . As part of the Project, the Project Applicant would dedicate right-of-way along the site’s frontage with Rider Street, Patterson Avenue, and



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	Walnut Street and improve these roadways with travel lane widening, curb, gutter, sidewalk, and trail segments along Patterson Avenue and Walnut Street. Additionally, two parcels would be dedicated and improved to accommodate roadway cul-de-sacs that were uncompleted as part of the residential subdivision to the west. Furthermore, the Project Applicant will contribute toward a traffic signal installation at the intersection of Rider Street and Harvill Avenue. All of these improvements would be funded by the Project Applicant.
C 8.2: Distribute the costs of transportation system improvements equitably among those who will benefit.	<u>Consistent.</u> As part of the Project, the Project Applicant would dedicate right-of-way along the site’s frontage with Rider Street, Patterson Avenue, and Walnut Street and improve these roadways with travel lane widening, curb, gutter, sidewalk, and trail segments along Patterson Avenue and Walnut Street. Additionally, two parcels would be dedicated and improved to accommodate roadway cul-de-sacs that were uncompleted as part of the residential subdivision to the west. Furthermore, the Project Applicant will contribute toward a traffic signal installation at the intersection of Rider Street and Harvill Avenue. All of these improvements would be funded by the Project Applicant.
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 regarding the TIP 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 new development in the unincorporated area.	<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 programs. The Project site is not located in an area subject to a RBBD program.
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 about public finding of improvements and is not applicable to the proposed Project. As part of the Project, the Project Applicant would dedicate



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	right-of-way along the site’s frontage with Rider Street, Patterson Avenue, and Walnut Street and improve these roadways with travel lane widening, curb, gutter, sidewalk, and trail segments along Patterson Avenue and Walnut Street. Additionally, two parcels would be dedicated and improved to accommodate roadway cul-de-sacs that were uncompleted as part of the residential subdivision to the west. Furthermore, the Project Applicant will contribute toward a traffic signal installation at the intersection of Rider Street and Harvill Avenue. All of these improvements would be funded by the Project Applicant.
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 about RBBB funding structure and is not applicable to the proposed Project. The Project site is not located in an area subject to a RBBB program.
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 about grant funding and is not applicable to the proposed Project.
C 9.1 – 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 about common carriers 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 about supporting transit agency programs 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>Not Applicable.</u> Transit service is currently not available or planned along roads fronting the Project site. As such, right of way reservation for transit is not required.
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> Transit service is currently not available at the Project site and is not planned along the Project site’s frontage. The proposed Project does not include any community center or tourist-oriented uses. Although the Project will provide a substantial number of jobs, the Project alone would not support transit service expansion. However, the Project site is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The Project would not conflict with any existing or planned RTA routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area should a concentration of employment uses occur to increase



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	demand for transit service.
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>Not Applicable</u> . The Project does not propose or require any bus stops.
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 to incentivize development site selection and is not applicable to the proposed Project.
C 11.5: Accommodate transit through higher densities, innovative design, and right-of-way dedication.	<u>Consistent</u> . The Project would redevelop the Project site to include employment-generating uses, which would help support the future expansion of transit in the local 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 to promote transit centers and park-n-rides and is not applicable to the proposed Project.
C 12.1 – 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 regarding transit and are not applicable to the proposed Project.
C 13.1 – 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 regarding rail and are not applicable to the proposed Project.
C 14.1 – 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 regarding aviation 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 about trail designations and is not applicable to the proposed Project. As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street.
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 about funding and is not applicable to the proposed Project.
C 15.3: Develop a trail system which connects Riverside County parks and recreation	<u>Consistent</u> . As part of the Project, and in conformance with MVAP Figure 8,



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<p>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.</p>	<p>the Project would accommodate a community trail along the Project site's frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site's frontage with Walnut Street.</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 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 about trail and bikeway planning 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> The Project complies with applicable ADA requirements.</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 about trail crossing design and is not applicable to the proposed Project.</p>
<p>C 16.1: Implement Riverside County trail system as depicted in the Bikeways and Trails Plan, Figure C-6. (AI 3, 33)</p>	<p><u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site's frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site's frontage with Walnut Street.</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 about comprehensive trail system design and is not applicable to the proposed Project. As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site's frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site's frontage with Walnut Street.</p>
<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>Not Applicable.</u> Policy C 16.3 provides direction to County staff and decision makers about comprehensive trail system network design and is not applicable to the proposed Project. As part of the Project, and in conformance</p>



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	with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street.
<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>. NAs part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street.</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 limited to, the rights-of-way for: (AI 35, 36, 42)</p> <p>a. water mains;</p> <p>b. water storage project aqueducts;</p>	<p><u>Not Applicable</u>. Policy C 16.6 provides direction to County staff and decision makers about using utility easements for trails and is not applicable to the proposed Project.</p>



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<p>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>	
<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> <p>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.</p> <p>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.</p> <p>c. Develop and implement trail design standards which will minimize maintenance due to erosion or vandalism.</p> <p>d. Maximize visibility and physical access to trails from streets and other public lands.</p> <p>e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries.</p> <p>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.</p> <p>g. Consider the use of abandoned rail lines as multipurpose rail-trails corridors through the “Rails-to-Trails” program.</p> <p>h. Place all recreation trails safe distances from the edges of active aggregate mining operations 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</p>	<p><u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. The trails are expected to be positioned inside the public right-of-way. The design of the trail segments will include a 10-foot trail width, shoulders, and a white split rail fence per County design preferences.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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>	



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>q. Information about Riverside County’s trail system shall be provided at 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 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-swales 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> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. The trails are expected to be positioned inside the public right-of-way. The design of the trail segments will include a 10-foot trail width, shoulders, and a split rail fence per County design preferences.</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 about inter-agency trail network coordination 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), Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41)</p>	<p><u>Consistent.</u> The Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. No Class I or Class II bike lanes are planned for the roadways fronting the Project site.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
C 17.2: Require bicycle access between proposed developments and other parts of Riverside County trail system through dedication of easements and construction of bicycle access ways.	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. No Class I or Class II bike lanes are planned for the roadways fronting the Project site.
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 regarding the bikeway network 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 about public transit accommodations and is not applicable to the proposed Project.
C 18.1 – 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 about trail and bikeway network systems 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 the Project’s EIR Subsection 4.1, <i>Aesthetics</i> , the Project site is not visible from any officially-designated scenic highways and 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	<u>Not Applicable.</u> There are no trees identified as superior examples existing on the Project site.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.	
C 20.2: Provide all roadways located within identified flood areas with adequate flood control measures.	<u>Not Applicable</u> . There are no flood areas affecting the Project site.
C 20.3: Locate roadways outside identified flood plains whenever possible. (AI 60)	<u>Consistent</u> . The Project site is located outside of the floodplain.
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>Not Applicable</u> . The Project does not entail any road crossings over waterways.
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 about utility infrastructure siting 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 the Project's 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 blow sand 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 exterior noise levels to	<u>Consistent</u> . The analysis within the Project's EIR Subsection 4.13, <i>Noise</i> , demonstrates the Project would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project due to on-site operations in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies, and impacts would be less than significant. Although noise modeling shows



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
no more than 60 Decibels. (AI 107)	that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase
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 the Project’s EIR Subsection 4.4, <i>Biological Resources</i> , the Project and associated roadway improvements would be fully consistent with the Western Riverside County MSHCP following the implementation of mitigation measures.
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> . 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 Project would accommodate a community trail along the Project site’s frontages with Patterson Avenue and Walnut Street to promote non-motorized transportation. Bicycle racks also will be provided on the site.
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 NPDES requirements.
C 21.1 – 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.
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 about transportation management systems and are not applicable to the proposed Project.
C 23.1 – 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



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General Plan Policy	Project Consistency
	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 about ITS and is not applicable to the proposed Project.
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.
GENERAL PLAN MULTIPURPOSE OPEN SPACE ELEMENT	
OS 1.1 – 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 about water supply and are not applicable to the proposed Project. The Project’s Water Supply Assessment prepared by EMWD is Appendix O to the Project’s EIR.
OS 2.1 – 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 about water conservation and are not applicable to the proposed Project. The Project would comply with water conserving measures required by CALGreen and would implement a low water use landscaping plan.
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 about wastewater treatment 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 about public utility innovations 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 discharge into storm drainage systems, natural drainages, and aquifers would be less than significant. Discharge from the Project’s underground detention systems would be conveyed northerly via proposed private storm drains to the proposed on-site bioretention basin in the northeast corner of the site for treatment, then further north via a proposed lateral to the extended Rider Street storm drain.
OS 3.4: Review proposed projects to ensure compliance with the National Pollutant	<u>Consistent</u> . As discussed in EIR Subsection 4.10, <i>Hydrology and Water</i>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP). (AI 3)	<i>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's proposed storm drain system would be designed to route first flush runoff to landscaped areas and a series of catch basins. Runoff collected by the catch basins would be routed to a series of underground infiltration systems proposed throughout the Project site. The underground infiltration systems have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site. Discharge from the underground detention systems would be conveyed northerly via proposed private storm drains to the proposed bioretention basin in the northeast corner of the site for treatment, then further north via a proposed lateral to the extended Rider Street storm drain. All runoff would be conveyed to downstream facilities where groundwater infiltration would continue to occur (i.e., the San Jacinto River, Canyon Lake, and Lake Elsinore).
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> . Water runoff from the site would be conveyed northerly via proposed private storm drains to the proposed bioretention basin in the northeast corner of the site for treatment, then further north via a proposed lateral to the storm drain in Rider Street to the east. All water would be treated before leaving the site.
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> . As demonstrated by the Project's Preliminary Hydrology Calculations technical report (see the Project's EIR Technical Appendix I1), although the Project has the potential increase peak flows from the Project site, the proposed onsite storm drain system would be sized during the Project's final design phase to sufficiently restrict flow rates to the existing condition discharge rate.
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 to coordinate with other agencies 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	<u>Not Applicable</u> . Policy OS 4.2 provides direction to County staff and decision makers regarding aquifer recharge and is not applicable to the proposed



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>of flood and other waters to offset existing and future groundwater pumping, except where:</p> <ul style="list-style-type: none"> 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) 	<p>Project.</p>
<p>OS 4.3: Ensure that adequate aquifer water recharge areas are preserved and protected. (AI 3, 56, 57)</p>	<p><u>Consistent.</u> As discussed in EIR Subsection 4.10, <i>Hydrology and Water Quality</i>, all runoff generated on and tributary to the Project site is currently conveyed to existing storm drainage facilities located within Patterson Avenue. While a nominal amount of groundwater recharge may occur under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. Groundwater recharge would continue to occur downstream, as it does under existing conditions.</p>
<p>OS 4.4: Incorporate natural drainage systems into developments where appropriate and feasible. (AI 3)</p>	<p><u>Consistent.</u> As discussed in EIR Subsection 4.10, <i>Hydrology and Water Quality</i>, all runoff generated on and tributary to the Project site is currently conveyed to existing storm drainage facilities located within Patterson Avenue. While a nominal amount of groundwater recharge may occur under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. Groundwater recharge would continue to occur downstream, as it does under existing conditions.</p>
<p>OS 4.5: Encourage streets in a vicinity of watercourses to include park strips or other open space areas that allow permeability.</p>	<p><u>Consistent.</u> No watercourses occur along Project roadways but Project-related improvements to roadways abutting the Project site have been designed to include landscaping strips that would allow for infiltration of runoff into the soil.</p>
<p>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</p>	<p><u>Consistent.</u> All runoff generated on site would be appropriately treated prior to ultimate discharge from the site. Runoff generated on Project site would be conveyed to a series of catch basins and storm drain lines and first flush runoff</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
Practice measures. (AI 57)	would be conveyed to underground detention systems proposed within the two truck courts and within the eastern parking lot. Discharge from the underground detention systems would be conveyed northerly to the proposed bioretention basin in the northeast corner of the site for treatment, then further north via a proposed lateral to the extended Rider Street storm drain. The proposed bioretention basin would be effective in removing pollutants of concern in runoff leaving the Project site. .
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> The Project’s design includes a bioretention basin in the northeastern corner of the Project site, which would be landscaped for aesthetic value.
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> There are no streams included as part of the Project’s design that would require management.
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>Inconsistent.</u> The Project site contains previously disturbed shallow ephemeral drainages of which only 0.13 acre contain riparian habitat. The disturbed nature of the drainages are not preferable for preservation and the Project’s EIR sets forth mitigation to provide equivalent or superior habitat preserved off-site to reduce the Project’s impact to less than significant. Refer to the Project’s EIR Subsection 4.4, <i>Biological Resources</i> .
OS 5.1: Substantially alter floodways or implement other channelization only as a “last resort,” and limit the alteration to: 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)	<u>Not Applicable.</u> The Project does not involve the alteration of a floodway.
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: a. stream scour; b. erosion protection and sedimentation; c. wildlife habitat and linkages;	<u>Not Applicable.</u> The Project does not involve the alteration of a floodway.



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<p>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>	
<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) 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>	<p><u>Not Applicable.</u> The Project site does not contain a floodway.</p>
<p>OS 5.4: Consider designating floodway setbacks for greenways, trails, and recreation opportunities on a case-by-case basis. (AI 25, 59, 60)</p>	<p><u>Not Applicable.</u> The Project site does not contain a floodway.</p>
<p>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)</p>	<p><u>Consistent.</u> The Project site contains previously disturbed shallow ephemeral drainages of which only 0.13 acre contain riparian habitat. The disturbed nature of the drainages are not preferable for preservation and the Project’s EIR sets forth mitigation to provide equivalent or superior habitat preserved off-site to reduce the Project’s impact to less than significant. Refer to the Project’s EIR Subsection 4.4, <i>Biological Resources</i>.</p>
<p>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)</p>	<p><u>Consistent.</u> The proposed Project would permanently impact approximately 45.45 acres of lands through grading. One sensitive vegetation community, 0.13 acre of southern willow scrub, would be impacted by the Project, while the remaining vegetation/land use types are not considered to comprise sensitive vegetation communities. The Project would not result in any impacts to special status plants because no special-status plants occur on site. Although burrowing owl was confirmed absent from the Project site during focused surveys conducted in 2022, the Project’s EIR includes mitigation to ensure that impacts would be less than significant if the species</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	migrates onto the site and is present at the time construction is scheduled to commence.
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> The Project site is not located in a floodway or flood plain.
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>Not Applicable.</u> There are no portions of the Project’s impact area that are under the jurisdiction of the US Army Corps of Engineers.
OS 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)	<u>Consistent.</u> The Project site contains previously disturbed shallow ephemeral drainages of which only 0.13 acre contain riparian habitat. The disturbed nature of the drainages are not preferable for preservation and the Project’s EIR sets forth mitigation to provide equivalent or superior habitat preserved off-site to reduce the Project’s impact to less than significant. Refer to the Project’s EIR Subsection 4.4, <i>Biological Resources</i> .
OS 6.3: Consider wetlands for use as natural water treatment areas that will result in improvement of water quality. (AI 56)	<u>Not Applicable.</u> Wetlands are not proposed to be retained on the site for the purpose of natural water treatment.
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 regarding map updates 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	<u>Not Applicable.</u> Policy OS 7.2 provides direction to County staff and decision makers regarding farming organizations and programs and is not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>Program; and providing various resource incentives to landowners (e.g. establish a reliable and/or less costly supply of irrigation water). (AI 78)</p> <p>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 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>	



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
OS 7.3: Encourage conservation of productive agricultural lands and preservation of prime agricultural lands. (AI 3, 78)	<u>Not Applicable.</u> The Project site does not used for agricultural activities.
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 coordination between the Natural Resources Conservation Service, Resource Conservation Districts, UC Cooperative Extension, and other agencies and organizations.	<u>Not Applicable.</u> Policy OS 7.4 relates to agricultural activities, which are unrelated to the Project site and the proposed 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 regarding agricultural planning and is not applicable to the proposed Project.
OS 8.1 and OS 8.2: Forest Resources.	<u>Not Applicable.</u> There are no forest resources located on or near the Project site.
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 regarding vegetation mapping 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 regarding vegetation mapping 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 the 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 about air pollution education and is not applicable to the proposed Project. A Project-specific Health Risk Assessment (HRA) was prepared for the Project (refer to Technical Appendix B2 to the Project’s EIR), which is summarized in Subsection 4.3, <i>Air Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.
OS 9.6: Conserve important traditional Native American plant gathering resource	<u>Not Applicable.</u> The Project would not impact any important traditional



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
areas.	Native American plant gathering resources areas.
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 conservation and all feasible uses of alternative energy supply sources. (AI 62, 65, 66, 70)	<u>Consistent</u> . The Project is required to demonstrate compliance with the State Solar Shade Control Act. The Project is required to be compliant with CALGreen. Further, the proposed warehouse building’s roof would be solar ready and be equipped with solar panels to offset a portion of the Project’s electrical demand. Refer to the Project’s EIR Subsection 4.6, <i>Energy</i> .
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 to encourage solar access and is not applicable to the proposed Project. The proposed warehouse building’s roof would be solar ready and be equipped with solar panels to offset a portion of the Project’s electrical demand.
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 to encourage passive solar devices and other state-of-the-art systems and is not applicable to the proposed Project. The proposed warehouse building’s roof would be solar ready and be equipped with solar panels to offset a portion of the Project’s electrical demand.
OS 11.4: Encourage site-planning and building design that maximizes solar energy use/potential in future development applications. (AI 70)	<u>Consistent</u> . The proposed warehouse building’s roof would be solar ready and be equipped with solar panels to offset a portion of the Project’s electrical demand.
OS 12.1 – 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 addresses biomass, which is not proposed as part of the Project.
OS 14.1 – 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, <i>Mineral Resources</i> , the Project site is located in Mineral Resources Zone 3 (MRZ 3), indicating that the Project site occurs in an area of unknown mineral resources potential. No mining activities are proposed as part of the Project.
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	<u>Consistent</u> . As documented in EIR Subsection 4.6, <i>Energy</i> , the Project is



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
"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)	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 well as associated urban design measures that support alternatives to private automobile use.	<u>Consistent</u> . The intensity of land uses proposed as part of the Project would support future 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 addresses public buildings 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 about investment decisions 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 about alternative transportation mode coordination and is not applicable to the proposed Project. The Project design includes the provision of community trail segments along the Project site's frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. Bicycle racks also will be provided on the site.
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>Not Applicable</u> . Policy OS 16.9 provides direction to County staff and decision makers about encouraging passive solar design and day-lighting and is not applicable to the proposed Project. The proposed light industrial warehouse design incorporates skylights to assist in day-lighting.
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 about encouraging cogeneration and is not applicable to the proposed Project. Cogeneration is not proposed as part of the Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 about incentivizing energy efficient land use designs and is not applicable to the proposed Project. The Project does not entail a transfer of development rights or clustering concepts.
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 regarding building efficiency and is not applicable to the proposed Project. The Project is subject to CALGreen compliance.
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 to optimize energy conservation through technology 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 is required to comply with the County’s CAP.
OS 17.1: Enforce the provisions of applicable MSHCPs 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> , the Project was subject to the MSHCP HANS process, which resulted in a determination that no conservation is required on the Project site.
OS 17.2: Enforce the provisions of applicable MSHCPs 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 consistent with the provisions of the MSHCP.
OS 17.3: Enforce the provisions of applicable MSHCPs 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 consistent with the provisions of the MSHCP.
OS 18.1: Preserve multi-species habitat resources in the County of Riverside through	<u>Consistent.</u> As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> ,



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
the enforcement of the provisions of applicable MSHCPs and through implementing related Riverside County policies.	with implementation of mitigation measures the Project would be 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 regarding incentivizing property owners to protect open space resources 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>Consistent</u> . No non-native species will be introduced to any watercourses, riparian areas, or buffering setbacks as a result of the Project.
<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</p>	<u>Not Applicable</u> . Policy OS 18.4 provides direction to County staff and decision makers pertaining to conservation easement management and is not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
sufficient to manage the land in perpetuity.	
OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.	<u>Not Applicable</u> . Policy OS 19.1 provides a statement to which the Project is not applicable.
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 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)	<u>Not Applicable</u> . Policy OS 19.2 provides direction to County staff and decision makers regarding establishing a cultural resources program and is not applicable to the proposed 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, Project impacts to cultural resources would be less than significant with mitigation.
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 Section 7050.5 and California Public Resources Code Section 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 the Project’s EIR Subsection 4.14, <i>Paleontological Resources</i> , Pleistocene older alluvial fan sediments in the Project area have a high potential to contain significant, nonrenewable fossil remains, and Riverside County classifies portions of the Project site as having a “High B” sensitivity rating for paleontological resources. Mitigation measures are identified in EIR Subsection 4.14 requiring the implementation of a Paleontological Resource Impact Mitigation Program (PRIMP). With implementation of the required mitigation, Project impacts to paleontological resources would be reduced to less-than-significant levels.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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>Not Applicable.</u> The Project site has a high sensitivity that is addressed by Policy OS 19.6.
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 resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.	<u>Not Applicable.</u> The Project site has a high sensitivity that is addressed by Policy OS 19.6.
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, any such resources would be treated in a manner directed by the County Geologist pursuant to the mitigation measures contained in the Project’s EIR Subsection 4.14, <i>Paleontological Resources</i> .
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> There are no areas of the Project site where significant environmental hazards and resources exist.
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>Not Applicable.</u> Policy OS 20.3 provides direction to County staff and decision makers regarding dedicated park land and is not applicable to the proposed Project. No park land is proposed as part of 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> 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> 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> No parks are proposed as part of the Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 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>Not Applicable</u> . The Project site is not located in a designated scenic highway corridor as documented in the Project’s EIR Subsection 4.1, <i>Aesthetics</i> .
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 to study scenic highway corridors 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 to coordinate with other parties 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>Not Applicable</u> . The Project site is not located in a designated scenic highway corridor as documented in the Project’s EIR Subsection 4.1, <i>Aesthetics</i> .
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>Not Applicable</u> . The Project site is not located in a designated scenic highway corridor necessitating contour grading, as documented in the Project’s EIR Subsection 4.1, <i>Aesthetics</i> .
GENERAL PLAN SAFETY ELEMENT	
S 1.1 – 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 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,	<u>Consistent</u> . In conformance with this policy, and as documented in the Project’s 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> . No faults occur on the site or in the immediate vicinity of the Project site. Remaining components of this policy provide direction to County staff and decision makers regarding seismic requirements and are not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>should fault 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 in the Project’s EIR as <i>Technical Appendix F</i>. The site-specific investigation determined that the potential for liquefaction and landsliding on the site is low but there is potential for settlement and the report identifies recommendations to address settlement potential to a less than significant level.</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 in the Project’s EIR as <i>Technical Appendix F</i>. The site-specific investigation determined that the potential for liquefaction is low.</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 geotechnical evaluation was conducted for the site and is included in the Project’s EIR as <i>Technical Appendix F</i>. The site-specific investigation determined that the potential for liquefaction is low.</p>
<p>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.</p>	<p><u>Consistent.</u> In conformance with this policy, and as documented in the Project’s 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>. All engineered slopes on the Project site would comply with the recommendations of the geotechnical evaluation to ensure slope stability.</p>
<p>S 2.6: Require that cut and fill transition lots be over-excavated to mitigate the</p>	<p><u>Consistent.</u> In conformance with this policy, and as documented in the</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
potential of seismically-induced differential settlement.	Project's 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 includes recommendations to address potential hazards associated with seismically-induced differential settlement, and the Project would be conditioned to comply with the recommendations of the geotechnical evaluation.
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> . In conformance with this policy, and as documented in the Project's 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 includes recommendations to address potential hazards associated with seismically-induced differential settlement, and the Project would be conditioned to comply with the recommendations of the geotechnical evaluation.
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 regarding research and is not applicable to the proposed Project.
S 3.1: Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act: (AI 104) a. Preliminary geotechnical and geologic investigations. b. Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved. c. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by state-licensed professionals.	<u>Not Applicable</u> . The Project site is not located in a landslide hazard area.
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.	<u>Not Applicable</u> . There are no stabilized landslides within or immediately adjacent to the Project site.
S 3.3: Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.	<u>Consistent</u> . The Project is required to comply with State and County building code requirements to address potential earthquake-related hazards.
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.	<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 mandatory compliance to regulatory requirements and mitigation.
S 3.5: During permit review, identify and encourage mitigation of onsite and offsite	<u>Consistent</u> . As discussed in EIR Subsections 4.7, <i>Geology and Soils</i> , and



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.	4.10, <i>Hydrology and Water Quality</i> , impacts due to slope instability, debris flow, and erosion hazards would be less than significant with mandatory compliance to regulatory requirements and mitigation.
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.	<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 mandatory compliance to regulatory requirements and mitigation.
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 Riverside County Engineer, Fire, or Sheriff Department. (AI 100)	<u>Not Applicable</u> . The Project site is not located on an unstable hillside area or in an area with recurring failures.
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>Not Applicable</u> . The Project site is not within a documented subsidence zone. 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> .
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 regarding coordination with water districts 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 regarding long-term subsidence monitoring 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



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	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 about builder education 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> According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C1410G, the Project site is located within “Zone X (unshaded),” which includes areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Accordingly, the Project site is not subject to flood hazards under existing conditions.
<p>S 4.2: The county shall enforce provisions of the Building Code in conjunction with the following 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>	<u>Not Applicable.</u> The Project site is not located in a flood zone.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<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>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>Not Applicable.</u> The Project site is not located in a flood zone.</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 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><u>Not Applicable.</u> The Project site is not located in a flood zone.</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>Consistent.</u> As part of the Project the existing Coldwater Canyon Wash drainage channel would be realigned from the western Project site boundary to the southeastern portion of the Project site, and would be preserved as permanent open space on approximately 5.70 acres as part of a proposed 180-foot-wide drainage channel easement. The realignment would not increase erosion or sedimentation or increase water velocities so as to be detrimental to adjacent property or adversely affect adjacent wetlands or riparian habitat.</p>
<p>S 4.6: Direct flood control improvement measures toward the protection of existing</p>	<p><u>Not Applicable.</u> The Project site is not located in a flood zone.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>and planned development. (AI 25)</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 site does not contain a watercourse used for wildlife movement or groundwater recharge. The Project site contains previously disturbed shallow ephemeral drainages of which only 0.13 acre contain riparian habitat and no wildlife movement paths were identified as part of biological field surveys conducted on the site. Consistent. As discussed in the Project’s EIR Subsection 4.10, <i>Hydrology and Water Quality</i>, all runoff generated on and tributary to the Project site is currently conveyed to existing storm drainage facilities located within Patterson Avenue. While a nominal amount of groundwater recharge may occur under existing conditions, the majority of runoff is conveyed to downstream facilities, which ultimately include unlined drainage channels and bodies of water (i.e., Canyon Lake and Lake Elsinore) wherein groundwater recharge occurs. These conditions would not substantially change under the proposed Project. Groundwater recharge would continue to occur downstream, as it does under existing conditions.</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 site is not located in a floodway fringe.</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 site is not located in a FEMA floodplain fringe or floodplain.</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 the Project’s EIR Subsection 4.10, <i>Hydrology and Water Quality</i>, the Project would not exceed the existing or planned capacity of any stormwater 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 unincorporated Riverside County.</p>	<p><u>Not Applicable.</u> Policy S 4.11 provides direction to County staff and decision makers about inter-agency coordination is not applicable to the proposed Project.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
S 4.12 – 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.
S 4.17 – 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 regarding risk assessment, 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> <ul style="list-style-type: none"> a. All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by Riverside County Fire and Building and Safety departments. b. All proposed development and construction shall meet minimum standards for fire safety as defined in 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. 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 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. d. Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County Ordinances. e. Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by Riverside County Fire Chief. 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. 	<u>Consistent.</u> Development on the Project site would be required to comply with minimum standards for fire safety as defined in Riverside County Building or County Fire Codes, and/or by County zoning. As discussed in the Project’s EIR Subsection 4.121 <i>Wildfire</i> , the Project site and nearby areas are mapped as having a high susceptibility to wildfire hazards. The Project’s design incorporates adequate setbacks and irrigated landscaped areas to reduce the potential for wildland fires on site to less-than-significant levels.
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 about programming and is not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 existing public roads.
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 Project's Conceptual Landscape Plan includes a plant palette 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. 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	<u>Not Applicable</u> . The Project site and adjacent properties are flat or gently sloping and lack substantial slopes and topographic variation.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 about fire threat reduction and fire-fighting capacity and is not applicable to the proposed Project. Development of the Project site would reduce wildfire threat in the area by introducing impervious surfaces, irrigated landscaping, and a concrete building to the Project site.
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 about homeowner education 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 regarding fire safety planning 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 regarding emergency water sources 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 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 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 regarding inter-agency cooperation and is not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
S 5.15: Continue to utilize Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan as the base document to implement the goals and objectives of the Safety Element.	<u>Not Applicable.</u> Policy S 5.15 provides direction to County staff and decision makers regarding the utilization of planning documents 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 pertains to TDR and conservation easement programs that have no relation 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 regarding fire hazard zone mapping 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 regarding staffing 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 regarding service provider coordination 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 regarding coordination 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 regarding training and educational programs 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"> 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. b. Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County through the County’s land use and planning processes. 	<u>Consistent.</u> Occupants of the Project 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 regarding hazardous waste regulations and programs and are not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
c. Encourage and promote the programs, practices, and recommendations contained in Riverside County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.	
<p>S 7.1: Continually strengthen 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> <ul style="list-style-type: none"> a. 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. b. Heavy search and rescue. c. Fire suppression. d. Hazardous materials response. e. Temporary shelter. f. Geologic and engineering needs. g. Traffic and crowd control. h. Building inspection. 	<p><u>Not Applicable</u>. Policy S 7.1 provides direction to County staff and decision makers regarding emergency service provision and is not applicable to the proposed Project.</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><u>Not Applicable</u>. Policy S 7.2 provides direction to County staff and decision makers regarding personnel and is not applicable to the proposed Project.</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><u>Consistent</u>. Occupants of the Project site would be required to comply with federal, State, and local laws pertaining to hazardous wastes and materials.</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 on-site 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>Not Applicable</u>. Policy S 7.4 provides direction to County staff and decision makers regarding incentivizing others to be self-sufficient in emergencies and is not applicable to the proposed Project.</p>
S 7.5: Conduct regional earthquake drills and, where appropriate: (AI 82)	<p><u>Not Applicable</u>. Policy S 7.5 provides direction to County staff and decision</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<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 earthquake drill. 	<p>makers regarding earthquake drills and is not applicable to the proposed Project.</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 regarding information distribution 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.</p>	<p><u>Not Applicable.</u> The Project does not propose any critical facilities or utilities.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
Insurance, bonding, or compensation plans should be used to compensate the County of Riverside for the potential costs of repair.	
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.	<u>Not Applicable.</u> Policy S 7.8 provides direction to County staff and decision makers regarding preventative measures and is not applicable to the proposed Project.
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> The Project does not propose any critical facilities.
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.
<p>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):</p> <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 regarding PUC coordination 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 regarding lifeline design 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> The Project site is not located on the southern San Andreas fault.
S 7.14 – 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 regarding emergency evaluation planning 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 regarding post-disaster planning and is not applicable to the proposed Project.
S 7.19 – 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 regarding public information and outreach and are not applicable to the proposed Project.
GENERAL PLAN NOISE ELEMENT	



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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)</p>	<p><u>Consistent.</u> In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included in the Project’s EIR as <i>Technical Appendix J</i>. Because impacts from on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase</p>
<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>Consistent.</u> The Project entails a proposed light industrial warehouse, which is a noise-tolerant use. The March Air Reserve Based Inland Port Airport (MARB/IPA) runway is located approximately 2 miles northeast of the Project site.</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>Consistent.</u> Although the Project includes three residential lots, no residential units are proposed on those lots. Regardless, the noise level as demonstrated in EIR Subsection 4.13, <i>Noise</i>, would be below 65 CNEL.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<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> The existing noise environment would not present a compatibility issue with the Project. 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>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</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> No excessive noise exposure would occur as a result of the Project. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Because on-site operational impacts were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
<p>N 1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)</p>	<p><u>Consistent.</u> The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
<p>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)</p>	<p><u>Consistent.</u> The Project site is not located in a high noise level environment. Regardless, and 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>. Because impacts associated with on-site operations were</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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>Consistent</u> . A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Because on-site operational impacts were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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>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> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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> . 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> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
N 3.1: Protect Riverside County’s agricultural resources from noise complaints that may result from routine farming practices, through the enforcement of Riverside County Right-to-Farm Ordinance. (AI 105, 107)	<u>Consistent</u> . Although no agricultural activities are currently occurring in close proximity to the Project site, the Project is required to comply with Riverside County Ordinance No. 625 pertaining to agriculturally zoned property within



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>N 3.2: Require acoustical studies and subsequent approval by the Planning Department and the Office of Industrial Hygiene, to help determine effective noise mitigation strategies in noise-producing areas. (AI 105)</p>	<p>300 feet of the Project site boundary. <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 L</i>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
<p>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)</p>	<p><u>Consistent.</u> The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. Also, the Project’s truck courts would be enclosed by solid perimeter walls that serve noise attenuating purposes. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
<p>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)</p>	<p><u>Not Applicable.</u> Policy N 3.4 provides direction to County staff and decision makers regarding the identification of point source noise locations and is not applicable to the proposed Project.</p>
<p>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)</p>	<p><u>Consistent.</u> The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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>Consistent.</u> The Project entails a proposed light industrial warehouse, which is a noise-tolerant use. Existing light industrial warehouses are located to the southeast and northeast of the Project site and would exhibit similar operational noise levels. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise.
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>Consistent.</u> A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
N 4.2 Develop measures to control non-transportation noise impacts. (AI 105)	<u>Consistent.</u> A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix L</i> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	residential receptors would not experience an unacceptable noise level increase.
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> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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 are not considered to 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 are not considered to 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 regarding the establishment of noise standards 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> . No aspects of the Project’s construction or operation have the potential of producing sustained pure tone (single frequency) noise.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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)</p>	<p><u>Consistent.</u> The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. Also, the Project’s proposed truck courts would be surrounded by solid perimeter walls that would block line-of-sight and noise. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i>, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
<p>N 5.1 and N 5.2: Wind Energy Conversion System (WECS).</p>	<p><u>Not Applicable.</u> Policies N 5.1 and N 5.2 provide direction to County staff and decision makers regarding wind energy systems and are not applicable to the proposed Project.</p>
<p>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)</p>	<p><u>Not Applicable.</u> Policy N 6.1 provides direction to County staff and decision makers regarding County maintenance equipment and is not applicable to the proposed Project.</p>
<p>N 6.2: Investigate the feasibility of retrofitting current County-owned vehicles and mechanical equipment to comply with noise performance standards consistent with the best available noise reduction technology. (AI 108)</p>	<p><u>Not Applicable.</u> Policy N 6.2 provides direction to County staff and decision makers regarding the retrofitting of County-owned vehicles and is not applicable to the proposed Project.</p>
<p>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)</p>	<p><u>Consistent.</u> Operational hour restrictions are not necessary. The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. Also, the Project’s proposed truck courts would be surrounded by solid perimeter walls that would block line-of-sight and noise. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i>. Because impacts associated with on-site operations were determined to be less than significant as presented in EIR</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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 regarding off-road recreational vehicles 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> . The March Air Reserve Based Inland Port Airport (MARB/IPA) runway is located approximately 2 miles northeast of the Project site. Based on published noise level contours for the MARB/IPA, the Project site is located outside the 60 dBA CNEL noise level contour boundaries and the Project's land uses are considered clearly acceptable.
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> . The March Air Reserve Based Inland Port Airport (MARB/IPA) runway is located approximately 2 miles northeast of the Project site. Based on published noise level contours for the MARB/IPA, the Project site is located outside the 60 dBA CNEL noise level contour boundaries and the Project's land uses are considered clearly acceptable.
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 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 includes three residential lots but no residential units are proposed on the lots. Regardless, and based on published noise level contours for the MARB/IPA, the Project site is located outside the 60 dBA CNEL noise level contour boundaries and the Project's three residential lots considered a clearly acceptable land use in the 60 dBA noise contour.
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> . The March Air Reserve Based Inland Port Airport (MARB/IPA) runway is located approximately 2 miles northeast of the Project site. Based on published noise level contours for the MARB/IPA, the Project site is located outside the 60 dBA CNEL noise level contour boundaries and the Project's land uses are considered clearly acceptable.
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.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 to enforce regulatory requirements and is not applicable to the proposed Project.
N 9.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the county. (AI 105)	<u>Consistent.</u> The Project is not a roadway project but does propose to make improvements to public roads that front the Project site. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Impacts due to Project-related transportation noise were determined to be less than significant and mitigation measures are not required.
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 measures. (AI 106)	<u>Consistent.</u> The Project will generate traffic and potential traffic noise increase were evaluated in a site-specific noise impact analysis conducted for the Project that is included as EIR <i>Technical Appendix J</i> . Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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> The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. Also, the Project’s proposed truck courts would be surrounded by solid perimeter walls that would block line-of-sight and noise. A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Because impacts associated with on-site operations were determined to be less than significant as presented in EIR Subsection 4.13, <i>Noise</i> , no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.
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> A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	experience an unacceptable noise level increase.
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> . A site-specific noise impact analysis was conducted for the Project and is included as EIR <i>Technical Appendix J</i> . The analysis followed County guidelines for the forecasting of transportation noise.
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 along arterial roadways. Although three residential lots are included as part of the Project design, no residential units are proposed on those lots.
N 10.1 – 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 regarding mass transit and are not applicable to the proposed Project.
N 11.1 – N 11.5: Rail.	<u>Not Applicable</u> . Policies N 11.1 through N 11.5 are policies that suggest actions to minimize the impacts of train noise on noise-sensitive land uses. The Project site is not located in close proximity to a 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 design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise.
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> . The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. The landscaping on the berm is proposed in a dense arrangement.
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 levels would be less than significant requiring no mitigation.
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 Ordinance No. 847, 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



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	holidays within 500 feet of residential uses, unless an exemption is approved by the Director of the Building and Safety Department. Nighttime construction activities, if they occur, would not expose nearby sensitive receptors to noise levels exceeding the County’s nighttime standard of 45 dBA Leq.
<p>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:</p> <ul style="list-style-type: none"> a. Temporary noise attenuation fences; b. Preferential location of equipment; and c. Use of current noise suppression technology and equipment. (AI 107) 	<p><u>Consistent</u>. Construction noise is discussed in EIR Subsection 4.13, <i>Noise</i>, which concludes that noise impacts would be less than significant; therefore, mitigation measures are not required.</p>
<p>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 105, 108)</p>	<p><u>Consistent</u>. The Project’s construction contractors would be obligated to comply with all applicable requirements imposed by the County. There is no reasonable circumstance under which the construction equipment fleet used to construct the Project would not be equipped with manufacturer-installed noise reduction features.</p>
<p>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.</p>	<p><u>Consistent</u>. The Project is required to meet or exceed interior noise requirements specified in the California Building Standards Code as enforced by Riverside County.</p>
<p>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)</p>	<p><u>Consistent</u>. As discussed in EIR Subsection 4.13, <i>Noise</i>, Project-related construction noise levels would be less than significant requiring no mitigation.</p>
<p>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:</p> <ul style="list-style-type: none"> • Separation of noise-sensitive buildings from noise-generating sources. 	<p><u>Consistent</u>. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<ul style="list-style-type: none"> • Use of natural topography and intervening structure to shield noise-sensitive land uses. • Adequate sound proofing within the receiving structure. (AI 106) 	
<p>N 14.4: Consider and, when necessary, to lower noise to acceptable limits, require noise barriers and landscaped berms. (AI 108)</p>	<p><u>Consistent.</u> The Project’s proposed design addresses noise attenuation. The Project design includes an approximate 6.0 acre landscaped berm and buffer to establish a physical separation between on-site employment uses and an established residential neighborhood to the west and to block line-of-site, which would also attenuate noise. Also, the Project’s proposed truck courts would be surrounded by solid perimeter walls that would block line-of-sight and noise.</p>
<p>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)</p>	<p><u>Consistent.</u> Noise is discussed in EIR Subsection 4.13, <i>Noise</i>, which concludes that noise impacts would be less than significant; therefore, mitigation measures are not required. The Project-related operational noise levels at the nearest sensitive receptors would be below the Riverside County 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards.</p>
<p>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)</p>	<p><u>Not applicable.</u> The Project does not propose multi-user/tenant buildings where there may be sound issues between common walls.</p>
<p>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)</p>	<p><u>Not Applicable.</u> Policy N 14.7 provides direction to County staff and decision makers regarding funding for home retrofitting and is not applicable to the proposed Project.</p>
<p>N 14.8: Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.</p>	<p><u>Consistent.</u> As demonstrated herein, the Project would not conflict with the Noise Element of the General Plan.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Although the Project’s design includes three residential lots, no residential units are proposed on those lots. Regardless, the three lots are calculated to experience exterior noise levels below 65 CNEL.</p>
<p>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)</p>	<p><u>Not applicable.</u> The Project does not propose mixed-use structures.</p>
<p>N 15.2: Require that commercial and residential mixed-use structures minimize the</p>	<p><u>Not applicable.</u> The Project does not propose mixed-use structures.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
transfer or transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)	
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>Not Applicable.</u> No entertainment or restaurant/bar uses are proposed as part of the Project.
N 16.1: Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 105)	<u>Not Applicable.</u> Although the Project’s design includes three residential lots, no residential units are proposed on those lots. Regardless, the three lots would not be exposed to excessive vibration as demonstrated in the Project’s EIR Subsection 4.13, <i>Noise</i> , and the EIR’s <i>Technical Appendix J</i> .
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> Although the Project’s design includes three residential lots, no residential units are proposed on those lots. Regardless, the three lots would not be exposed to excessive vibration as demonstrated in the Project’s EIR Subsection 4.13, <i>Noise</i> , and the EIR’s <i>Technical Appendix J</i> .
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> There are no rail lines that carry passing trains in close enough distance to the Project site to cause perceptible ground vibration.
N 17.1 – 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 regarding noise information management and are not applicable to the proposed Project.
N 18.1 – 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 regarding noise data management 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 means of mitigating such levels. (AI 109)	<u>Not Applicable.</u> Policy N 19.1 provides direction to County staff and decision makers about public information 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 about public information programs and is not applicable to the



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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:</p> <p>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.</p> <p>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)</p>	<p>proposed Project.</p> <p><u>Not Applicable.</u> The Project is required to comply with conditions of approval imposed on the Project by the Riverside County Airport Land Use Commission (ALUC) pursuant to their consistency determination letter on the Project dated February 9, 2023. Refer to <i>Technical Appendix M</i> of the Project’s EIR for a copy the ALUC consistency determination letter.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy N 19.4 provides direction to County staff and decision makers regarding public awareness promotion and is not applicable to the proposed Project.</p>
<p>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)</p>	<p><u>Consistent.</u> The Project’s potential impacts due to noise are addressed in EIR Subsection 4.13, <i>Noise</i>, which concludes that because impacts associated with on-site operations were determined to be less than significant, no mitigation measures are necessary. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
GENERAL PLAN HOUSING ELEMENT	
<p>The 2021-2029 Housing Element identifies and establishes the County’s policies with respect to meeting the housing needs for residents in unincorporated Riverside County. It establishes policies that guides County decision-making and sets forth an action plan to implement its housing goals through 2029. In particular, the Housing Element addresses how the County plans to meet its Regional Housing Needs Assessment (RHNA) obligations, where were identified by SCAG as being 40,647 units for the 2021-2029 planning period.</p>	<p><u>Neutral.</u> The Project’s proposed General Plan Amendment (GPA) would change the General Plan and zoning designations on approximately 36.0 acres of the Project site from Medium Density Residential to Light Industrial, diminishing the capacity of the Project site to provide for housing. The Project site includes three residential homes in the existing condition and the Project design includes three residentially zoned lots, although no homes are proposed for those lots. Nonetheless, the Riverside County General Plan designates large portions of the County for the development of residential uses, including residential housing for various household income categories. The Project would provide employment opportunities in an area of the</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	County that is desirable for economic investment and that would assist in achieving a housing and jobs balance.
GENERAL PLAN AIR QUALITY ELEMENT	
AQ 1.1 – 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 regarding inter-agency cooperation 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> The Project would not be considered a point source polluter. Regardless,
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>Consistent.</u> The Project would not result in substantial sources of air pollution as demonstrated in the Project’s EIR Subsection 4.3, <i>Air Quality</i> . The Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. 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 Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.
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> The Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. The buffer area is designed to include densely planted trees and other plant materials that will assist with trapping particulates.
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 regarding a tree planting program and is not applicable to the proposed Project.
AQ 3.1 Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.	<u>Not Applicable.</u> Policy AQ 3.1 provides direction to County staff and decision makers regarding market force control are is not applicable to the proposed Project.
AQ 3.2 Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.	<u>Consistent.</u> The Project’s EIR Subsection 4.18, <i>Transportation</i> , requires that the Project’s light industrial warehouse building operator implement a



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	Commute Reduction Program.
AQ 3.3 Encourage large employers and commercial/industrial complexes to create Transportation Management Associations. (AI 115)	<u>Consistent.</u> The Project’s EIR Subsection 4.18, <i>Transportation</i> , requires that the Project’s light industrial warehouse building operator implement a Commute Reduction Program.
AQ 3.4 Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.	<u>Consistent.</u> The Project’s EIR Subsection 4.18, <i>Transportation</i> , requires that the Project’s light industrial warehouse building operator implement a Commute Reduction Program.
AQ 4.1: Require the use of all feasible building materials/methods which reduce emissions.	<u>Consistent.</u> As demonstrated in EIR Subsection 4.3, <i>Air Quality</i> , the Project’s air pollutant emissions would be below the SCAQMD thresholds of significance for criteria pollutants. There are no components of the proposed Project’s building materials that would result in increased air quality impacts beyond what is evaluated and disclosed by the Project’s EIR.
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 is subject to existing State and County 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 enforce this policy as part of its review of future building permit applications.
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 design includes three residentially zoned lots, but no homes are currently proposed to be built on these lots.
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 not 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 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> .



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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> . As documented in EIR Subsection 4.3, <i>Air Quality</i> , air quality emissions associated with the Project would be below all applicable SCAQMD thresholds of significance. Impacts to air quality would be less than significant, requiring no mitigation.
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 regarding fugitive dust programs 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 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 to coordinate with Air Districts and is not applicable to the proposed Project. The Project would comply with all applicable SCAQMD Rules.
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> . The Project is required to provide containers for recyclable and green waste materials in accordance with the County’s solid waste regulations. Solid waste collection and disposal service for the Project site is provided by Waste Management of the Inland Empire (WMIE).
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 regarding energy conservation incentives and regulations and is not applicable to the proposed Project. The Project will be required to be constructed in accordance with the current edition of CalGreen. The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”
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 regarding policy manual updates 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> . As documented in EIR Subsection 4.6, <i>Energy</i> , the Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 regarding small business assistance 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 regarding collaboration and is not applicable to the proposed Project.
AQ 7.1 – 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 regarding business development 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 regarding public facility location planning 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 a light industrial warehouse use which would increase the employment opportunities available within the Mead Valley community of Riverside County. The Project would assist the County in reducing VMT by providing for employment-generating land uses on the 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 about public facility planning and is not applicable to the proposed 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> The Project does not involve a mixed land use or a community center.
AQ 8.5: Develop community centers in conformance with policies contained in the Land Use Element. (AI 14)	<u>Not Applicable.</u> The Project does not entail a community center.
AQ 8.6: Encourage employment centers in close proximity to residential uses. (AI 14)	<u>Consistent.</u> The Project proposes a light industrial warehouse use that would provide employment opportunities in close proximity to residential uses and help to reduce the need for County residents to commute outside of the County for employment. Regardless, the Project would have a significant and unmitigable VMT impact as disclosed in the Project’s EIR Subsection 4.18, <i>Transportation</i> .
AQ 8.7: Implement zoning code provisions which encourage community centers,	<u>Not Applicable.</u> Policy AQ 8.7 provides direction to County staff and



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
telecommuting and home-based businesses. (AI 1)	decision makers regarding zoning standards 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 a light industrial warehouse use that would increase the employment opportunities available within the Mead Valley community of Riverside County. The Project would assist the County in reducing VMT 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. Regardless, the Project would have a significant and unmitigable VMT impact as disclosed in the Project’s EIR Subsection 4.18, <i>Transportation</i> .
AQ 8.9: Promote land use patterns that promote alternative modes of travel. (AI 26)	<u>Consistent</u> . The Project provides community trail segments and sidewalk along the site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote non-vehicular circulation in the community. Bicycle racks also will be provided on the Project site for use by employees and visitors to the Project site. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
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 regarding inter-agency coordination 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 about VMT goals and is not applicable to the proposed Project. The Project would, however, assist the County in reducing VMT by providing for employment-generating land uses on the site that would reduce the need for County residents to commute outside of the County for employment. Regardless, the Project would have a significant and unmitigable VMT impact as disclosed in the Project’s EIR Subsection 4.18, <i>Transportation</i> .
AQ 10.1 – 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 about trip reduction methods and are not applicable to the proposed Project. Regardless, the Project’s EIR Subsection 4.18, <i>Transportation</i> , requires that the Project’s light industrial warehouse



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
AQ 11.1 – AQ 11.4: Special Events.	building operator implement a Commute Reduction Program. <u>Not Applicable.</u> Policies AQ 11.1 through AQ 11.4 provide direction to County staff and decision makers regarding special events and are not applicable to the proposed Project.
AQ 12.1 – 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 regarding traffic flow principles and are not applicable to the proposed Project.
AQ 13.1 – 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 regarding transportation system management and are not applicable to the proposed Project.
AQ 14.1 – 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 regarding transportation facility development 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 to monitor and control particulate matter sources and is not applicable to the proposed Project. As documented in EIR Subsection 4.3, <i>Air Quality</i> , air quality emissions associated with the Project would be below all applicable SCAQMD thresholds of significance. Impacts to air quality would be less than significant, requiring no mitigation.
AQ 16.1 – 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 regarding inter-agency cooperation and are not applicable to the proposed Project.
AQ 17.1 – 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 regarding air pollution control measures and are not applicable to the proposed Project. As documented in EIR Subsection 4.3, <i>Air Quality</i> , air quality emissions associated with the Project would be below all applicable SCAQMD thresholds of significance. Impacts to air quality would be less than significant, requiring no mitigation.
AQ 18.1: Baseline emissions inventory and forecast. Riverside County CAP has included baseline emissions inventory with data from the County’s CO2e 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	<u>Not Applicable.</u> Policy AQ 18.1 provides direction to County staff and decision makers regarding the County’s CAP and is not applicable to the proposed Project. Prior to issuance of building permits, the Project Applicant is required to demonstrate that appropriate building construction measures will be incorporated to achieve a minimum of 100 points per Appendix



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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.	D to the Riverside County 2019 CAP. The measures anticipated to be incorporated into the Project are listed in Table ES-2 of the Project’s Greenhouse Gas Analysis (GHGA) technical report (appended to the Project’s EIR as <i>Technical Appendix G</i>).
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 the Project would assist the County in meeting its target to reduce Greenhouse Gases (GHGs) by 25% as compared to BAU.
AQ 18.3: Develop a Climate Action Plan for reducing GHG emissions. 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.
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.
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 regarding monitoring of the CAP 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 regarding inter-agency coordination 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	<u>Not Applicable</u> . Policy AQ 19.2 provides direction to County staff and decision makers regarding CAP expansion methods and is not applicable to the proposed Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>targets. (AI 146)</p> <p>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)</p> <p>a. Garnishing 100 points through the Implementation Measures found the County’s CAP; or</p> <p>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.</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, including a requirement to obtain 100 points per the County’s CAP Implementation Measures and requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</p>
<p>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)</p>	<p><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 G</i>. The Greenhouse Gas Assessment complies with the requirements of this policy.</p>
<p>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)</p>	<p><u>Consistent</u>. The Project provides community trail and sidewalk segments along the site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote non-vehicular circulation in the community. Bicycle racks also will be provided on the Project site for use by employees and visitors to the Project site. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.</p>
<p>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)</p>	<p><u>Not Applicable</u>. Policy AQ 20.2 provides direction to County staff and decision makers to expand public transit options and is not applicable to the proposed Project. The Project would not conflict with any existing or planned Riverside Transit Authority routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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 about circulation network planning 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>Consistent.</u> The Project’s EIR Subsection 4.18, <i>Transportation</i> , requires that the Project’s light industrial warehouse building operator implement a Commute Reduction Program. Passenger vehicle EV charging will be provide on the site for employees and visitors to the proposed light industrial warehouse in accordance with CALGreen and the County’s Development Code.
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> Although the Project design includes three residential lots, no homes are proposed on those lots. In the event that homes are built on the lots, construction would comply with all County requirements, including requirements for EV charging capability.
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> Passenger vehicle EV charging will be provide on the site for employees and visitors to the proposed light industrial warehouse in accordance with CALGreen and the County’s Development Code.
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; however, the site is located in an area of Mead Valley that is transitioning into an employment center. The Project would accommodate employment-generating land uses that would serve to assist the County in improving the jobs-housing balance and reducing VMT.
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> The Project does not include high density residential uses. However, the Project design includes three residential lots that are intended to be used as a benefit to the existing residential community to the west.
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 a light industrial warehouse in a portion of the Mead Valley community of Riverside County that is under transformation to an employment center and where infrastructure exists to service the planned uses.
AQ 20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration	<u>Consistent.</u> Pursuant to EIR Mitigation Measure MM 4.8-2 and as required by the County’s CAP Update, the Project would be conditioned to require on-site



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
solar orientation and shading, as well as passive solar design. (AI 147)	generation of at least 20% of the Project’s energy demand, which primarily would be met through rooftop solar panels. The proposed building is designed to accommodate solar panels and the building roof would incorporate skylights to assist in day-lighting.
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> . The Project is required to be constructed in accordance with the current State and County building codes, which include requirements related to energy efficiency and infrastructure design. The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality.”
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 regarding residential retrofitting 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> . The Project is required to be constructed in accordance with the current State and County building codes, which include requirements related to water use and wastewater generation reduction.
AQ 20.14: Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance No. 859 and increase use of non-potable water.	<u>Consistent</u> . The Project’s conceptual landscaping plan has been designed to comply with Ordinance No. 859. Recycled water service is not available in the Project area.
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> . A vegetated water quality basin is planned to be located in the northeast corner of the site for urban water runoff treatment.
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> . The Project would reduce wildfire risk and the potential for the site’s existing vegetative cover to be affected by drought conditions. The Project would convert a primarily vacant site to a developed site containing a



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	concrete tilt-up building, impervious parking areas and drive aisles, and irrigated landscaping.
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, individual wind energy generators, etc.). (AI 147)	<u>Consistent.</u> The proposed light industrial warehouse building’s roof would be solar ready and would be equipped with solar panels to offset a portion of the Project’s electrical demand. In addition, the Project is required to be constructed in compliance with CALGreen and the County’s Climate Action Plan (CAP), which will ensure that the Project is energy-efficient.
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 about infrastructure planning 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 is subject to mandatory compliance with the County’s solid waste requirements including requirements for waste diversion and recycling.
AQ 20.21 – 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 regarding education and outreach and are not applicable to the proposed Project.
AQ 20.27 – 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 about municipal operations and are not applicable to the proposed Project.
<p>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 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)</p> <p>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.</p> <p>b. For the purposes of this policy, the “operational life” of a new development shall be</p>	<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 G</i> to the Project’s EIR. 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, including requiring the Project Applicant to demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>defined as a 30-year span with construction emissions amortized over the 30 years.</p> <p>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.</p> <p>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 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 the Project’s EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP, including requiring the Project Applicant to demonstrate that future implementing development would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production. These and all Project mitigation measures will be incorporated into the Project’s Conditions of Approval.</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</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 Implementation Measures as necessary to achieve a minimum of 100 points and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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>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 regarding administration of the CAP and is not applicable to the proposed Project.</p>
<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> <p>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.</p> <p>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.</p> <p>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.</p> <p>d. Reduce air pollution and greenhouse gas emissions by improving circulation network efficiency.</p>	<p><u>Not Applicable.</u> Policy AQ 22.1 provides direction to County staff and decision makers regarding countywide VMT reduction and is not applicable to the proposed Project. The Project would, however, assist the County in reducing VMT by providing for employment-generating land uses on the site that would reduce the need for County residents to commute outside of the County for employment. Also, the Project provides community trail segments and sidewalk along the site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote non-vehicular circulation in the community. Bicycle racks also would be provided on the Project site for use by employees and visitors to the Project site. Further, the Project’s EIR includes a mitigation measure that will require the Project to implement a Commuter Reduction Program. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future. Regardless of these features aimed at reducing VMT, the Project would have</p>



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General Plan Policy	Project Consistency
<p>e. Reduce traffic through programs that increase carpooling and public transit use, decrease trips and commute times and increase use of alternative-fuel vehicles.</p> <p>f. Preserve transportation corridors for renewable energy transmission lines and for new transit lines, where appropriate.</p>	<p>a significant and unmitigable VMT impact as disclosed in the Project’s EIR Subsection 4.18, <i>Transportation</i>.</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> <p>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.</p> <p>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.</p> <p>c. Conserve energy by increasing the efficiency of delivery of services through the adoption and implementation of smart growth principles and policies.</p> <p>d. Reduce vehicle miles travelled by commuters through implementation of planning measures that provide appropriate jobs-housing balances within communities.</p> <p>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 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><u>Not Applicable.</u> Policy AQ 22.1 provides direction to County staff and decision makers regarding countywide GHG emission reduction and is not applicable to the proposed Project. 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. The Project would be constructed in compliance with CALGreen, which would ensure an energy-efficient project. Also, the Project is proposed in an area of Mead Valley that is under transition to an employment center. The Project would assist the County in reducing VMT and addressing GHG reduction by providing for employment-generating land uses on the site that would reduce the need for County residents to commute outside of the County for employment. Also, the Project provides community trail segments and sidewalk along the site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote non-vehicular circulation in the community. Bicycle racks also would be provided on the Project site for use by employees and visitors to the Project site. Further, the Project’s EIR includes a mitigation measure that will require the Project to implement a Commuter Reduction Program.</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</p>	<p><u>Consistent.</u> As discussed in the Project’s EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP, including requiring the Project Applicant to demonstrate the Project would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
147)	to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.
<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>f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.</p>	<p><u>Not Applicable</u>. Policy AQ 24.1 provides direction to County staff and decision makers regarding countywide programs and is not applicable to the proposed Project.</p>
<p>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.</p>	<p><u>Consistent</u>. As discussed in the Project’s IR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP, including requiring the Project Applicant to demonstrate the Project would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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):</p> <ul style="list-style-type: none"> 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. 	<p><u>Not Applicable.</u> Policy AQ 25.1 provides direction to County staff and decision makers regarding countywide programs and is not applicable to the proposed Project. The Project is required to comply with all applicable requirements imposed by Riverside County in compliance with the California Water Conservation in Landscaping Act (2009) including but limited to County Ord. 859.</p>
<p>AQ 25.2: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through biota conservation:</p> <ul style="list-style-type: none"> 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. 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 	<p><u>Consistent.</u> With implementation of the proposed Project, the site would be heavily landscaped including along street frontages, in passenger vehicle parking lots, around the proposed light industrial warehouse building, and in an approximately 6.0 acre landscaped buffer area. More plant material will occur on the site after Project implementation than occurs under existing conditions, positively contributing to carbon sequestration.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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, including requiring the Project Applicant to demonstrate the Project would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</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 regarding energy efficiency programming and is not applicable to the proposed Project. The Project is required to be constructed in accordance with CALGreen. Additionally, as discussed in the Project’s EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP, including requiring the Project Applicant to demonstrate the Project would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</p>
<p>AQ 26.2: For discretionary actions, the objectives for greenhouse gas reduction</p>	<p><u>Consistent.</u> As discussed in the Project’s EIR Subsection 4.8, <i>Greenhouse</i></p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

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<p>through increased 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)</p>	<p><i>Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP, including requiring the Project Applicant to demonstrate the Project would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</p>
<p>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):</p> <ol style="list-style-type: none"> 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. 	<p><u>Not Applicable</u>. Policy AQ 27.1 provides direction to County staff and decision makers regarding solid waste reduction programming and is not applicable to the proposed Project. The Project is subject to mandatory compliance with the County’s solid waste requirements including requirements for waste diversion and recycling.</p>
<p>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)</p>	<p><u>Consistent</u>. As discussed in the Project’s EIR Subsection 4.8, <i>Greenhouse Gas Emissions</i>, mitigation has been imposed on the Project requiring compliance with the County’s CAP, including requiring the Project Applicant to demonstrate the Project would achieve a minimum of 100 points pursuant to the CAP Implementation Measures and by requiring the Project Applicant to demonstrate that a minimum of 20% of the Project’s energy demand would be met through renewable energy production.</p>
<p>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):</p> <ol style="list-style-type: none"> 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 	<p><u>Not Applicable</u>. Policy AQ 28.1 provides direction to County staff and decision makers regarding voluntary GHG reduction programming and is not applicable to the proposed Project.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>use and other similar means.</p> <p>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 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,</p>	<p><u>Not Applicable.</u> Policy AQ 28.2 provides direction to County staff and decision makers regarding inter-agency coordination and is not applicable to the proposed Project.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>particularly for electricity transmission, to ensure alternate energy sources available to Riverside County are used to their fullest extent.</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 regarding voluntary GHG reduction objectives 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 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><u>Not Applicable.</u> Policy AQ 29.1 provides direction to County staff and decision makers about programming for County transportation fleets and is not applicable to the proposed Project.</p>
<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 regarding energy efficiency performance for County facilities and operations 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. 	<p><u>Not Applicable.</u> Policy AQ 29.3 provides direction to County staff and decision makers regarding waste reduction in County facilities and operations and is not applicable to the proposed Project.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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.	
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.	<u>Not Applicable.</u> Policy AQ 29.4 provides direction to County staff and decision makers regarding enforcement and is not applicable to the proposed Project.
GENERAL PLAN HEALTHY COMMUNITIES ELEMENT	
HC 1.1: Foster the overall health and well-being of Riverside County residents, particularly the most vulnerable populations. (AI 136)	<u>Not Applicable.</u> Policy HC 1.1 provides direction to County staff and decision makers regarding fostering the well-being of residents and is not applicable to the proposed Project. 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 Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive populations to substantial pollutant concentrations.
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 to understand built environment and human health connections and is not applicable to the proposed Project. 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 Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.
<p>HC 2.1: Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by: (AI 137)</p> <p>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.</p> <p>b. Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.</p>	<u>Not Applicable.</u> Policy HC 2.1 provides direction to County staff and decision makers regarding the use of survey tools and reducing development sprawl and is not applicable to the proposed Project. The Project is proposed in an existing urbanized area and a portion of Mead Valley that is transitioning to an employment center. The Project Applicant proposes a General Plan Amendment (GPA) to change the land use designation as applied to 36.0 acres of the Project site to allow for development with a light industrial warehouse. This land use follows a logical and orderly extension of light industrial warehouse land uses established to the northeast and southeast of the Project site. The land uses proposed as part of the Project are consistent with the site’s underlying Foundation Component designation of Community Development. The Project design includes the provision of community trail



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging physical activity in the community.
<p>HC 2.2: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: (AI 139, 140)</p> <p>a. Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly.</p> <p>b. Increasing opportunities for active transportation (walking and biking) and transit use.</p> <p>c. Encouraging the development of neighborhood grocery stores that provide fresh produce.</p>	<p><u>Consistent</u>. The establishment of a light industrial warehouse on the Project site follows a logical and orderly extension of light industrial warehouse land uses already established to the northeast and southeast of the Project site. The Project design includes the provision of community trail and sidewalk segments along the Project site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote physical activity and increased walking. Bicycle racks would be provided internal to the site for use by employees and visitors to the site. Although there are no transit routes along the site’s frontages, the Project would assist in providing a density of people in Mead Valley for potential expansion of transit routes. The Project site is not a desirable location for a grocery store, but would attract employees and visitors to Mead Valley, thereby adding to the density of population needed to sustain a grocery store.</p>
<p>HC 3.1: Where appropriate, require high-density, mixed use development near existing and proposed high use transit centers. (AI 137)</p>	<p><u>Not Applicable</u>. The Project is not a high density mixed use project and is not located near a high use transit center.</p>
<p>HC 3.2: Where appropriate, design communities with a balanced mix of uses that provide regional transportation facilities within walking distance.</p>	<p><u>Consistent</u>. The Project site is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The Project would not conflict with any existing or planned RTA routes, and in fact the intensity of the proposed Project would help support a future expansion of transit routes in the local area.</p>
<p>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)</p>	<p><u>Consistent</u>. The Project design includes the provision of community trail and sidewalk segments along the Project site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote physical activity and increased walking. Bicycle racks would be provided internal to the site for use by employees and visitors to the site.</p>
<p>HC 3.4: Provide for a range of housing options to accommodate a range of income levels and household types.</p>	<p><u>Not Applicable</u>. Although the Project design provides for three residential lots, the establishment of homes on these lots is not proposed. The Project would provide employment opportunities and does not propose housing.</p>
<p>HC 4.1: Promote healthy land use patterns by doing each of the following to the extent</p>	<p><u>Consistent</u>. The Project site is designated by the County’s General Plan for Community Development Foundation land uses, and as such the site is not</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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.	planned for rural open space preservation. There are no environmentally sensitive lands or natural hazard concerns associated with the property that would prevent its development as proposed. No TDRs or clustering of development is proposed. The Project's proposed development a light industrial warehouse is a logical extension of warehouse development that already exists to the southeast and northeast of the site.
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 about transportation to daily service needs and is not applicable to the proposed Project.
HC 5.1 – 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 regarding non-motorized transportation safety and funding 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 about transportation to daily service needs 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 about transportation services and needs that are 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 about public transit accommodations 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> The Project design includes the provision of community trail and sidewalk segments along the Project site's frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote physical activity and increased walking. Bicycle racks would be provided internally to the site for use by employees and visitors to the site.
HC 6.5: Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.	<u>Consistent.</u> As discussed in EIR Subsection 4.15, <i>Population and Housing</i> , the Project proposes a light industrial warehouse use and would result in approximately 574 future employees. Riverside County currently experiences a poor jobs-housing ratio. By developing the Project site with an



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	employment-generating land use, the Project would assist the County in improving its jobs-housing balance so that residents have expanded opportunities to live and work within the County.
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 about public art and is not applicable to the proposed Project. No public art is provided by the Project and no significant cultural resources are located on the Project site.
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 about programming and partnerships and is not applicable to the proposed Project.
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 regarding cohesive neighborhoods 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. However, the Project design includes three residential lots that are intended to be used as a benefit to the existing residential community to the west. Also, the Project includes the completion of residential cul-de-sacs in the neighborhood for the benefit of that community.
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> . Policy H 9.3 provides direction to County staff and decision makers regarding recreational uses and is not applicable the proposed Project. As part of the Project, and in conformance with MVAP Figure 8, the Project includes the construction of a sidewalk and community trail along Patterson Avenue and Walnut Street and a sidewalk along Rider Street.
HC 9.4: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	<u>Consistent</u> . The Project design will comply with County Ordinance No. 915 and meet requirements for outdoor lighting in order to provide adequate night lighting while reducing light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
HC 9.5: Where appropriate, require neighborhood retail, service and public facilities within walking distance of residential areas. (AI 142)	<u>Not Applicable.</u> Policy HC 9.5 provides direction to County staff and decision makers about the siting of neighborhood retail, service and public facilities that are within walking distance of residential areas and is not applicable to the proposed Project.
HC 10.1: Provide residents of all ages and income levels with convenient and safe opportunities for recreation and physical activities.	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project includes the construction of a sidewalk and community trail along Patterson Avenue and the Project Applicant also has agreed to install sidewalk and a community trail along Walnut Street and a sidewalk along Rider Street. These pedestrian facilities will be available to all members of the public.
<p>HC 10.2: Increase access to open space resources by:</p> <ul style="list-style-type: none"> 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>Not Applicable.</u> Policy HC 10.4 provides direction to County staff and decision makers regarding planning for parks and open space and is not applicable to the proposed Project. However, as part of the Project, and in conformance with MVAP Figure 8, the Project includes the construction of a sidewalk and community trail along Patterson Avenue and the Project Applicant also has agreed to provide a sidewalk and a community trail segment along Walnut Street and a sidewalk along Rider Street.
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 regarding expanding facilities and amenities in existing parks and is not applicable to the proposed Project.
HC 10.4: Encourage the construction of new parks and open spaces.	<u>Not Applicable.</u> Policy HC 10.4 provides direction to County staff and decision makers regarding open space and parks and is not applicable to the proposed 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>Not Applicable.</u> Policy HC 10.5 provides direction to County staff and decision makers regarding enhancements of the multi-use open space network and is not applicable to the proposed Project.
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 Project would accommodate adequate lighting, street visibility, and defensible space. The County of Riverside has adopted an ordinance regulating outdoor lighting (Ordinance No. 915). Ordinance No. 915 is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.
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 regarding planning for community facilities and is not applicable to the proposed Project. No community facilities are proposed as part of the 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 regarding joint-use agreements with school districts 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 regarding public entities and is not applicable to the proposed Project. However, the Project design includes the provision of community trail and sidewalk segments along the Project site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote physical activity and increased walking.
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 regarding access to healthy food and nutrition and are not applicable to the proposed Project.
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 regarding healthcare and mental healthcare access 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 planned for the Project site, nor 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. As indicated in EIR Subsection 4.3, <i>Air Quality</i> , with mitigation the Project would result in less-than-significant impacts due to toxic substances, noise, and localized air pollution.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>HC 14.2: When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.</p>	<p><u>Consistent.</u> The Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. 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 Quality</i>, of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.</p>
<p>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.</p>	<p><u>Consistent.</u> The Project’s proposed storm drain system would be designed to route first flush runoff to landscaped areas and a series of catch basins. Runoff collected by the catch basins would be routed to a series of underground infiltration systems proposed throughout the Project site. The underground infiltration systems have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease. Discharge from the underground detention systems would be conveyed northerly via proposed private storm drains to the proposed bioretention basin in the northeast corner of the site for treatment, then further north via a proposed lateral to the extended Rider Street storm drain. All runoff would be conveyed to downstream facilities where groundwater infiltration would continue to occur (i.e., the San Jacinto River, Canyon Lake, and Lake Elsinore). All drainage facilities have been designed to drain within 48 hours to preclude potential vector hazards.</p>
<p>HC 15.1 through 15.7, Environmental Justice.</p>	
<p>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.</p>	<p><u>Not Applicable.</u> Policy HC 16.1 provides direction to County staff and decision makers regarding the Salton Sea and other bodies of water. There are no bodies of water associated with the proposed Project.</p>
<p>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</p>	<p><u>Not Applicable.</u> Policy HC 16.2 provides direction to County staff and decision makers regarding improving public health and limiting pollution exposure in environmental justice communities. The Project site is located in</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
environmental justice constraints in environmental justice communities.	a designated as an Environmental Justice (EJ) community by the Riverside County General Plan and is located in a SB 535 Disadvantaged Community identified by the California Environmental Protection Agency (CalEPA). The State provides California Climate Investment funding appropriated by the State Legislature from the proceeds of the State’s Cap-and-Trade Program for investment in disadvantaged communities. The funding is used for programs that reduce emissions of greenhouse gases with at least 25% of the funding going to projects that provide a benefit to disadvantaged communities and at least 10 percent of the funding going to projects located within those communities (CalEPA, 2022).
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 regarding funding for community initiated clean air projects.
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 regarding funding for low income residents and communities to municipal water and wastewater services.
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 regarding positioning of land uses being located near sensitive receptors. No sensitive receptors are proposed as part of the Project.
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> The Project design and operational characteristics are consistent with the Good Neighbor Policy. A demonstration of consistency is provided as part of the Project’s application materials on file with the County Planning Department.
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>Not Applicable.</u> HC 16.7 provides direction to County staff and decision makers regarding contamination removal of private and public facilities. As documented in EIR Subsection 4.9 <i>Hazards and Hazardous Materials</i> based on the results of the Project’s Phase I ESA (<i>Technical Appendix H</i>), the



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code § 65962.5.
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> HC 16.8 provides direction to County staff and decision makers regarding recommendation and evaluation of pollutant capping in EJ communities. As documented in EIR Subsection 4.3, <i>Air Quality</i> , air quality emissions associated with the Project would be below all applicable SCAQMD thresholds of significance. Impacts to air quality would be less than significant, requiring no mitigation
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 to coordinate with SCAQMD and is not applicable to the proposed Project. The Project would comply with all applicable SCAQMD Rules. As documented in EIR Subsection 4.3, <i>Air Quality</i> , air quality emissions associated with the Project would be below all applicable SCAQMD thresholds of significance. Impacts to air quality would be less than significant, requiring no mitigation
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 site is currently located in the Community Development Foundation Component and the Project entails development of 36.0 acres of the site with light industrial uses instead of the residential uses previously planned. The proposed light industrial land use follows a logical and orderly extension of light industrial warehouse land uses established to the east, northeast, and southeast of the Project site. The Project design includes an approximate 6.0 acre landscape buffer to establish a physical demarcation between employment uses to the southeast and northeast and an established residential neighborhood to the west. The Project design includes the provision of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. The Project involves the consolidation of parcels into a single development plan and the establishment of a logical and well-planned transition from light industrial warehouse uses to the east and a residential community to the west. The Project will provide roadway frontage improvements along Walnut Street, Rider Street, and Patterson Avenue complete with community trails and sidewalks along Walnut Street and Patterson Avenue and a sidewalk



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General Plan Policy	Project Consistency
	along Rider Street. Although there are currently no existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
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> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street to assist in providing a connected non-vehicular circulation system in the community.
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 cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.	<u>Consistent.</u> Policy HC 16.12 provides direction to County staff and decision makers about transportation system design and is not applicable to the proposed Project. The Project will provide roadway frontage improvements consistent with the designated street classifications of Walnut Street, Rider Street, and Patterson Avenue complete with community trails and sidewalks along Walnut Street and Patterson Avenue and a sidewalk along Rider Street
HC 16.13: Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.	<u>Consistent.</u> A desired physical barrier is proposed as part of the Project in the form of a landscaped berm along the western boundary of the Project site. The proposed landscaped berm would serve as a physical separation and buffer between an established residential community to the west and light industrial warehouse development to the east.
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 Project would not be considered a point source polluter. Regardless, the Project would not result in substantial sources of air pollution as demonstrated in the Project’s EIR Subsection 4.3, <i>Air Quality</i> . The Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. 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 Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.
HC 16.15* Assure that site plan design protects people and land, particularly sensitive	<u>Consistent.</u> The Project would not result in substantial sources of air pollution



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
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.	as demonstrated in the Project’s EIR Subsection 4.3, <i>Air Quality</i> . The Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. 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 Quality</i> , of the Project’s EIR. As concluded therein, the Project would not subject nearby sensitive emission receptors to substantial pollutant concentrations.
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 Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. The buffer area is designed to include densely planted trees and other plant materials that will assist with trapping particulates.
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>Not Applicable</u> . Policy HC 16.17 provides direction to County staff and decision makers regarding a tree planting program and is not applicable to the proposed Project. However, the Project design includes an approximate 6.0 acre landscaped berm to establish a physical separation and distance buffer between employment uses to the east and an established residential neighborhood to the west. The buffer area is designed to include densely planted trees and other plant materials that will assist with trapping particulates.
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 accommodate a light industrial warehouse use which would increase the employment opportunities available within the Mead Valley community of Riverside County. The Project would assist the County in reducing VMT by providing for employment-generating land uses on the site that would reduce the need for County residents to commute outside of the County for employment.
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>Consistent</u> . The Project provides community trail segments and sidewalk along the site’s frontages with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street to promote non-vehicular circulation in the community. Bicycle racks also will be provided on the Project site for use by employees and visitors to the Project site. Although there are currently no



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	existing bus routes that serve the roadways in close proximity to the proposed Project, the Project does not preclude the Riverside Transit Authority from adding nearby transit routes and stops in the future.
<p>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 multimodal active transportation infrastructure.</p>	<p><u>Not Applicable.</u> Policy HC 16.20 provides direction to County staff and decision makers about alternative transportation mode coordination and is not applicable to the proposed Project. The Project design includes the provision of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. Bicycle racks also will be provided on the site.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy HC 16.21 provides direction to County staff and decision makers regarding voluntary trip reduction programming and is not applicable to the proposed Project. However, passenger vehicle EV charging will be provide on the site for employees and visitors to the proposed light industrial warehouse in accordance with CALGreen and the County’s Development Code.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy HC 16.22 provides direction to County staff and decision makers regarding countywide programs and is not applicable to the proposed Project.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy HC 16.23 provides direction to County staff and decision makers regarding countywide programs and is not applicable to the proposed Project. However, as indicated in the Project’s EIR, the Project would result in less-than-significant impacts due to toxic substances, noise, and localized air pollution. Furthermore, the underground infiltration systems have been designed to detain runoff and provide water quality treatment, and would reduce pollutants of concern in runoff leaving the Project site, such as bacterial indicators, metals, nutrients, pesticides, toxic organic compounds, sediments, trash/debris, and oil/grease.</p>
<p>HC 16.24: Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and</p>	<p><u>Not Applicable.</u> Policy HC 16.24 provides direction to County staff and decision makers regarding the relationship between industrial development</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>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.</p>	<p>and agricultural uses. There are no agricultural uses proposed as part of the Project. The topics of noise, land use, traffic and greenhouse gas emissions are covered in the Project’s EIR Subsections 4.13 <i>Noise</i>, 4.11 <i>Land Use and Planning</i>, 4.8 <i>Greenhouse Gas Emissions</i>, and 4.18 <i>Transportation</i> and demonstrate that impacts would be less than significant except for transportation noise. Although noise modeling shows that off-site transportation noise would be significant and unmitigable along one roadway segment, the residential receptors would not experience an unacceptable noise level increase.</p>
<p>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.</p>	<p><u>Not Applicable.</u> The Project site is not classified by the State Mining and Geology Board as being of regional or statewide significance. According to mapping information available from the California Department of Conservation, the Project site is classified as MRZ-3, which indicates that the Project site occurs in an area of undetermined mineral resource significance. Accordingly, the Project site does not contain any areas of known mineral resources.</p>
<p>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:</p> <ul style="list-style-type: none"> 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. 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><u>Not Applicable.</u> Policy HC 16.26 provides direction to County staff and decision makers regarding enforcing the County of Riverside Hazardous Waste Management Plan and is not applicable to the proposed Project.</p>
<p>HC 17.1 through 17.7, Food Access Policies</p>	<p><u>Not Applicable.</u> HC Policies HC 17.1 through HC 17.8 provide direction to County staff and decision makers about coordination with transit providers and are not applicable to the proposed Project.</p>
<p>HC 18.1 through 18.6, Safe and Sanitary Home Policies</p>	<p><u>Not Applicable.</u> Policies HC 18.1 through HC 18.6 provide direction to County staff and decision makers about countywide policies related to residential code compliance and are not applicable to the proposed Project.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
HC 18.7: Discourage industrial, agricultural and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land use proposals.	<u>Not Applicable</u> . Policy HC 18.7 provides direction to County staff and decision makers regarding countywide notification programs and is not applicable to the proposed Project.
HC 18.8: Work with the development community including small property and mobile home park owners so new residential development, particularly for low income households, is designed to limit their exposure to high noise levels, pesticide and fertilizer exposure, dust pollution, and other potential impacts associated with adjacent industrial and agricultural uses.	<u>Not Applicable</u> . Policy HC 18.8 provides direction to County staff and decision makers regarding countywide programs. No new residential development is proposed as part of the Project.



HC 18.9: Encourage the location and design of new developments to visually enhance and not degrade the character of the surrounding area through consideration of the following concepts.

- a. Using design standards of the appropriate Area Plan land use category.
- b. Construction of structures 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. Use of drought tolerant landscaping that incorporates adequate drought-conscious irrigation systems.
- e. Application of energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy.
- f. Application of 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.
- 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.
- i. Include consistent and well-designed signage that is integrated with the building's architectural character.
- j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
- k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.

Consistent. The Project would not conflict with any of the concepts of Policy HC 18.9. The Project is required to comply with Riverside County's zoning, building, and other pertinent codes and regulations. The Project's conceptual landscape plan incorporates drought tolerant landscaping and adequate drought-conscious irrigation systems. The Project provides adequate space for pedestrian connectivity and access via the provision of community trail segments along the site's frontage with Walnut Street and Patterson Avenue and a sidewalk segment along Rider Street, and provides open space through the provision of an approximately 6.0 acre landscaped buffer along the western side of the Project site. Additionally, and as discussed in the Project's EIR Subsection 4.1, *Aesthetics*, the Project would be visually compatible with existing and planned developments in the surrounding area and would not conflict with the character of the surrounding area. Vehicular access and parking meet County standards and driveway connections will be available from only Rider Street and Patterson Avenue, with no driveways connecting to Walnut Street. Through Project design features, by following County ordinances, and through required mitigation measures as described in the Project's EIR, noise, odors, lighting, wildfire, and other impacts would not adversely affect surrounding properties. As part of its review of future implementing building permits for the Project, Riverside County would review proposed signage plans for compliance with this policy.



- l. Mitigate noise, odor, lighting, pollution exposure and other impacts on surrounding properties.
- m. Provide and maintain landscaping in open spaces and parking lots.

- n. As feasible, maximize landscape coverage with emphasis on drought-tolerant landscaping.

- o. Preserve, as feasible, 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. Require, as feasible, 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.

- q. Design parking lots and structures to be functionally and visually integrated and connected.

- r. As feasible, site building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity where such pass-through areas include wayfinding signage, street trees, grade and lateral separation from roads, all with consideration given to adequate safety lighting, and landscape screening.

- s. Encourage safe and frequent pedestrian crossings and ensure that sidewalks and other pedestrian walkways provide continuity between land uses essential to a functional lifestyle, and as needed such sidewalks and pedestrian walkways should provide sufficient lighting and signage to ensure public safety.

- t. Encourage creation of 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.



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.

v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
<p>HC 18.10: Work with local service and utility providers to monitor and expand the capacities of infrastructure and services in coordination with outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service and that such capacity analysis also addresses the infrastructure and service needs of existing disadvantaged communities. Develop contingency plans for growing areas that are near or exceeding the current infrastructure capacity.</p>	<p><u>Not Applicable.</u> Policy HC 18.10 provides direction to County staff and decision makers about infrastructure capacity and contingency plans and is not applicable to the proposed Project.</p>
<p>HC 18.11: In coordination with service agencies, limit or prohibit new development or activities in areas lacking water and access roads in the absence of a plan to address such deficiencies to meet the needs of both new development and within existing disadvantaged communities. Work with community partners and service agencies to establish future plans to meet needs for potential community growth in areas lacking water and road infrastructure.</p>	<p><u>Not Applicable.</u> Policy HC 18.11 provides direction to County staff and decision makers about countywide development policies.</p>
<p>HC 18.12: Prioritize the development of safe and affordable housing in EJ Communities while at the same time minimizing the displacement of existing residents consistent with Housing Element, Goal 2, Action 2.1h and as may be amended by the 6th Cycle Housing Element. Affordable housing projects should include various housing types that respond to community priorities and input.</p>	<p><u>Not Applicable.</u> Policy HC 18.12 provides direction to County staff and decision makers about countywide policies. There is no housing development proposed with the Project.</p>
<p>HC 18.13: Plan for the removal or remediation of hazardous material from older homes and mobile homes including but not limited to asbestos and lead containing material.</p>	<p><u>Consistent.</u> As indicated in EIR Subsection 4.9, <i>Hazards and Hazardous Materials</i> two of the existing residential buildings on site were reported to have been built around 1967. The use of asbestos containing construction materials (ACCMs) (a known carcinogen) and lead-based paint (LBP) (a known toxin) were common in building construction prior to 1978. SCAQMD Rule 1403 would apply to the Project, which requires notification of the SCAQMD prior to commencing any demolition or renovation activities. Rule 1403 also sets forth specific procedures for the removal of asbestos, and requires that an on-site representative trained in the requirements of Rule 1403 be present during the stripping, removing, handling, or disturbing of ACMs. Mandatory compliance with the provisions of Rule 1403 would ensure that construction-related demolition activities do not expose construction workers or nearby sensitive receptors to significant health risks associated with ACMs. Because the Project would be required to comply with AQMD Rule 1403 during demolition activities, impacts due to potential asbestos exposure would be less than significant.</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	<p>During demolition of the existing residential buildings on-site, there also is a potential to expose construction workers to health hazards associated with LBPs. Title 17, California Code of Regulations (CCR), Division 1, Chapter 8: <i>Accreditation, Certification and Work Practices for Lead-Based Paint and Lead Hazards</i>, defines and regulates lead-based paint. Any detectable amount of lead is regulated. The Project Applicant would be required to comply with Title 17, California Code of Regulations (CCR), Division 1, Chapter 8, which includes requirements such as employer provided training, air monitoring, protective clothing, respirators, and hand washing facilities. Mandatory compliance with these requirements would ensure that construction workers and the public are not exposed to significant LBP health hazards during demolition and/or during transport of demolition waste to an appropriate disposal facility, and would ensure that impacts related to LBP remain less than significant.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy HC 19.1 provides direction to County staff and decision makers regarding the feasibility for recreational bodies of water.</p>
<p>HC 19.2: Develop of [sic] high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.</p>	<p><u>Not Applicable.</u> Policy HC 19.2 provides direction to County staff and decision makers regarding the development of high-quality parks, green space, hiking trails, recreational facilities, and natural environments. None of which are proposed as part of the Project. However, A community trail is proposed along Patterson Avenue and Walnut Street.</p>
<p>HC 19.3: Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements.</p>	<p><u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. No Class I or Class II bike lanes are planned for the roadways fronting the Project site.</p>
<p>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.</p>	<p><u>Not Applicable.</u> Policy HC 19.4 provides direction to County staff and decision makers about alternative transportation mode coordination and is not applicable to the proposed Project. The Project design includes the provision</p>



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
	of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. Bicycle racks also will be provided on the site.
HC 19.5 Paseos, pedestrian and bicycle paths should be provided between residential structures and nonresidential structures.	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 8, the Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. No Class I or Class II bike lanes are planned for the roadways fronting the Project site.
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 about alternative transportation mode coordination and is not applicable to the proposed Project. The Project design includes the provision of community trail segments along the Project site’s frontages with Walnut Street and Patterson Avenue, contributing to the trail network and encouraging non-vehicular circulation through the community. Bicycle racks also will be provided on the site.
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>Not Applicable.</u> Policy HC 19.7 provides direction to County staff and decision makers about community enhancements that are not proposed as part of the Project.
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> Policy HC 19.8 provides direction to County staff and decision makers about supporting transit development and connections and is not applicable to the proposed Project. The Project does not include high density residential uses. The Project will provide roadway frontage improvements along Walnut Street, Rider Street, and Patterson Avenue complete with community trails and sidewalks along Walnut Street and Patterson Avenue and a sidewalk along Rider Street
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> The Project does not include a recreational facility use.
HC 20.1 through HC 20.9, Public Facilities	<u>Not Applicable.</u> Policies HC 20.1 through HC 20.9 provide direction to County staff and decision makers regarding public facilities and are not applicable to the proposed Project. No public facilities are proposed as part of the Project.



Table 1 Project Consistency with the County of Riverside General Plan Policies

General Plan Policy	Project Consistency
HC 21.1, Health Care Facilities	<u>Not Applicable.</u> Policy HC 22-1 provides direction to County staff and decision makers regarding health care facility access and is not applicable to the proposed Project.
HC 22.1 through HC 22.5, Other EJ Related Policies	<u>Not Applicable.</u> Policies HC 22.1 through HC 22.5 provide direction to County staff and decision makers on various Environmental Justice items that are not applicable to the proposed Project.



1.7 Analysis of Project Consistency with the Mead Valley Area Plan

Table 2 provides an analysis of the Project’s consistency with the Temescal Canyon Area Plan (MVAP) of Riverside County General Plan.

Table 2 Project Consistency with the Mead Valley Area Plan Land Use Policies

MVAP Policy	Project Consistency
MVAP 1.1 – MVAP 1.2	<u>Not Applicable.</u> The Project site is not located in the area where the design theme policies apply.
MVAP 2.1: 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 for the MARB. The Riverside County Airport Land Use Commission reviewed the proposed Project and found the Project consistent with MARB operations. Refer to the ALUC communication contained in the Project’s EIR Technical Appendix M.
MVAP 3.1 – MVAP 3.4: Rural Village Land Use Overlay	<u>Not Applicable.</u> The Project site is not located within the Rural Village Land Use Overlay.
MVAP 4.1: Existing commercial and industrial uses may be relocated to any location within the Highway 74 Good Hope Policy Area, the Highway 74 Perris Policy Area, or the Rural Village Land Use Overlay, as necessary in conjunction with the widening of State Highway Route 74.	<u>Not Applicable.</u> The Project site is not located in either Highway 74 Good Hope Policy Area and/or Highway 74 Perris Policy Area.
MVAP 5.1- MVAP 5.30	<u>Not Applicable.</u> The Project site is not located within the areas discussed in MVAP 5.1 through MVAP 5.30
MVAP 6.1: In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR would be required to address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area.	<u>Consistent.</u> In conformance with Policy MVAP 6.1 an Environmental Impact Report (EIR, SCH No. 2022120110) has been prepared assessing the potential impacts of the proposed Project.



Table 2 Project Consistency with the Mead Valley Area Plan Land Use Policies

MVAP Policy	Project Consistency
MVAP 6.2: A minimum 50 foot setback shall be required for any new industrial project on properties zoned I-P, if that property abuts a property that is zoned for residential, agricultural, or commercial uses. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.	<u>Consistent.</u> The Project design includes an approximate 6.0 acre landscape buffer to establish a physical separation between employment uses to the east and an established residential neighborhood to the west, which will improve community aesthetics and quality of life in the immediate area by blocking line of sight between the existing residences and employment uses to the east.
MVAP 7.1: Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District.	<u>Not Applicable.</u> The Project site is located within the First Supervisorial District.
MVAP 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> According to MVAP Figure 7, Mead Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area, the Project site is located within the limits of “Zone B” of the Mt. Palomar Observatory Lighting Policy Area (Riverside County, 2021b, Figure 7). As such, the Project site is subject to the outdoor lighting policies and requirements applicable to Zone B that are stated in Riverside County Ordinance No. 655.
MVAP 9.1: Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the Functional Classifications section in the General Plan Circulation Element.	<u>Consistent.</u> Roadway improvements proposed as part of the Project are consistent with MVAP Figure 8. The Project would be consistent with the functional classifications and standards specified in the General Plan Circulation Element.
MVAP 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> A Project-specific traffic analysis was prepared and is included as EIR <i>Technical Appendix L2</i> . Additionally, EIR Subsection 4.18, <i>Transportation</i> , includes an analysis of the Project’s effects on LOS, and conditions of approval are identified to ensure acceptable LOS is achieved at all study area facilities within the jurisdiction of Riverside County.
MVAP 10.1: Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.	<u>Not Applicable.</u> Policy MVAP 10.1 provides direction to County staff and decision makers regarding railroad enhancement and maintenance. There are no railroad facilities associated with the Proposed Project.
MVAP 10.2: Work with AMTRAK and MetroLink authorities to accommodate passenger rail service (which may include, but need not be limited to, commuter rail service) along this line, with a possible station located within, or in the vicinity of, the Community Center Overlay area.	<u>Not Applicable.</u> Policy MVAP 10.2 provides direction to County staff and decision makers about public transit accommodations and is not applicable to the proposed Project.



Table 2 Project Consistency with the Mead Valley Area Plan Land Use Policies

MVAP Policy	Project Consistency
MVAP 11.1 Maintain and improve the trails and bikeways system to reflect Figure 9, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.	<u>Consistent.</u> As part of the Project, and in conformance with MVAP Figure 9, the Project would accommodate a community trail segment along the Project site’s frontage with Patterson Avenue. In addition, the Project Applicant has agreed to provide an additional trail segment along the site’s frontage with Walnut Street. No Class I or Class II bike lanes are planned for the roadways fronting the Project site.
MVAP 11.2: Install diamond-shaped warning signs indicating Warning: Trail Crossing or depicting the equivalent international graphic symbol at locations where regional or community trails cross public roads with high amounts of traffic, such as Cajalco Road	<u>Consistent.</u> As part of the Project, a community trail and sidewalk would be provide along the site’s frontage with Patterson Avenue and Walnut Street and a sidewalk would be provided along Rider Street. Crosswalks are planned at the intersection of Rider Street/Patterson Avenue and Patterson Avenue/Walnut Street in accordance with County standards.
MVAP 12.1 Protect the scenic highways in the Mead Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land use, Multipurpose Open Space and Circulation Elements.	<u>Not Applicable.</u> The nearest State-eligible scenic highway is SR 74, located approximately 3.3 miles south of the Project site. The nearest County-eligible scenic highway is Interstate 215 (I-215), located approximately 0.4-mile east of the Project site. The Project site is not visible from these corridors due to distance and intervening development. As part of its review of future implementing building permits for the Project, Riverside County would review proposed signage plans for compliance with this policy.
MVAP 13.1: Support the development and implementation of the Transit Oasis (and in the vicinity of) the Community Center Overlay area within the Mead Valley Area Plan in accordance with the General Plan Circulation Element.	<u>Not Applicable.</u> Policy MVAP 13.1 provides direction to County staff and decision makers regarding transit and transit development and are not applicable to the proposed Project.
MVAP 14.1: Accommodate the East-West CETAP Corridor in accordance with the General Plan Circulation Element.	<u>Not Applicable.</u> The CETAP Corridor is not planned to cross the Project site.
MVAP 15.1: Protect the Santa Ana River watershed, its tributaries, 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 Multipurpose Open Space Element.	<u>Consistent.</u> The Project site is not located in a floodplain. As documented in EIR Subsection 4.10, <i>Hydrology and Water Quality</i> , Project-related impacts due to pollutant discharge into storm drainage systems, natural drainages, and aquifers would be less than significant. Discharge from the Project’s underground detention systems would be conveyed northerly via proposed private storm drains to the proposed on-site bioretention basin in the northeast corner of the site for treatment, then further north via a proposed lateral to the extended Rider Street storm drain. As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures the Project would be consistent with the provisions of the MSHCP.



Table 2 Project Consistency with the Mead Valley Area Plan Land Use Policies

MVAP Policy	Project Consistency
MVAP 16.1: Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.	<u>Not Applicable.</u> The Project site and off-site improvement areas do not contain any oak trees or vegetation communities containing oak trees. As such, the Project has no potential to conflict with the County's Oak Tree Management Guidelines.
MVAP 17.1: Conserve existing intact upland habitat blocks between the Steele Peak Reserve and a portion of the Lake Mathews/Estelle Mountain Reserve located in the Lake Mathews/Woodcrest Area Plan to the west, and between Motte-Rimrock Reserve and Bureau of Land Management (BLM) lands north/northeast of the Steele Peak Reserve, focusing on conservation of coastal sage scrub and annual grassland habitat.	<u>Not Applicable.</u> Policy MVAP 17.1 provides direction to County staff and decision makers about land conservation and upland habitats that are not applicable to the proposed Project. As demonstrated in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures the Project would be consistent with the provisions of the MSHCP.
MVAP 17.2: Conserve clay soils in southern needlegrass grasslands and sandy-granitic soils within chaparral and coastal sage scrub habitats capable of supporting Payson's jewelflower and long-spined spineflower, known to exist within the planning area.	<u>Not Applicable.</u> The Project site does not contain conditions to support the sensitive plants species noted in Policy MVAP 17.2.
MVAP 17.3: Conserve existing populations of the California gnatcatcher and Bell's sage sparrow in the Mead Valley planning area, including locations at Steele Peak Reserve and undeveloped lands to the north of this reserve and along its eastern fringes.	<u>Not Applicable.</u> The Project site does not support suitable potential habitat for birds associated with riparian habitats such as the least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. The limited riparian vegetation found on site is too small and isolated to provide nesting habitat for these species. The least Bell's vireo requires riparian corridors with a diversity of vegetative height, which is not present on site. The small and isolated nature of the riparian on site, as well as the ephemeral nature of the associated streambed, precludes the presence of the southwestern willow flycatcher and western yellow-billed cuckoo which both require standing or running water and dense patches of riparian habitat. (EIR Subsection 4.4, <i>Biological Resources</i>).
MVAP 17.4: Provide for a connection of intact habitat between the North Peak Conservation Bank (located within the Elsinore planning area), the Steele Peak Reserve, and the Lake Mathews/Estelle Mountain Reserve (located within the Lake Mathews/Woodcrest Area Plan).	<u>Not Applicable.</u> Policy MVAP 17.4 provides direction to County staff and decision makers about land conservation and upland habitats that are not applicable to the proposed Project.
MVAP 17.5: Conserve vernal pool complexes supporting thread-leaved brodiaea known to exist within Mead Valley.	<u>Not Applicable.</u> The Project site does not contain conditions to support the sensitive plants species noted in Policy MVAP 17.5.
MVAP 17.6 Protect sensitive biological resources in Mead Valley 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 in EIR Subsection 4.4, <i>Biological Resources</i> , with implementation of mitigation measures the Project would be consistent with the provisions of the MSHCP.



Table 2 Project Consistency with the Mead Valley Area Plan Land Use Policies

MVAP Policy	Project Consistency
MVAP 18.1: Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.	<u>Consistent.</u> According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C1410G, the Project site is located within “Zone X (unshaded),” which includes areas determined to be outside the 0.2% annual chance floodplain (FEMA, 2008). Accordingly, the Project site is not subject to flood hazards under existing conditions. The Project would be consistent with or otherwise would not conflict with the Flood and Inundation section of the General Plan Safety Element.
MVAP 18.2: Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County.	<u>Not Applicable.</u> The Project site is not located in a flood plain.
MVAP 18.3: 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>Not Applicable.</u> Policy MVAP 18.3 provide direction to County staff and decision makers about development requirements and is not applicable to the proposed Project.
MVAP 19.1: Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.	<u>Consistent.</u> The Project would be consistent with or otherwise would not conflict with the Fire Hazards section of the General Plan Safety Element.
MVAP 20.1: Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.	<u>Consistent.</u> The Project would be consistent with or otherwise would not conflict with the Seismic Hazards section of the General Plan Safety Element.
MVAP 21.1 Identify ridgelines that provide a significant visual resource for the Mead Valley planning area through adherence to the policies within the Hillside Development and Slope section of the General Plan Land Use Element.	<u>Not Applicable.</u> Policy MVAP 21.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
MVAP 21.2 Protect life and property through adherence to the Hillside Development and Slope policies of the General Plan Land Use Element, the Slope and Instability section of the General Plan Safety Element and policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.	<u>Consistent.</u> The Project would be consistent with or otherwise would not conflict with the Environmentally Sensitive Lands section of the General Plan Multipurpose Open Space Element, the Hillside Development and Slope section of the General Plan Land Use Element, the policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element, or the Slope and Soil Instability Hazards section of the General Plan Safety Element.