
**GENERAL PLAN CONSISTENCY ANALYSIS
FOR
FRENCH VALLEY (SPENCER'S CROSSING)
SPECIFIC PLAN No. 312
AMENDMENT No. 2**

RIVERSIDE COUNTY, CALIFORNIA

January 24, 2017



**General Plan Consistency Analysis
for
French Valley (Spencer's Crossing)
Specific Plan No. 312
Amendment No. 2**

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January 24, 2017

1.0 INTRODUCTION

1.1 Purpose and Intent

The purpose of this report is to analyze the proposed Project's (French Valley (Spencer's Crossing) Specific Plan No. 312, Amendment No. 2) consistency with the County of Riverside General Plan and the South West Area Plan. Table 1, *General Plan Consistency Analysis*, provides the Land Use Element 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 (Yes or No). Utilizing the same format as Table 1, Table 2, *South West Area Plan Consistency Analysis*, provides an analysis of the proposed Project's consistency with the South West Area Plan.

1.2 County of Riverside General Plan

The County of Riverside General Plan covers the entire unincorporated portion of Riverside and is augmented by 19 more detailed Area Plans covering Riverside County's territory with the exception of the undeveloped desert areas and the March Air Joint Reserve Base. The thrust of the General Plan is to manage the overall pattern of development more effectively. The Area Plans provide a clear and more focused opportunity to enhance community identity within the County of Riverside and stimulate quality of life at the community levels. (County of Riverside, 2015, I-1)

1.2.1 General Plan Elements and Policies

Land development patterns in the unincorporated areas of Riverside County are guided by the County of Riverside General Plan (herein "General Plan"). The General Plan is organized into eight separate elements, including Land Use, Circulation, Multipurpose Open Space, Safety, Noise, Housing, Air Quality, and Healthy Communities, which establish County-wide policies to guide the County's vision for future development. Each policy is identified by both its element and sequential number. Policies can also be followed by a set of number in parenthesis which denotes a reference to the action related to the policy (County of Riverside, 2015, p. I-10).

1.3 Project Description

The entire French Valley Specific Plan Project site is approximately 628.5 acres. The French Valley Specific Plan No. 312 Amendment No. 2 (SP 312A2) proposes the development of the 221.5 acres with 516 medium density residential units on 119.4 acres, 237 medium- high density residential units on 45.3 acres, an 11.6-acre elementary (K-5) school site, 10.7 acres of open space recreation, 11.8 acres dedicated to water quality basins, 4.4 acres of open space conservation, and 18.3 acres of circulation roadways. For a complete description of the proposed Project, please refer to French Valley SP 312A2 EIR, Section 3.0, *Project Description*.

1.4 Project Location

The approximately 628.5-acre Project site is located in an urbanizing area of unincorporated western Riverside County, California, just north of the City of Murrieta and south of the City of Menifee. At the local scale, the Project site is located south of Keller Road, east of Lasker Lane, and west of Leon Road. The Project site is located within the County of Riverside General Plan's Southwest Area Plan. For a complete description of the Project's location, please refer to French Valley SP 312A2 EIR, Section 2.0, *Environmental Setting*.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
<p>LAND USE ELEMENT – COUNTYWIDE POLICIES The Countywide Policies address countywide issues that are general in nature and may apply to numerous locations and land use designations within the planning area. Although all countywide policies are not applicable to the proposed Project, for the purposes of transparency, all countywide policies are analyzed and where appropriate, are noted as not applicable to the proposed Project.</p>			
<p>Administration</p>			
2003 GP 2016 GP		LU 1.1 through LU 1.12	Policies in the Administrative section of the Land Use Element primarily address administrative functions of the County. The proposed Project does not conflict with these administrative functions. Therefore, the Project as proposed is consistent with Policies LU 1.1 through LU 1.12.
2003 GP 2016 GP	LU 1.1	Allow for the continued occupancy, operation, and maintenance of legal uses and structures that exist at the time of the adoption of the General Plan and become non-conforming due to use, density, and/or development requirements.	
2003 GP 2016 GP	LU 1.2	Encourage existing non-conforming uses to transition into conformance with the new land use designation and/or policy.	
2003 GP 2016 GP	LU 1.3	The County will notify city planning departments about new proposed discretionary projects that are located adjacent to cities or within their spheres of influence, with sufficient advance notice to allow for City-County coordination and city comments at public hearings. The County is willing to consider entering into intergovernmental agreements with cities and other governmental entities to address matters of mutual concern relating to land use, infrastructure, the environment, and other subjects relating to development activity in both the County and the cities or other governmental entities.	
2003 GP 2016 GP	LU 1.4	Require that annexations allow the County of Riverside to maintain a sufficient tax base or other revenue base to pay for their necessary services.	

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP	LU 1.5	The County of Riverside shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management, child care with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions. (AI 4, 16)	
2016 GP	LU 1.5	The County of Riverside shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, watershed and habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions. (AI 4, 16)	
2003 GP 2016 GP	LU 1.6	Coordinate with local agencies, such as LAFCO, service providers and utilities, to ensure adequate service provision for new development. (AI 4)	
2003 GP	LU 1.7	Within five years of the adoption of this General Plan, review all Specific Plans that have been in effect for 20 or more years in order to determine whether the types and intensities of proposed development remain appropriate for undeveloped areas within the Specific Plan boundaries. In conjunction with each Foundation General Plan Amendment (eight-year) cycle, prepare a report on Specific Plan implementation addressing all Specific Plans, with particular attention to Specific Plans that have reached their twentieth anniversary during that eight-year period. (AI 7)	
2016 GP	LU 1.7	During every General Plan Review Cycle all Specific Plans that have been in effect for 20 or more years shall be analyzed in order to	

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		<p>determine whether the types and intensities of proposed development remain appropriate for undeveloped areas within the Specific Plan boundaries. In conjunction with each Foundation General Plan Amendment (eight-year) cycle, prepare a report on Specific Plan implementation addressing all Specific Plans, with particular attention to Specific Plans that have reached their twentieth anniversary during that eight-year period. (AI 7)</p>	
<p>2003 GP 2016 GP</p>	<p>LU 1.8</p>	<p>As required by the Airport Land Use Law, submit certain proposed actions to the Riverside County Airport Land Use Commission for review. Such actions include proposed amendments to the General Plan, area plans, or specific plans, as well as proposed revisions to the zoning ordinance and building codes. (AI 4)</p>	
<p>2003 GP</p>	<p>LU 1.9</p>	<p>The zoning of properties consistent with this General Plan need not strictly conform to the level of development intensity or residential density specified on General Plan or Area Plan land use maps. In the event that an existing property is smaller in area than would be required by the General Plan, zoning that recognizes the existing lot size may be applied. (AI 1)</p>	
<p>2016 GP</p>	<p>LU 1.9</p>	<p>In the event that an existing property is smaller in area than would be required by the General Plan, zoning that recognizes the existing lot size may be applied. (AI 1)</p>	
<p>2003 GP 2016 GP</p>	<p>LU 1.10</p>	<p>The Area Plan designations of properties within adopted Specific Plans are provided for informational and illustrative purposes only. The actual designations of land are as specified in the applicable Specific Plan document.</p>	

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP 2016 GP	LU 1.11	<p>In conjunction with the adoption of the General Plan, each adopted Specific Plan is identified as a “Community Development” Specific Plan, a Rural Community Specific Plan, or a Rural Specific Plan. Future Specific Plans shall be similarly identified at the time of adoption. The following Specific Plan Amendments and Specific Plan Substantial Conformance applications shall not be interpreted to constitute Foundation-level changes subject to the eight-year Foundation General Plan Amendment cycles:</p> <ul style="list-style-type: none"> a. All proposed land use designation changes within a Community Development Specific Plan; b. All proposed land use designation changes within a Rural Community Specific Plan, except those that propose to establish Community Development (other than Public Facilities) designations within its boundaries; c. All proposed land use designation changes within a Rural Specific Plan, except those that propose to establish Community Development (other than Public Facilities) or Rural Community designations within its boundaries. <p>A proposal to add a Public Facilities designation within a Rural Community or Rural Specific Plan shall not be considered a Foundation-level change.</p>	
2003 GP 2016 GP	LU 1.12	<p>Pursuant to state law, each land use designation that provides for residential development (other than caretakers’ dwellings)</p>	

Table 1, General Plan Consistency Analysis

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		<p>is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for general planning purposes, and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.</p>	
Efficient Use of Land			
<p>2003 GP 2016 GP</p>	<p>LU 2.1</p>	<p>Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)</p> <ul style="list-style-type: none"> a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services. b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities. c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses. d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible. 	<p>The FRENCH VALLEY Specific Plan sets forth a comprehensive plan for the 628.5-acre site in an urbanizing area of unincorporated Western Riverside County. The Specific Plan incorporates a mixture of land uses including residential, public facility (i.e. school), parks, and open space. Within residential areas, the Specific Plan also promotes variety among the types of residential product types and densities. The combination of these uses and the associated circulation network establishes a development pattern that achieves the desired character for the FRENCH VALLEY Specific Plan.</p> <p>The area envisioned for future residential development is subordinate to the existing County General Plan and South West Area Plan’s (SWAP) goal of developing the site to guide the evolving character of the surrounding area and cities of Murrieta and Temecula. Thus, the Project as proposed is consistent with Policy LU 2.1.</p>

Table 1, General Plan Consistency Analysis

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		<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>	
Community Design			
2003 GP	LU 3.1	<p>Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10)</p> <p>a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, child care and housing.</p> <p>Encourage the siting of child day care centers compatible with community needs, land use and character, and encourage such centers to be available, accessible and affordable for all economic levels.</p> <p>b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.</p>	<p>The Specific Plan incorporates a mixture of land uses including residential, public facility (i.e. school), parks, and open space. The land uses proposed by the Project promote the efficient use of land and accommodate sufficient areas of recreation and open space to serve the future on-site population. Sidewalks, trails, paseos, and bike lanes provide residents with street and trail networks that connect residential neighborhoods to open space and parks. The Project incorporates design guidelines and development standards that serve to promote a high-quality development. Thus, the Project as proposed is consistent with Policy LU 3.1.</p>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<p>c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.</p> <p>d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.</p> <p>e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision. f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).</p> <p>g. Provide the opportunity to link communities through access to multi-modal transportation systems.</p>	
2016 GP	LU 3.1	<p>Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10, 125)</p> <p>a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.</p> <p>b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.</p>	<p>The Specific Plan incorporates a mixture of land uses including residential, public facility (i.e. school), parks, and open space. The land uses proposed by the Project promote the efficient use of land and accommodate sufficient areas of recreation and open space to serve the future on-site population. Sidewalks, trails, paseos, and bike lanes provide residents with street and trail networks that connect residential neighborhoods to open space and parks. The Project incorporates design guidelines and development standards that serve to promote a high-quality development. Thus, the Project as proposed is consistent with Policy LU 3.1.</p>

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2003 GP 2016 GP	LU 3.2	Use open space, greenways, recreational lands, and water- courses as community separators. (AI 25, 40, 60, 61)	The FRENCH VALLEY Specific Plan includes open space and parks in certain areas of the Specific Plan area that act as community separators. A greenbelt and pedestrian paseo is provided within Planning Areas 2A through 2D to buffer the drainage course from the developed portions of the community as well as serve as an aesthetic and recreational amenity. The stormwater detention facilities provided within Planning Areas 3A and 3B, stormwater retention/WQMP basins provided within Planning Areas 3C through 3E, and the linear park within Planning Area 41 act as community separators in portions of the community. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 3.2.
2003 GP 2016 GP	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)	The FRENCH VALLEY Specific Plan is located in the Southwest Area Plan of Riverside County that is developing as a community that complements the evolving character of the unincorporated land surrounding the cities of Murrieta and Temecula. The FRENCH VALLEY Specific Plan includes

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			residential and recreational land uses that complement other new developments in the immediate vicinity of the site. The Specific Plan has a coherent design theme that is carried throughout the project through the landscape architecture. Therefore, the Project is consistent with Policy LU 3.3.
Project Design			
2003 GP	LU 4.1	<p>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> <p>a. Compliance with the design standards of the appropriate area plan land use category.</p> <p>b. Require that structures be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations.</p> <p>c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.</p> <p>d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.</p> <p>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 of the California Administrative Code.</p> <p>f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous</p>	<p>The Specific Plan implements measures appropriate to the County of Riverside and Southwest Area Plan to ensure that project design elements visually enhance and do not degrade the surrounding area.</p> <p>The Specific Plan’s Development Standards, Design Guidelines, and Zoning Ordinance require all structures within the project to be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations.</p> <p>The Specific Plan’s Development Standards and Design Guidelines includes a proposed landscape plan that describes the landscaping, plants, walls, fences, monumentation, and land use transitions within the project.</p> <p>In addition, the Project improves the aesthetic characteristics of the surrounding area by improving roads, installing drought tolerant landscaping which reflects the community’s overall design theme, including signage and monumentation, and providing high-quality energy efficient and water efficient architectural design and construction to the proposed buildings on the property.</p> <p>All noise, odor, lighting, and other impacts to surrounding properties have been addressed in the EIR. Implementation of the Specific Plan’s Conditions of Approval will mitigate any impacts to surrounding properties accordingly.</p> <p>Sidewalks, trails, paseos, and bike lanes provide residents with safe street and trail networks that connect residential neighborhoods to open space and parks and encourage pedestrian activity throughout the community. Landscaping is provided in open space areas, public parks, and trails throughout the project.</p> <p>Thus, the Project as proposed is consistent with Policy LU 4.1.</p>

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		<p>pavement, drought tolerant landscaping, and water recycling, as appropriate.</p> <p>g. Encourage innovative and creative design concepts.</p> <p>h. Encourage the provision of public art. Encourage creative use of children’s art as public art. An example of this would be a child day care center utilizing appropriate design elements (such as murals made by the children in place of a plain painted wall). If the project area is of historical significance, consider including that element into the project design.</p> <p>i. Include consistent and well-designed signage that is integrated with the building’s architectural character.</p> <p>j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.</p> <p>k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.</p> <p>l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.</p> <p>m. Provide and maintain landscaping in open spaces and parking lots.</p> <p>n. Include extensive landscaping.</p> <p>o. Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they</p>	

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		<p>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>	
2016 GP	LU 4.1	<p>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> <p>a. Compliance with the design standards of the appropriate area plan land use category.</p> <p>b. Require that structures be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations.</p>	<p>The Specific Plan implements measures appropriate to the County of Riverside and Southwest Area Plan to ensure that project design elements visually enhance and do not degrade the surrounding area.</p> <p>The Specific Plan’s Development Standards, Design Guidelines, and Zoning Ordinance require all structures within the project to be constructed in accordance with the requirements of Riverside County’s zoning, building, and other pertinent codes and regulations.</p> <p>The Specific Plan’s Development Standards and Design Guidelines includes a proposed landscape plan that describes the landscaping, plants, walls, fences, monumentation, and land use transitions within the project.</p>

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		<p>c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.</p> <p>d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.</p> <p>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).</p> <p>f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.</p> <p>g. Encourage innovative and creative design concepts.</p> <p>h. Encourage the provision of public art that enhances the community’s identity, which may include elements of historical significance and creative use of children’s art.</p> <p>i. Include consistent and well-designed signage that is integrated with the building’s architectural character.</p> <p>j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.</p>	<p>In addition, the Project improves the aesthetic characteristics of the surrounding area by improving roads, installing drought tolerant landscaping which reflects the community’s overall design theme, including signage and monumentation, and providing high-quality energy efficient and water efficient architectural design and construction to the proposed buildings on the property.</p> <p>All noise, odor, lighting, and other impacts to surrounding properties have been addressed in the EIR. Implementation of the Specific Plan’s Conditions of Approval will mitigate any impacts to surrounding properties accordingly.</p> <p>Sidewalks, trails, paseos, and bike lanes provide residents with safe street and trail networks that connect residential neighborhoods to open space and parks and encourage pedestrian activity throughout the community. Landscaping is provided in open space areas, public parks, and trails throughout the project.</p> <p>Thus, the Project as proposed is consistent with Policy LU 4.1.</p>

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		<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</p>	

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		<p>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>	
Infrastructure, Public Facilities and Service Provision			
2003 GP	LU 5.1	<p>Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and child day care centers (i.e. infant, toddlers, preschool and school age children), transportation systems, and fire/police/medical services.</p>	<p>All infrastructure necessary to serve the Project is developed in conjunction with the FRENCH VALLEY Specific Plan. The proposed project includes a site for a public school as well as three public parks and two private recreation areas, as well as all necessary utility and transportation infrastructure to support the project. In addition, the proposed Project complies with the County’s Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for fire, police protection, and health care services that are created by the Project. Therefore, the Project as proposed is consistent with LU 5.1.</p>
2016 GP	LU 5.1	<p>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.</p>	<p>All infrastructure necessary to serve the Project is developed in conjunction with the FRENCH VALLEY Specific Plan. The proposed project includes a site for a public school as well as three public parks and two private recreation areas, as well as all necessary utility and transportation infrastructure to support the project. In addition, the proposed Project complies with the County’s Development Impact Fee (DIF) Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for fire, police protection, and health care services that are created by the Project. Therefore, the Project as proposed is consistent with LU 5.1.</p>

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2003 GP 2016 GP	LU 5.2	Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.	The FRENCH VALLEY Specific Plan does not foster growth or a concentration of population in excess of what is anticipated in local and regional planning documents. The FRENCH VALLEY Specific Plan will install new public infrastructure improvements, including roads, drainage infrastructure, and other utility improvements to serve the FRENCH VALLEY Specific Plan and to provide a future connection point for land uses planned by the Riverside County General Plan. Therefore, the Project as proposed is consistent with LU 5.2.
2003 GP 2016 GP	LU 5.3	Review all projects for consistency with individual urban water management plans	As analyzed in EIR Section 4.9, <i>Hydrology and Water Quality</i> , the FRENCH VALLEY Specific Plan was determined to be consistent with the Urban Water Management Plan by the Eastern Municipal Water District (EMWD). Therefore, the Project is consistent with Policy LU 5.3.
Land Use Compatibility			
2003 GP	LU 6.1	Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.	The FRENCH VALLEY Specific Plan has been designed to ensure compatibility with the County General Plan, Southwest Area Plan, French Valley Airport Plan, and surrounding land uses, through site planning, building design, street design, landscaping and other design elements. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 6.1.
2016 GP	LU 7.1	Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.	The FRENCH VALLEY Specific Plan has been designed to ensure compatibility with the County General Plan, Southwest Area Plan, French Valley Airport Plan, and surrounding land uses, through site planning, building design, street design, landscaping and other design elements. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 7.1.
Economic Development			
2003 GP	LU7.1	Accommodate the development of a balance of land uses that maintain and enhance Riverside County’s fiscal viability, economic diversity, and environmental integrity.	A Fiscal Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and the report concluded that there is an overall net fiscal benefit for Riverside County. The Project introduces new housing opportunities that serve job-producing land uses planned in the area; as such, the Project does not conflict with the economic development Countywide policies related to jobs. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 7.1.
2016 GP	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.	A Fiscal Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and the report concluded that there is an overall net fiscal benefit for Riverside County. The Project introduces new housing opportunities that serve job-producing land uses planned in the area; as such, the Project does not conflict with the economic development

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			Countywide policies related to jobs. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 8.1.
Open Space, Habitat and Natural Resource Protection			
2003 GP	LU 8.1	Provide for permanent preservation of open space lands that contain important natural resources, hazards, water features, watercourses, and scenic and recreational values.	The FRENCH VALLEY Specific Plan provides for the permanent preservation of riparian habitat and water features within Planning Areas (PAs) 1 and 2A-D, and protects cultural resources within PA 40. PA 1, and PA 40 are both designated as “Open Space-Conservation”, and PA 2A-D are designated as “Open Space-Water” within the FRENCH VALLEY Specific Plan to preserve these resources. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 8.1.
2016 GP	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)	The FRENCH VALLEY Specific Plan provides for the permanent preservation of riparian habitat and water features within Planning Areas (PAs) 1 and 2A-D, and protects cultural resources within PA 40. PA 1, and PA 40 are both designated as “Open Space-Conservation”, and PA 2A-D are designated as “Open Space-Water” within the FRENCH VALLEY Specific Plan to preserve these resources. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 9.1.
2003 GP	LU 8.3	Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)	The FRENCH VALLEY Specific Plan incorporates community separators in the form of linear open space areas and recreational amenities to enhance the recreational opportunities and community aesthetics of the community. The Specific Plan incorporates an interconnected, bike lane, sidewalk, paseo, and trail network that accommodates pedestrians and bicycles. Open space areas, recreational amenities, trails, and paseos are strategically located in areas of the Specific Plan to improve the quality of life of residents within the community. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 8.3.
2016 GP	LU 9.3	Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)	The FRENCH VALLEY Specific Plan incorporates community separators in the form of linear open space areas and recreational amenities to enhance the recreational opportunities and community aesthetics of the community. The Specific Plan incorporates an interconnected, bike lane, sidewalk, paseo, and trail network that accommodates pedestrians and bicycles. Open space areas, recreational amenities, trails, and paseos are strategically located in areas of the Specific Plan to improve the quality of life of residents within the community. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 9.3.
Fiscal Impacts			
2003 GP	LU 9.1	Require that new development contribute their fair share to fund	As discussed in EIR Section 4.14 <i>Public Services</i> , although impacts to public services is less than significant, the

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GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		infrastructure and public facilities such as police and fire facilities. (AI 3)	Project Applicant is required to comply with Riverside County Ordinance No. 659 and pay school fees authorized by California Government Code §§ 65995.5-65998 as a matter of law. These regulatory requirements are included in the EIR as mitigation measures which address the Project’s increased demand on fire services, sheriff services, public school services, public libraries, and health care facilities. Because the Project Applicant will pay Development Impact Fees (DIF) to Riverside County pursuant to County Ordinance No. 659 as specified by Mitigation Measure MM 4.13-1, and payment impact fees to the Menifee Union School District (MUSD) and Perris Union High School District (PUHSD) authorized by California Government Code §§ 65995.5-65998, the Project is consistent with LU 9.1.
2016 GP	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)	As discussed in EIR Section 4.14 <i>Public Services</i> , although impacts to public services is less than significant, the Project Applicant is required to comply with Riverside County Ordinance No. 659 and pay school fees authorized by California Government Code §§ 65995.5-65998 as a matter of law. These regulatory requirements are included in the EIR as mitigation measures which address the Project’s increased demand on fire services, sheriff services, public school services, public libraries, and health care facilities. Because the Project Applicant will pay Development Impact Fees (DIF) to Riverside County pursuant to County Ordinance No. 659 as specified by Mitigation Measure MM 4.13-1, and payment impact fees to the Menifee Union School District (MUSD) and Perris Union High School District (PUHSD) authorized by California Government Code §§ 65995.5-65998, the Project is consistent with LU 10.1.
2003 GP	LU 9.2	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)	A Fiscal Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and the report concluded an overall net fiscal benefit for Riverside County. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 9.2.
2016 GP	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)	A Fiscal Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and the report concluded an overall net fiscal benefit for Riverside County. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 10.2.
Air Quality			
2003 GP	LU 10.4	Provide options to the automobile in communities, such as transit, bicycle,	The FRENCH VALLEY Specific Plan provides for the development of bike lanes, paseos, and trails as alternative

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		and pedestrian trails, to help improve air quality.	modes of transportation which helps improve air quality. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 10.4.
2016 GP	LU 11.2	Provide options to the automobile in communities, such as transit, bicycle, and pedestrian trails, to help improve air quality.	The FRENCH VALLEY Specific Plan provides for the development of bike lanes, paseos, and trails as alternative modes of transportation which helps improve air quality. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 11.2.
2016 GP	LU 11.5	Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	As analyzed in EIR Section 4.3, <i>Air Quality</i> and EIR Section 4.7, <i>Greenhouse Gas Emissions</i> , development of the FRENCH VALLEY Specific Plan complies with the County of Riverside’s Air Quality Element and Climate Action Plan to reduce Greenhouse Gas emissions. Therefore, the Project is consistent with Policy LU 11.5.
Circulation			
2003 GP	LU 12.1	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.	The FRENCH VALLEY Specific Plan provides for the development of bike lanes, paseos, and trails as alternative modes of transportation to reduce reliance on the automobile and help minimize congestion and improve air quality. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 12.1.
2016 GP	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.	The FRENCH VALLEY Specific Plan provides for the development of bike lanes, paseos, and trails as alternative modes of transportation to reduce reliance on the automobile and help minimize congestion and improve air quality. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 13.1.
2003 GP	LU 12.6	Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use. (AI 3)	The FRENCH VALLEY Specific Plan provides for the development of 54.1 acres of circulation facilities to meet the demands of the entire Specific Plan. Impacts to circulation/traffic were evaluated in EIR Section 4.16, <i>Transportation and Traffic</i> , which concludes that, with mitigation and the Specific Plan’s Conditions of Approval, impacts to circulation/traffic is reduced to less than significant levels. The Specific Plan accommodates the construction of General Plan roadways such as Leon Road, Keller Road, and Max Gills Boulevard, as well as contributions to Transportation Uniform Mitigation Fees for regional facilities. The Project also accommodates opportunities for pedestrians and cyclists through an interconnected system of sidewalks, paseos, trails, and bicycle lanes. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 12.6.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2016 GP	LU 13.6	Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use. (AI 3)	The FRENCH VALLEY Specific Plan provides for the development of 54.1 acres of circulation facilities to meet the demands of the entire Specific Plan. Impacts to circulation/traffic were evaluated in EIR Section 4.16, <i>Transportation and Traffic</i> , which concludes that, with mitigation and the Specific Plan’s Conditions of Approval, impacts to circulation/traffic is reduced to less than significant levels. The Specific Plan accommodates the construction of General Plan roadways such as Leon Road, Keller Road, and Max Gills Boulevard, as well as contributions to Transportation Uniform Mitigation Fees for regional facilities. The Project also accommodates opportunities for pedestrians and cyclists through an interconnected system of sidewalks, paseos, trails, and bicycle lanes. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 13.6.
Scenic Corridors			
2003 GP	LU 13.1	Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)	No State-designated or Riverside County-designated scenic highway corridors are located in the vicinity of the Project site. The closest County Eligible scenic highway designated by the County General Plan is Interstate 215 (I-215) as a located approximately 2.4 miles west of the Project site. Therefore, the Project site is not visible from this roadway segment. The Project site is not located within 50 feet of any designated scenic corridors, and Project signage is not visible from nearby designated scenic corridors. Thus, the proposed Project is not located within a scenic corridor; therefore, LU Policies LU-13.1 through 13.8 are not applicable to the Project.
2016 GP	LU 14.1	Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)	No State-designated or Riverside County-designated scenic highway corridors are located in the vicinity of the Project site. The closest County Eligible scenic highway designated by the County General Plan is Interstate 215 (I-215) as a located approximately 2.4 miles west of the Project site. Therefore, the Project site is not visible from this roadway segment. The Project site is not located within 50 feet of any designated scenic corridors, and Project signage is not visible from nearby designated scenic corridors. Thus, the proposed Project is not located within a scenic corridor; therefore, LU Policies LU-14.1 through 14.8 are not applicable to the Project.
Airports			
2003 GP	LU 14.1	Allow airport facilities to continue operating in order to meet existing	The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		and future needs respecting potential noise and safety impacts.	and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project site falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map. The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. Therefore, the Project was determined by the Riverside County ALUC to be compatible with the airport (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 14.1.
2016 GP	LU 15.1	Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.	The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project site falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map. The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. Therefore, the Project was determined by the Riverside County ALUC to be compatible with the airport (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 15.1.
2003 GP	LU 14.2	Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix L and as summarized in the Area Plan’s Airport Influence Area section for the airport in question. (AI 3)	The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			<p>site falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map. The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. Therefore, the Project was determined to be compatible with the airport by the Riverside County ALUC (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 14.2.</p>
2016 GP	LU 15.2	<p>Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan’s Airport Influence Area section for the airport in question. (AI 3)</p>	<p>The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project site falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map. The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. Therefore, the Project was determined to be compatible with the airport by the Riverside County ALUC (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 15.2.</p>
2003 GP	LU 14.4	<p>Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, refer such proposed actions for determination and processing as provided by the Airport Land Use Law. (AI 3)</p>	<p>[NOTE: This finding anticipates project approval by ALUC.]</p> <p>The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project site falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map. The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard</p>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			to the nearby Airport. Therefore, the Project was determined to be compatible with the airport by the Riverside County ALUC (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 14.4.
2016 GP	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)	[NOTE: This finding anticipates project approval by ALUC.] The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project site falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map. The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. Therefore, the Project was determined to be compatible with the airport by the Riverside County ALUC (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 15.4.
2003 GP	LU 14.7	Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3)	The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. The FRENCH VALLEY Specific Plan does not develop structures that are too tall and do not encroach upon or adversely affect the use of navigable space. Therefore, the Project was determined to be compatible with the airport by the Riverside County ALUC (refer to the analysis in EIR Section 4.8, <i>Hazards and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 14.7.
2016 GP	LU 15.9	Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3)	The Project’s land uses are consistent with the Compatibility Plan and include design measures that do not pose a hazard to the nearby Airport. The FRENCH VALLEY Specific Plan does not develop structures that are too tall and do not encroach upon or adversely affect the use of navigable space. Therefore, the Project was determined to be compatible with the airport by the Riverside County ALUC (refer to the analysis in EIR Section 4.8, <i>Hazards</i>

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GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			<i>and Hazardous Materials</i>). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 15.9.
Water Conservation and Water-Efficient Landscaping			
2016 GP	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.	As described in the Specific Plan, drought-tolerant landscaping in compliance with County Ordinance No. 859 is utilized throughout the Specific Plan site in order to reduce the Specific Plan’s water demand. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 18.1.
LAND USE ELEMENT – LAND USE DESIGNATION POLICIES Only the Policies that apply to the Project’s existing and proposed land use designations are applicable to the Project and therefore are analyzed below.			
Public Facility Area Plan Land Use Designation			
Community Design			
2003 GP	LU 25.3	Require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards. (AI 3)	A Noise Impact Analysis and Traffic Impact Analysis were prepared for the Specific Plan and has been incorporated into the discussion within EIR Sections 4.11 and 4.16. As concluded in that section, the Project does not expose any noise-sensitive land uses to excessive noise levels, although mitigation is needed in some cases to ensure noise levels remain below a level of significance. The analysis demonstrates that exterior noise levels will be maintained at 65 dBA or below for all noise sensitive land uses. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 25.3.
2016 GP	LU 31.3	Require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards. (AI 3)	A Noise Impact Analysis and Traffic Impact Analysis were prepared for the Specific Plan and has been incorporated into the discussion within EIR Sections 4.11 and 4.16. As concluded in that section, the Project does not expose any noise-sensitive land uses to excessive noise levels, although mitigation is needed in some cases to ensure noise levels remain below a level of significance. The analysis demonstrates that exterior noise levels will be maintained at 65 dBA or below for all noise sensitive land uses. Thus, the

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			FRENCH VALLEY Specific Plan is consistent with Policy LU 31.3.
2003 GP	LU 25.4	Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	<p>As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i>, a traffic study was prepared for the Specific Plan and the Specific Plan will construct circulation improvements necessary to ensure that acceptable levels of service are maintained on area roadways.</p> <p>As discussed in detail in EIR Section 4.9, <i>Hydrology and Water Quality</i>, and Section 4.17, <i>Utilities and Service Systems</i>, a hydrology study was prepared for the Specific Plan and the Specific Plan will construct domestic water, reclaimed water, storm drain and sewer facilities need to meet the demands of the Specific Plan.</p> <p>Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 25.4.</p>
2016 GP	LU 31.4	Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.	<p>As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i>, a traffic study was prepared for the Specific Plan and the Specific Plan will construct circulation improvements necessary to ensure that acceptable levels of service are maintained on area roadways.</p> <p>As discussed in detail in EIR Section 4.9, <i>Hydrology and Water Quality</i>, and Section 4.17, <i>Utilities and Service Systems</i>, a hydrology study was prepared for the Specific Plan and the Specific Plan will construct domestic water, reclaimed water, storm drain and sewer facilities need to meet the demands of the Specific Plan.</p> <p>Thus, the FRENCH VALLEY Specific Plan is consistent with Policy LU 31.4.</p>
CIRCULATION ELEMENT			
Planned Circulation Systems			
2003 GP 2016 GP	C 1.1	Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1. (AI 49)	The FRENCH VALLEY Specific Plan proposes a vehicular circulation plan that has been designed in accordance with County’s population growth, the General Plan Land Use Element, and Circulation Elements using the roadway classifications described in the Circulation Plan. The streets accommodate pedestrians and bicycles in accordance with the roadway standards delineated in the General Plan Circulation Plan. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 1.1.
Level of Service			
2003 GP	C 2.1	Maintain the following countywide target Levels of Service:	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific

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GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<p>LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, •s, Urban •s, Expressways, conventional state highways or freeway ramp intersections.</p> <p>LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities. (AI 3)</p>	<p>Plan and the Specific Plan Conditions of Approval will include the construction of circulation infrastructure necessary to ensure that acceptable levels of service are maintained and that all County maintained roads maintain LOS “D”. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 2.1.</p>
2016 GP	C 2.1	<p>The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:</p> <p>LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.</p> <p>LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo,</p>	<p>As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i>, a traffic study was prepared for the Specific Plan and the Specific Plan Conditions of Approval will include the construction of circulation infrastructure necessary to ensure that acceptable levels of service are maintained and that all County maintained roads maintain LOS “D”. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 2.1.</p>

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GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<p>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 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>	
2003 GP	C 2.2	Apply level of service standards to new development via a program establishing traffic study guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific Plan and the Specific Plan incorporates Conditions of Approval intended to ensure that acceptable levels of service are maintained on study area roadways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 2.2.
2016 GP	C 2.2	Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific Plan and the Specific Plan incorporates Conditions of Approval intended to ensure that acceptable levels of service are maintained on study area roadways. Thus, the

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)	FRENCH VALLEY Specific Plan is consistent with Policy C 2.2.
2003 GP	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 standards.	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific Plan and the Specific Plan will incorporate Conditions of Approval intended to ensure that acceptable levels of service are maintained on study area roadways. Thus, the French Valley Specific Plan is consistent with Policy C 2.4.
2016 GP	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.	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific Plan and the Specific Plan will incorporate Conditions of Approval intended to ensure that acceptable levels of service are maintained on study area roadways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 2.4.
2003 GP 2016 GP	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 improvement of facilities impacted by development.	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific Plan and the Specific Plan incorporates Conditions of Approval including the payment of various impact mitigation fees. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 2.5.
System Design, Construction and Maintenance			
2003 GP	C 3.1	Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications.	All on- and off-site roadways and intersections have been designed to County standards or approved modifications to County standards, and the proposed roadway system has been designed with collector roadways that feed traffic onto General Plan designated highways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.1.
2016 GP	C 3.1	Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community	All on- and off-site roadways and intersections have been designed to County standards or approved modifications to County standards, and the proposed roadway system has been designed with collector roadways that feed traffic onto General Plan designated highways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.1.

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GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.	
2003 GP 2016 GP	C 3.5	Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.	The proposed roadway system has been designed with collector roadways that feed traffic onto General Plan designated highways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.5.
2003 GP	C 3.6	Require private developers to be primarily responsible for the improvement of streets and highways service 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.	The Specific Plan master developer is responsible for roadway/intersection improvements needed to assure the safe and efficient passage of through-traffic. Appropriate rights-of-way are dedicated as part of the Specific Plan. All Specific Plan-related through traffic is directed to General Plan designated roadways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.6.
2016 GP	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.	The Specific Plan master developer is responsible for roadway/intersection improvements needed to assure the safe and efficient passage of through-traffic. Appropriate rights-of-way are dedicated as part of the Specific Plan. All Specific Plan-related through traffic is directed to General Plan designated roadways. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.6.
2003 GP 2016 GP	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.	The Specific Plan is consistent with Policy C3.8 because the project has been designed to avoid the need for heavy duty through truck traffic. Leon Road, along the project’s eastern boundary is the major North- South roadway in the project vicinity, and Scott Road, north of the project and Highway 79, south of the project, provide regional access to I-215. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.8.
2003 GP 2016 GP	C 3.28	Reduce transportation noise through proper roadway design and	As discussed in Section 4.12, <i>Noise</i> , of the EIR, the Specific Plan’s roadway designs and mitigation measures have been designed where possible to reduce

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		coordination of truck and vehicle routing.	transportation-related noise impacts. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.28.
2003 GP 2016 GP	C 3.29	Include noise mitigation measures in the design of new roadway projects in the County of Riverside.	As discussed in Section 4.12, <i>Noise</i> , of the EIR, the Specific Plan’s roadway designs and Conditions of Approval have been imposed where appropriate to address transportation-related noise impacts. Noise reduction measures such as perimeter block walls are provided along the neighborhood boundaries. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 3.29.
2003 GP 2016 GP	C 4.1	Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.	The Specific Plan incorporates an interconnected network of bike lanes, sidewalks, paseos, and trails that to accommodate pedestrians and bicycles. Access to such facilities has been maximized within the development. All proposed on- and off-site roadways is constructed with appropriate provisions for pedestrians. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 4.1.
2003 GP 2016 GP	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.	The Specific Plan is consistent with Policy C 4.5 because the interconnected system of bike lanes, sidewalks, paseos, and trails provide adequate transportation routes.
Multipurpose Recreational Trails			
2016 GP	C 16.4	<p>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>	The FRENCH VALLEY Specific Plan includes an interconnected paved sidewalk system, paseos, trails, and Class II bike lanes within the roadway right-of-way. These pedestrian and bicycle linkages connect residential Planning Areas with the recreational facilities located throughout the community. Buffers are provided between trails and streets and between trails and residences. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 16.4.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<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>	
2003 GP	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, and other Riverside County Guidelines.	The FRENCH VALLEY Specific Plan includes an interconnected paved sidewalk system, paseos, trails, and Class II bike lanes within the roadway right-of-way. A Regional Trail is provided along the tributary of Warm Springs Creek in Planning Area 1. This trail provides a passive scenic corridor for residents to walk or hike along the existing drainage. These pedestrian and bicycle linkages connect residential Planning Areas with the recreational facilities located throughout the community. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.1.
2016 GP	C 17.1	Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41)	The FRENCH VALLEY Specific Plan includes an interconnected paved sidewalk system, paseos, trails, and Class II bike lanes within the roadway right-of-way. A Regional Trail is provided along the tributary of Warm Springs Creek in Planning Area 1. This trail provides a passive scenic corridor for residents to walk or hike along the existing drainage. These pedestrian and bicycle linkages connect residential Planning Areas with the recreational facilities located throughout the community. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.1.
2003 GP	C 17.3	<p>Ensure that the bikeway system incorporates the following:</p> <p>a. Interconnection of cities and unincorporated communities;</p>	The FRENCH VALLEY Specific Plan includes Class II bike lanes within the roadway rights-of-way. These bicycle linkages connect residential Planning Areas with the recreational facilities located throughout the community to provide residents with opportunities for bicycle commuting. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.3.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<p>b. Provision of lanes to specific destinations such as state or county parks;</p> <p>c. Provision for bicycle touring; and</p> <p>d. Encouragement of bicycle commuting.</p>	
2016 GP	C 17.3	<p>Ensure that the bikeway system incorporates the following:</p> <p>a. Interconnection throughout and between cities and unincorporated communities.</p> <p>b. Appropriate lanes to specific destinations such as state or county parks.</p> <p>c. Appropriate opportunities for recreational bicycle riding and bicycle touring.</p> <p>d. Opportunities for bicycle commuting and golf cart commuting within a community, as appropriate for the terrain, traffic levels and proximity to surrounding destinations.</p> <p>e. Bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity.</p> <p>f. Bicycle parking at transit stops and park-and-ride lots.</p>	<p>The FRENCH VALLEY Specific Plan includes Class II bike lanes within the roadway rights-of-way. These bicycle linkages connect residential Planning Areas with the recreational facilities located throughout the community to provide residents with opportunities for bicycle commuting. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.3.</p>
Environmental Considerations			
2003 GP	C 20.6	<p>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</p>	<p>The Specific Plan is consistent with Policy C 20.6 because it provides for setbacks and 8-foot high community theme walls to protect sensitive noise receptors along Leon Road.</p>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<p>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 no more than 60 decibels. (AI 107)</p>	
2016 GP	C 20.8	<p>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 no more than 60 decibels. (AI 107)</p>	<p>The Specific Plan is consistent with Policy C 20.8 because it provides for setbacks and 8-foot high community theme walls to protect sensitive noise receptors along Leon Road.</p>
2003 GP	C 20.7	<p>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.</p>	<p>As indicated in EIR Section 4.4, <i>Biological Resources</i>, and Section 4.10, <i>Land Use and Planning</i>, the Specific Plan is consistent with the policies in the Multipurpose Open Space Element, including policies related to Fish and Wildlife Habitat. In addition, and as discussed in EIR Section 4.4, the Specific Plan is consistent with the Western Riverside County MSHCP. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 20.7.</p>
2016 GP	C 20.9	<p>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.</p>	<p>As indicated in EIR Section 4.4, <i>Biological Resources</i>, and Section 4.10, <i>Land Use and Planning</i>, the Specific Plan is consistent with the policies in the Multipurpose Open Space Element, including policies related to Fish and Wildlife Habitat. In addition, and as discussed in EIR Section 4.4, the Specific Plan is consistent with the Western Riverside County MSHCP. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 20.9.</p>
MULTIPURPOSE OPEN SPACE ELEMENT			
Water Resources			
2003 GP	OS 3.3	<p>Minimize pollutant discharge into storm drainage systems, and natural drainages, and aquifers (AI 3)</p>	<p>As documented in EIR Section 4.9, <i>Hydrology and Water Quality</i>, the Specific Plan has incorporated detention basins and other measures to ensure that pollutant discharge into</p>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			storm drainage systems is minimized. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy OS 3.3.
2016 GP	OS 3.3	Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers (AI 3)	As documented in EIR Section 4.9, <i>Hydrology and Water Quality</i> , the Specific Plan has incorporated detention basins and other measures to ensure that pollutant discharge into storm drainage systems is minimized. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy OS 3.3.
2016 GP	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.	As documented in EIR Section 4.9, <i>Hydrology and Water Quality</i> , the Specific Plan has incorporated detention basin, water runoff management, and other measures to ensure that pollutant discharge into storm drainage systems is minimized. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy OS 3.6.
Energy Conservation			
2003 GP	OS 16.1	Continue to implement Title 24 of the State Building Code. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24. (AI 62)	As discussed in EIR Section 4.7, <i>Greenhouse Gas Emissions</i> , and the Specific Plan Conditions of Approval, the project is required to exceed the requirements of Title 24 for energy conservation. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy OS 16.1.
2016 GP	OS 16.1	Continue to implement Title 24 of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24. (AI 62)	As discussed in EIR Section 4.7, <i>Greenhouse Gas Emissions</i> , and the Specific Plan Conditions of Approval, the project is required to exceed the requirements of Title 24 for energy conservation. The remaining policies within this section encourage County staff to coordinate with other agencies and to generally promote energy conservation within County buildings. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy OS 16.1.
Preservation - MSHCP			
2003 GP	OS 17.1	Enforce the provisions of applicable MSHCP's, if adopted, when conducting review of development applications. (AI 10)	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.1.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2016 GP	OS 17.1	Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assesment 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.	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . The FRENCH VALLEY project includes a Tentative Tract Map application, and is therefore not a stand-alone application. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.1.
2016 GP	OS 17.2	Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of development applications.	As discussed in the Specific Plan and in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements, as the project site is not located with any MSHCP Core and Linkage Areas. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 17.2.
Preservation – Environmentally Sensitive Lands			
2003 GP	OS 18.1	Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's, if adopted. (AI 10)	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological</i>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			<i>Resources</i> . The project’s impacts to any multi-species habitat shall be mitigated with implementation of the Specific Plan’s Conditions of Approval. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 18.1.
2016 GP	OS 18.1	Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP’s and through implementing related Riverside County policies.	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . The project’s impacts to any multi-species habitat shall be mitigated with implementation of the Specific Plan’s Conditions of Approval. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 18.1.
Preservation – Cultural Resources			
2003 GP	OS 19.2	Review all proposed development for the possibility of archaeological sensitivity.	Cultural reports have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.5, <i>Cultural Resources</i> , and the Specific Plan’s Conditions of Approval have been imposed to ensure impacts to such archaeological and paleontological resources are reduced to the extent feasible. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 19.2.
2016 GP	OS 19.3	Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.	Cultural reports have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.5, <i>Cultural Resources</i> , and the Specific Plan’s Conditions of Approval have been imposed to ensure impacts to such cultural resources are reduced to the extent feasible. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 19.3.
Preservation – Paleontological Resources			
2016 GP	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.	Paleontological reports have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.12, <i>Paleontological Resources</i> , and the Specific Plan’s Conditions of Approval have been imposed to ensure impacts to such resources are reduced to the extent feasible. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 19.7.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP	OS 19.8	Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.	Biological and paleontological reports have been prepared in support of the Specific Plan, and the results are summarized in EIR Sections 4.4, <i>Biological Resources</i> , and 4.12, <i>Paleontological Resources</i> , and the Specific Plan’s Conditions of Approval have been imposed to ensure impacts to such biological and paleontological resources are reduced to the extent feasible. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 19.8.
Preservation – Open Space, Parks and Recreation			
2003 GP	OS 20.1	Preserve and maintain open space that protects County environmental resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.	The Specific Plan contains open space conservation areas needed to protect environmental resources such as the riparian area in Planning Area 1 and the cultural resources in Planning Area 40. The Specific Plan is not designated within the Open Space Foundation Component under existing conditions, although portion of the site are designated for and preserved as open space for conservation, drainage, and recreational purposes by the Specific Plan. The Specific Plan does not convert parkland to non-recreational uses. As part of the Project, parkland has been accommodated on-site and has been sized to meet the needs of the future on-site population (refer to EIR Chapter 3.0 for a discussion of proposed recreation facilities and EIR Section 4.15, <i>Recreation</i> , for a discussion and analysis of the adequacy of proposed park facilities). Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 20.1.
2016 GP	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.	The Specific Plan contains open space conservation areas needed to protect environmental resources such as the riparian area in Planning Area 1 and the cultural resources in Planning Area 40. The Specific Plan is not designated within the Open Space Foundation Component under existing conditions, although portion of the site are designated for and preserved as open space for conservation, drainage, and recreational purposes by the Specific Plan. The Specific Plan does not convert parkland to non-recreational uses. As part of the Project, parkland has been accommodated on-site and has been sized to meet the needs of the future on-site population (refer to EIR Chapter 3.0 for a discussion of proposed recreation facilities and EIR Section 4.15, <i>Recreation</i> , for a discussion and analysis of the adequacy of proposed park facilities).

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			Thus, the FRENCH VALLEY Specific Plan is consistent with Policy C 20.1.
SAFETY ELEMENT			
Code Conformance and Development Regulations			
2003 GP 2016 GP	S 1.1	Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.	The FRENCH VALLEY Specific Plan’s potential impacts associated with geologic and man-made hazards are evaluated in EIR Sections 4.8, <i>Hazards and Hazardous Materials</i> , and 4.6, <i>Geology and Soils</i> , respectively. As concluded in these EIR sections, the Project has less-than-significant impacts with implementation of the Project’s Development Standards, Design Guidelines, Conditions of Approval, and current building codes. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy S 1.1.
Hazard Reduction			
2003 GP	S 2.2	Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm. (AI 81)	The FRENCH VALLEY Specific Plan’s potential impacts associated with geological and man-made hazards are evaluated in EIR Sections 4.8, <i>Hazards and Hazardous Materials</i> , and 4.6, <i>Geology and Soils</i> , respectively. A geological and geotechnical analysis was prepared for this Project. As concluded in these EIR sections, the Project will result in less-than-significant impacts with implementation of the Project’s Development Standards, Design Guidelines, and Conditions of Approval. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy S 2.2.
2016 GP	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 cause harm, except for accessory buildings. (AI 81)	The FRENCH VALLEY Specific Plan’s potential impacts associated with geological and man-made hazards are evaluated in EIR Sections 4.8, <i>Hazards and Hazardous Materials</i> , and 4.6, <i>Geology and Soils</i> , respectively. A geological and geotechnical analysis was prepared for this Project. As concluded in these EIR sections, the Project will result in less-than-significant impacts with implementation of the Project’s Development Standards, Design Guidelines, and Conditions of Approval. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy S 2.2.
NOISE ELEMENT			
Noise Sensitive Land Uses			
2003 GP 2016 GP	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)	The FRENCH VALLEY Specific Plan is consistent with Policy N 1.1 because it provides for setbacks and 8-foot high community theme walls to protect sensitive noise receptors along Leon Road.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP 2016 GP	N 1.3	<p>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>A Noise Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and has been incorporated into the discussion within EIR Section 4.11, <i>Noise</i>. As concluded in that section, the FRENCH VALLEY Specific Plan does not expose any on-site noise-sensitive land uses to excessive noise levels, and the Specific Plan’s Conditions of Approval will be implemented to ensure noise levels do not exceed 65 dBA. The EIR analysis demonstrates that exterior noise levels are maintained at 65 dBA or below during the daytime hours and 45 dBA or below during nighttime hours for all noise sensitive land uses. Additionally, construction materials used to construct residential structures complies with all applicable local, State, and federal regulations pertaining to insulation and noise containment.</p> <p>As discussed in EIR Section 4.11, <i>Noise</i>, Map FV-3 of the Riverside County ALUCP shows the French Valley Airport Noise Compatibility Contours, and indicates the Specific Plan is located outside of the 50 to 55 dBA CNEL noise contour boundaries of the French Valley Airport, and therefore is considered clearly acceptable based on Table 2B of the ALUCP.</p> <p>Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 1.3.</p>
2003 GP 2016 GP	N 1.5	<p>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>A Noise Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and has been incorporated into the discussion within EIR Section 4.11, <i>Noise</i>. As concluded in that section, the FRENCH VALLEY Specific Plan does not expose any residents, employees, visitors, or on-site noise-sensitive land uses to excessive noise levels, and the Specific Plan’s Conditions of Approval will be implemented to ensure noise impacts of excessive noise exposure is prevented The EIR analysis demonstrates that exterior noise levels are maintained at 65 dBA or below</p>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			<p>during the daytime hours and 45 dBA or below during nighttime hours for all noise sensitive land uses. Additionally, construction materials used to construct residential structures complies with all applicable local, State, and federal regulations pertaining to insulation and noise containment. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 1.5.</p>
Mobile Noise			
2003 GP	N 7.1	<p>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 L and summarized in the Policy Area section of the affected Area Plan.</p>	<p>As discussed in EIR Section 4.11, <i>Noise</i>, Map FV-3 of the Riverside County ALUCP shows the French Valley Airport Noise Compatibility Contours, and indicates the Specific Plan is located outside of the 50 to 55 dBA CNEL noise contour boundaries of the French Valley Airport, and therefore is considered clearly acceptable based on Table 2B of the ALUCP. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 7.1.</p>
2016 GP	N 7.1	<p>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.</p>	<p>As discussed in EIR Section 4.11, <i>Noise</i>, Map FV-3 of the Riverside County ALUCP shows the French Valley Airport Noise Compatibility Contours, and indicates the Specific Plan is located outside of the 50 to 55 dBA CNEL noise contour boundaries of the French Valley Airport, and therefore is considered clearly acceptable based on Table 2B of the ALUCP. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 7.1.</p>
2003 GP 2016 GP	N 7.4	<p>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.</p>	<p>As discussed in EIR Section 4.11, <i>Noise</i>, Map FV-3 of the Riverside County ALUCP shows the French Valley Airport Noise Compatibility Contours, and indicates the Specific Plan is located outside of the 50 to 55 dBA CNEL noise contour boundaries of the French Valley Airport, and therefore is considered clearly acceptable based on Table 2B of the ALUCP. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 7.4.</p>
Building and Design			

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP	N 12.1	Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)	A Noise Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and has been incorporated into the discussion within EIR Section 4.11, <i>Noise</i> . As concluded in that section, the construction materials used to construct residential structures complies with all applicable local, State, and federal regulations pertaining to insulation and noise containment to minimize impacts to adjacent user. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 12.1.
2003 GP	N 12.2	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)	Per Section 9.52.020 (I) of the County of Riverside Municipal Code, all Specific Plan construction activities is limited to occurring between the permitted hours of 6:00 a.m. to 5:00 p.m. during the months of June through September, and between 7:00 a.m. and 6:00 p.m. during the months of October through May. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 12.2.
2003 GP	N 13.1	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.	The Specific Plan Development Standards and Conditions of Approval provides project building design to ensure that interior noise levels meet the County of Riverside standard of 45 dBA CNEL Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 13.1.
2016 GP	N 13.1	Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)	A Noise Impact Analysis was prepared for the FRENCH VALLEY Specific Plan and has been incorporated into the discussion within EIR Section 4.11, <i>Noise</i> . As concluded in that section, the construction materials used to construct residential structures complies with all applicable local, State, and federal regulations pertaining to insulation and noise containment to minimize impacts to adjacent user. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 13.1.
2016 GP	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)	Per Section 9.52.020 (I) of the County of Riverside Municipal Code, all Specific Plan construction activities is limited to occurring between the permitted hours of 6:00 a.m. to 5:00 p.m. during the months of June through September, and between 7:00 a.m. and 6:00 p.m. during the months of October through May. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 13.2.

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP	N 13.3	<p>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. • Use of natural topography and intervening structure to shield noise-sensitive land uses. • Adequate sound proofing within the receiving structure. (AI 106) 	<p>The FRENCH VALLEY Specific Plan is consistent with Policy N 13.3 because it provides for setbacks and 8-foot high community theme walls to protect sensitive noise receptors along Leon Road. Residential homes are acoustically designed to ensure that the interior noise levels comply with the County of Riverside’s 45 dBA CNEL interior noise standards.</p>
2016 GP	N 14.1	<p>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>The Specific Plan Development Standards and Conditions of Approval provides project building design to ensure that interior noise levels meet the County of Riverside standard of 45 dBA CNEL Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy N 14.1.</p>
2016 GP	N 14.3	<p>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. • Use of natural topography and intervening structure to shield noise-sensitive land uses. • Adequate sound proofing within the receiving structure. (AI 106) 	<p>The FRENCH VALLEY Specific Plan is consistent with Policy N 14.3 because it provides for setbacks and 8-foot high community theme walls to protect sensitive noise receptors along Leon Road. Residential homes are acoustically designed to ensure that the interior noise levels comply with the County of Riverside’s 45 dBA CNEL interior noise standards.</p>
HOUSING ELEMENT			

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			The Housing Element does not contain any policies applicable to the Specific Plan, but rather identifies programs and actions to achieve the County’s goals with respect to housing. The Specific Plan relates to the Housing Element through the Specific Plan’s proposed land uses. The Specific Plan does incorporate residential and recreational that would further the goals and policies of the Housing Element by largely maintaining the County’s existing jobs to housing ratio. Therefore, the Project is consistent with the Housing Element.
AIR QUALITY ELEMENT			
Pollution Control Strategies – Multi-Jurisdictional Cooperation			
Sensitive Receptors			
2003 GP 2016 GP	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)	An analysis of the Specific Plan’s impacts to air quality is presented in EIR Section 4.3, <i>Air Quality</i> . As concluded in the analysis, with incorporation of construction-related Conditions of Approval, the Specific Plan does not expose sensitive receptors to substantial pollutant concentrations during either construction or long-term operation. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy AQ 2.1.
2003 GP 2016 GP	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)	An analysis of the Specific Plan’s impacts to air quality is presented in EIR Section 4.3, <i>Air Quality</i> . As concluded in the analysis, with incorporation of the Specific Plan’s Conditions of Approval, the Specific Plan will not expose sensitive receptors to substantial pollutant concentrations during either construction or long-term operation. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy AQ 2.2.
Stationary Pollution Sources			
2003 GP 2016 GP	AQ 4.1 – 4.9	The Specific Plan does not exceed California’s current Title 24 energy conservation requirements through compliance with state regulatory measures, and through Specific Plan Design Guidelines requiring the use of building materials/methods, which reduce emissions and the use of efficient heating/cooling equipment and appliances. The Specific Plan’s Conditions of Approval shall reduce, to the extent feasible, the Specific Plan’s emissions of criteria pollutants, in accordance with SCAQMD requirements. The Specific Plan complies with SCAQMD Rules 403 and 403.1. Accordingly, the FRENCH VALLEY Specific Plan complies with the stationary pollution source policies stated in the County General Plan Air Quality element.	
Energy Efficiency and Conservation			
2003 GP 2016 GP	AQ 5.1	Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	The Specific Plan incorporates energy efficient design elements, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills as part of the FRENCH VALLEY Specific Plan, as described in Section III.A of the Specific Plan. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy AQ 5.1.
2003 GP 2016 GP	AQ 5.2	Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments. (AI 62)	The Specific Plan incorporates energy efficient design elements as part of the FRENCH VALLEY Specific Plan Development Standards. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy AQ 5.2.
HEALTHY COMMUNITIES ELEMENT			

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
Countywide Land Uses			
2016 GP	HC 2.2	<p>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>The Specific Plan incorporates an interconnected bike lane, sidewalk, paseo, and trail network that promotes increased physical activity and active transportation for residents throughout the community. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy HC 2.2.</p>
Community Development Land Uses			
Non-Motorized Transportation System			
2016 GP	HC 6.4	<p>Ensure that regional trail plans are implemented at the Area Plan and Specific Plan level.</p>	<p>The Specific Plan incorporates a Regional Trail within Planning Area 1, as shown on the County Trails and Bikeways System. Access to such pedestrian facilities has been maximized within the development. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy HC 6.4.</p>
2016 GP	HC 10.1	<p>Provide residents of all ages and income levels with convenient and safe opportunities for recreation and physical activities.</p>	<p>The Specific Plan incorporates open space and recreational uses within the community in close proximity to homes for convenient use for residents. Access to such open space areas and recreational uses has been maximized within the development. Additionally, the Specific Plan incorporates an interconnected bike lane, sidewalk, paseo, and trail network that will provide opportunities for pedestrians and bicycles to engage in physical activities. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy HC 10.1.</p>
2016 GP	HC 10.2	<p>Increase access to open space resources by:</p> <p>a. Supporting a diversity of passive and active open spaces throughout the County of Riverside.</p> <p>b. Facilitating the location of additional transportation routes to existing recreational facilities.</p>	<p>Passive open spaces such as linear parks, trails, and paseos are provided within the Specific Plan. Public parks and private recreation centers also provide residents with active open spaces.</p> <p>The Circulation Plan in Section III.A of the Specific Plan describes the proposed roadways within the project that will serve the project’s needs and facilitate additional transportation routes to existing recreational facilities to the east, west, and south of the project.</p>

Table 1, General Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		<p>c. Locating parks in close proximity to homes and offices.</p> <p>d. Requiring that development of parks, trails, and open space facilities occur concurrently with other area development.</p>	<p>The Specific Plan incorporates open space and recreational uses within the community in close proximity to homes for convenient use for residents. Access to such open space areas and recreational uses has been maximized within the development.</p> <p>The Conceptual Phasing Plan in Section III.A of the Specific Plan describes that the development of parks, trails, open space facilities concurrently with other area development.</p> <p>Thus, the FRENCH VALLEY Specific Plan is consistent with Policy HC 10.2.</p>

Table 2, Southwest Area Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
OVERLAYS AND POLICY AREAS			
Keller Road South Side Policy Area			
2003 GP 2016 GP	SWAP 8.1	Notwithstanding the Community Development foundation component designation of this Policy Area, lots fronting onto the south side of Keller Road (or, if no lots front on Keller Road, the most northerly row of lots) shall maintain a minimum lot area of one-half acre. In the event that this Policy Area is the subject of a land division proposing to establish any lots smaller than one-half acre, the first two rows of lots southerly of Keller Road shall maintain a minimum net lot size of 30,000 square feet.	The most northerly row of lots south of Keller Road are designated Open Space-Recreation for the construction of a linear park (Planning Area 41) and as Public Facilities for the future construction of a public school (Planning Area 42) within the FRENCH VALLEY Specific Plan. Therefore, no residential lots are proposed within the Keller Road South Side Policy Area and thus the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 8.1.
Highway 79 Policy Area			
2003 GP	SWAP 9.2	Establish a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.	Within the Highway 79 Policy Area, there are Specific Plans that were approved prior to the adoption of the Highway 79 Policy Area that are now fully developed, but which did not record the maximum number of residential lots anticipated by the assumptions used for the Highway 79 Policy Area. Therefore, these Specific Plans have not generated and will never generate, the number of vehicle trips anticipated by the Highway 79 Policy Area assumptions, creating a pool of between approximately 1,500 to approximately 7,000 unrealized vehicle trips within the Policy Area. The French Valley Specific Plan would utilize 1,015 of these unrealized vehicle trips to develop 106 units beyond what would have otherwise been allowed under the Highway 79 Policy. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 9.2 because the proposed project would not result in vehicle trips that were not anticipated by the Highway 79 trip generation assumptions.

Table 2, Southwest Area Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2016 GP	SWAP 9.2	<p>Maintain a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.</p>	<p>Within the Highway 79 Policy Area, there are Specific Plans that were approved prior to the adoption of the Highway 79 Policy Area that are now fully developed, but which did not record the maximum number of residential lots anticipated by the assumptions used for the Highway 79 Policy Area. Therefore, these Specific Plans have not generated and will never generate, the number of vehicle trips anticipated by the Highway 79 Policy Area assumptions, creating a pool of between approximately 1,500 to approximately 7,000 unrealized vehicle trips within the Policy Area. The French Valley Specific Plan would utilize 1,015 of these unrealized vehicle trips to develop 106 units beyond what would have otherwise been allowed under the Highway 79 Policy. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 9.2 because the proposed project would not result in vehicle trips that were not anticipated by the Highway 79 trip generation assumptions.</p>
French Valley Airport Influence Area			
2003 GP 2016 GP	SWAP 11.1	<p>To provide for the orderly development of French Valley Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for French Valley Airport 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.</p>	<p>The FRENCH VALLEY Specific Plan is located within the Airport Influence Area (AIA) of the French Valley Airport and is therefore subject to review and approval by the Riverside County Airport Land Use Commission (ALUC) for conformance to the Riverside County Airport Land Use Compatibility Plan Policy Document (CPPD). The airport land use compatibility concerns of the ALUC (and the CPPD) fall under two broad headings identified in state law: noise and safety. The southern portion of the Project site falls within Zones C and D, and the northern portion of the Project falls within Zones D and E of the existing mapped French Valley Airport Land Use Compatibility Map.</p> <p>The Airport Land Use Compatibility Plan allows for approval of non-conforming development plans</p>

Table 2, Southwest Area Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
			<p>under special circumstances pursuant to ALUC Policy 3.3.6. In June 2012, ALUC approved Amendment #1 to SP 312 with findings showing special circumstances in accordance with this policy, and, because Amendment #2 is more compatible with the Airport Plan compared to Amendment #1, the necessary findings can once again be made to show “special circumstances”.</p> <p>The proposed Amendment #2 is more compatible with the ALUP that Amendment #1 because:</p> <ol style="list-style-type: none"> 1. Amendment #2 increases the density of some of the residential uses located within Zone D to above 5.0 du/ac (Planning Areas 24 and 33); and 2. Amendment #2 relocates the School Site outside of Zone D entirely. <p>Although Specific Plan Amendment #2 is not consistent with the Airport Land Use Compatibility Plan in portions of Planning Areas 22 and 30, Amendment #2 is more compatible with the Airport Land Use Compatibility Plan than the approved Specific Plan Amendment #1.</p> <p>Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 11.1.</p>
Mount Palomar Nighttime Lighting Requirements			
2003 GP 2016 GP	SWAP 13.1	Adhere to the lighting requirements of county ordinances for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	The Project site is located within Zone B of the Mt. Palomar Observatory Nighttime Lighting Policy Area. Mandatory compliance with Riverside County Ordinance No. 655 will ensure that the Project does not interfere with the nighttime use of the Mt. Palomar Observatory. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 13.1.
Third and Fifth Supervisorial District Design Standards and Guidelines			
2003 GP 2016 GP	SWAP 14.1	Adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts.	The Project incorporates Development Standards, Design Guidelines, and design elements throughout the Specific Plan that are consistent with the County’s Development Design Standards and Guidelines. Accordingly, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 14.1.
Local Circulation Policies			
Vehicular Circulation System			

Table 2, Southwest Area Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
2003 GP 2016 GP	SWAP 17.1	Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the General Plan Circulation Element.	The FRENCH VALLEY Specific Plan proposes a vehicular circulation plan that has been designed in accordance with the General Plan Land Use Element, and Circulation Plan using the roadway classifications described in the Circulation Plan. The streets accommodate pedestrians, bicycles, and transit modes of transportation in accordance with the roadway standards delineated in the General Plan Circulation Plan. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 17.1.
2003 GP 2016 GP	SWAP 17.2	Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.	As discussed in detail in EIR Section 4.16, <i>Transportation and Traffic</i> , a traffic study was prepared for the Specific Plan and the Specific Plan incorporates Conditions of Approval intended to ensure that acceptable levels of service are maintained on study area roadways as described in the General Plan Circulation Element. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 17.2.
Trails and Bikeway System			
2003 GP 2016 GP	SWAP 18.1	Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.	The FRENCH VALLEY Specific Plan includes Class II bike lanes within the roadway right-of-way that are consistent with the County’s Trails and Bikeway System. The County Trails and Bikeway System Figure shows a Regional Trail on Leon Road and a Community Trail on Keller Road. The Regional Trail on Leon Road exists and the Community Trail on Keller Road is proposed as part of the Specific Plan. Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 18.1.
Local Open Space Policies			
Watersheds, Floodplains, and Watercourses			
2003 GP	SWAP 21.1	Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the Watershed Management section of the General Plan Multipurpose Open Space Element, as well as use of Best Management Practice policies.	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 21.1.
2016 GP	SWAP 21.1	Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been

Table 2, Southwest Area Plan Consistency Analysis

GENERAL PLAN	POLICY #	POLICY	SPECIFIC PLAN CONSISTENCY
		adherence to the applicable policies found within the Multiple Species Habitat Conservation Plans, Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element, as well as use of Best Management Practice policies.	prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 21.1.
Multiple Species Habitat Conservation Plans			
Key Biological Issues			
2016 GP	SWAP 23.8	Protect sensitive biological resources in SWAP 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.	As discussed in EIR Section 4.4, <i>Biological Resources</i> , the Specific Plan is consistent with the applicable Western Riverside County MSHCP requirements. Biological reports also have been prepared in support of the Specific Plan, and the results are summarized in EIR Section 4.4, <i>Biological Resources</i> . Thus, the FRENCH VALLEY Specific Plan is consistent with Policy SWAP 23.8.