APPENDIX J-1 - LAND USE POLICY CONSISTENCY ANALYSIS

SCAG AND RIVERSIDE COUNTY GENERAL PLAN POLICY ANALYSIS

This Appendix to the Land Use Section of the Paradise Valley Programmatic EIR provides an analysis of the Paradise Valley Specific Plan’s consistency with relevant policies of the Southern California Association of Government’s (SCAG) Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and the Riverside County General Plan, including its Eastern Coachella Valley Area Plan. The policy analysis is organized as follows:

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RIVERSIDE COUNTY LAFCO

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS POLICY ANALYSIS

The following analysis evaluates the goals presented in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS 2016-2040). The list of policies evaluated is consistent with SCAG’s NOP comment letter.

I. RTP/SCS 2016-2040

Policy RTP/SCS G1

Align the plan investments and policies with improving regional economic development and competitiveness.

Analysis: Not Applicable. This goal pertains to the development of the Regional Transportation Plan itself and is not a project-specific policy. Nevertheless, the project can be considered consistent with this policy in that the Specific Plan project: a) is self-sustaining and fiscally stable in terms of infrastructure.
and public services in response to County and ECVAP planning requirements for new towns in Shavers Valley (see FIA report, Appendix J); b) will provide 177 acres of mixed use development, which allows commercial uses and includes Light Industrial, as well as 23.4 acres of commercial retail; and c) supports jobs exceeding the number of jobs needed for the development (see Appendix L, Population and Housing). However, it is important to note that an Urban Decay study was prepared for the proposed project (see Section 2.35 Urban Decay), which found that no significant impact would occur due to the project.

**Policy RTP/SCS G2**

Maximize mobility and accessibility for all people and goods in the region.

*Analysis: Consistent.* The transportation networks in Paradise Valley would be developed to maximize mobility and accessibility for all people and goods in the eastern Riverside County region through the proposed Integrated Multi-Modal Mobility Plan (“Mobility Plan”), a component of the Paradise Valley Specific Plan. The plan maximizes mobility and accessibility by providing a network of transportation options that promote walkability and connectivity within the community for pedestrians, bicycles, personal mobility devices, Neighborhood Electric Vehicles (NEVs) and automobiles. Project features also include complete street design, electric vehicle chargers and preferred parking for Zero Emission Vehicles (ZEV) and Low Emission Vehicles (LEV), telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies. Mobility is also maximized by the community design that allows for the basic recreational, educational and commercial needs of the majority of residents to be met within a half-mile.

As shown in the Riverside County General Plan Policy Consistency Analysis below, the Mobility Plan of the Specific Plan is consistent with applicable regional plans guiding the development of highly-mobile and accessible transportation networks including the following documents:

- Riverside County General Plan – Circulation Element
- Caltrans Traffic Impact Studies Guidelines
- Caltrans Highway Capacity Manual
- SCAG 2016-2040 RTP/SCS

**Policy RTP/SCS G3**

Ensure travel safety and reliability for all people and goods in the region.

*Analysis: Consistent.* The Specific Plan Mobility Plan ensures travel safety and reliability through compliance with applicable agency safety standards and design features. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by the County of Riverside Transportation and Land Management Agency. Roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal 2. The backbone roadways within the Specific Plan are would have posted speeds of 35 MPH or less to allow for the safe use of NEVs. To further ensure bicycle and pedestrian safety, the Mobility Plan provides an on-road, striped Class II bicycle and NEV lane on the backbone circulation system.
The Mobility Plan must meet the required agency safety standards in the circulation element of the Riverside County General Plan for the safe and reliable movement of people and goods with importance placed on pedestrian safety as well as vehicular safety.

The Specific Plan would modify some of the standard County street profiles for the Paradise Valley new town. These minor variations adjust parkway width, lane width and the combined bicycle NEV lanes for some of the profiles. The changes are minor and are not expected to affect safety or reliability. The Riverside County Transportation and Land Management Agency will consider safety or reliability in reviewing these proposed modifications as a part of the Paradise Valley Specific Plan review process. An analysis of the proposed project’s consistency with the circulation element policies of the Riverside County General Plan is provided below.

**Policy RTP/SCS G4**

Preserve and ensure a sustainable regional transportation system.

**Analysis: Consistent.** While this policy is more directly aimed at public agencies, the proposed project will provide features that encourage multi-modal transit, including provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio. The Mobility Plan for Paradise Valley also ensures a sustainable internal transportation system by providing a network of transportation options within the Specific Plan boundaries that reduce vehicular use and promote walkability and connectivity within the community. Project features include complete street design, electric vehicle chargers and preferred parking for ZEV and LEV, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies.

Consistent with the goal of the Sustainable Communities Strategy (SB 375) to reduce regional GHG emissions related to passenger cars and light duty trucks through land use planning and consequent transportation patterns, the land use planning of the Specific Plan configures land uses around Village core areas and locates residential areas in sufficient proximity (within a half-mile) to schools, recreational areas, and commercial uses to maintain walkability. Non-GHG emitting transportation options of the Mobility Plan include walking along the pedestrian-oriented sidewalks and trail network, biking along dedicated Class II bike lanes, and NEV vehicle use.

Mitigation in Section 4.7, Greenhouse Gas Emissions, in an effort to connect Paradise Valley residents to the greater Coachella Valley area, will require the project applicant to provide shuttle services between the Paradise Valley Specific Plan Community Center and the SunLine Transit hub in Indio, and to coordinate with regional transit authorities to include bus turnouts and other transit accommodations within Paradise Valley. This will encourage the use of transit and therefore reduce the Vehicle Miles Traveled (VMT) impact of the proposed project.

Consistent with state law, the Paradise Valley Specific Plan would be subsidiary to the Riverside County General Plan, the circulation element of which encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system. An analysis of the proposed project’s consistency with the circulation element policies of the Riverside County General Plan is provided below in this consistency analysis.
Policy RTP/SCS G5

Maximize the productivity of our transportation system.

Analysis: Consistent. The residential densities of the Specific Plan maximize the number of workers and residents located within walking distance of employment, recreation, and service destinations in order to avoid potential traffic-related delays and increase daily productivity. As transit options evolve over time, the concentration of uses in Village core areas will continue to allow easier and more efficient multimodal use. On a more regional basis in an effort to connect the Paradise Valley project residents to the greater Coachella Valley area, the County will require the applicant to provide shuttle services between the Paradise Valley Specific Plan Community Center and the SunLine Transit hub in Indio and to coordinate with regional transit authorities to include bus turnouts and other transit accommodations within the Paradise Valley Specific Plan. This will encourage the use of transit and therefore reduce the VMT impact of the proposed project. The Mobility Plan for Paradise Valley also ensures a sustainable internal transportation system by providing a network of transportation options within the Specific Plan boundaries that reduce vehicular use and promote walkability and connectivity within the community. These include complete street design, electric vehicle chargers and preferred parking for ZEV and LEV, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies.

Policy RTP/SCS G6

Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).

Analysis: Consistent. The Specific Plan protects the health of residents and air quality by providing complete streets that facilitate alternative transportation for local trips by allowing NEVs on the backbone roadway network and emphasizing travel for bicycle users and pedestrians. The Specific Plan’s land use configurations are designed around Village core areas to promote pedestrian walkability and bicycle use over vehicle trips to attend to daily needs.

Consistent with state law, the Paradise Valley Specific Plan would be subsidiary to the Riverside County General Plan, the circulation element of which encourages regional coordination of transportation issues and provides guidance and policies that help preserve and ensure a sustainable regional transportation system. An analysis of the proposed project’s consistency with the circulation element policies of the Riverside County General Plan is provided below.

Policy RTP/SCS G7

Actively encourage and create incentives for energy efficiency, where possible.

Analysis: Consistent. Although this goal pertains to the creation of incentives for energy efficiency in the development of regional transportation plans, the Specific Plan encourages energy use reduction within the Paradise Valley Specific Plan project through the use of energy efficient technologies. Such technologies may include passive solar design strategies that utilize building orientation, materials and surrounding landscape to naturally assist in the cooling and warming of buildings. The Specific Plan also encourages the use of community-oriented photovoltaic solar (PV) energy.
Policy RTP/SCS G8

Encourage land use and growth patterns that facilitate transit and active transportation.

Analysis: Consistent. The Mobility Plan encourages land use and growth patterns for active transportation by offering transportation options for pedestrians and bicycles. The complete streets proposed for the Specific Plan facilitate the use of alternative transport for local trips by allowing NEVs on the backbone roadway network and by emphasizing travel for bicycle users and pedestrians. The Specific Plan design also locates schools, recreation, and employment destinations within walking distance of residential neighborhoods. Mitigation in Section 4.3, Air Quality, requires installation of electric chargers for electric vehicles (EVs) in each residential garage and at non-residential locations within the development. As noted earlier, the project will also be required to provide shuttle service between the proposed project and the SunLine Transit hub in Indio.

The Paradise Valley Specific Plan would be a component of the Riverside County General Plan, the circulation element of which provides guidance and policies and land use patterns that facilitate transit and active transportation. An analysis of the proposed project’s consistency with the circulation element policies of the Riverside County General Plan is provided below.

Policy RTP/SCS G9

Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.1

Analysis: Consistent. As noted earlier in this RTP/SCS policy analysis, the County will require the project applicant provide shuttle services between the Paradise Valley Specific Plan Community Center and the SunLine Transit hub in Indio and to coordinate with regional transit authorities to include bus turnouts and other transit accommodations within Paradise Valley.

The Specific Plan would modify some of the standard County street profiles for the new town of Paradise Valley. These minor variations adjust parkway width, lane width and the combined bicycle NEV lanes for some of the profiles. The changes are minor and are not expected to affect security. The Riverside County Transportation and Land Management Agency will consider security in reviewing these proposed modifications as a part of the Paradise Valley Specific Plan review process. Security situations involving roadways and evacuations would be addressed in the County of Riverside’s emergency management plans developed in accordance with the state and federal mandated emergency management regulations.

The circulation and safety elements of the Riverside County General Plan contain guidance and policies for a safe and secure transportation system. An analysis of the proposed project’s consistency with the circulation element policies of the Riverside County General Plan is provided below.

RIVERSIDE COUNTY GENERAL PLAN POLICY ANALYSIS

The following Riverside County General Plan policy analysis evaluated relevant policies from the adopted 2003 General Plan2 as well as the recent update, the 2015 General Plan, also known as General

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1 SCAG does not yet have an agreed-upon security performance measure.
Plan Amendment (GPA) 960. GPA 960 is currently under litigation at this writing. To address both the 2003 and 2015 versions of the policies, the analysis below shows stricken language and additions due to adoption of GPA 960 in different colors pertaining to when the County revised the text during the General Plan update process. Textual changes proposed as part of the May 2014 previously circulated document are shown in red italicized text (red italicized text) and red strikethrough text (red strikethrough text). Further changes made after the initial May-June 2014 public comment period through February 2015 are shown in blue italicized text (blue italicized text) and blue strikethrough text (blue strikethrough text). Changes between February 2015 and the final adoption date of the GPA in December 2015 are shown in green italicized text (green italicized text) and green strikethrough text (green strikethrough text). The analysis then addresses consistency with the 2003 General Plan and the 2015 General Plan, explaining any difference in analysis due the change, if any. Note to the reader: if you are viewing this document in black and white print and wish to distinguish between the two rounds of changes made to the policies, please see the County website for an electronic (PDF) version of this Appendix J-1, Plan Policy Analysis.

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I. LAND USE ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Land Use Element, Chapter 3 of the General Plan:

**Policy LU 1.5**

The County shall participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed habitat management with cities, local and regional agencies, stakeholders, Indian nations, and surrounding jurisdictions.

**Analysis: Consistent.** The project has been designed and reviewed by the County with this policy in mind. The project contains features that would reduce VMT, reduce the reliance on automobiles, conserve natural resources and open space, and provide a variety of land uses to optimize the potential for a mixed use community in Paradise Valley.

The provision of transportation and multi-modal transit systems within the project respond to the mobility, transportation and traffic congestion concerns of the policy (see Section 4.20, Transportation and Traffic). Transportation options that aim to reduce these concerns include complete street design, electric vehicle chargers and preferred parking for ZEV and LEV, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies. Economic development concerns are addressed through the provision of a mixed-use project, aimed at providing a mixed-use community (see Section 4.13, Population and Housing, which also presents jobs/housing balance data for the project). The project’s self-sufficient nature, providing a mixed use community as much as possible, provides for reduced air quality and greenhouse gas emissions over conventional suburban bedroom communities that might otherwise develop without this General Plan policy (see Section 4.3, Air Quality, and Section 4.7, Greenhouse Gas Emissions). Watershed and habitat management have been addressed through adherence to the CVMSHCP (see Section 4.4, Biological Resources, and Section 4.9, Hydrology and Water Quality). A wide array of stakeholders has been included in the EIR and Specific Plan review process, consistent with this General Plan Policy.

Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 1.6**

Coordinate with local agencies, such as LAFCO, service providers, and utilities to ensure adequate service provision for new development.

**Analysis: Consistent.** The project proponent, consultant team, and County staff have coordinated with agencies and service providers of public services and utilities to assure adequate notice and planning has occurred to serve the development. The project requires annexation into the Coachella Valley Water District (CVWD) for water and wastewater (sewer) and drainage (stormwater) service. The provision of services for these utilities is described in the respective topical analysis sections of this EIR.

**Policy LU 1.11**

In conjunction with the adoption of this 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
APPENDIX J-1: LAND USE POLICY CONSISTENCY ANALYSIS

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:

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; and

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.

A proposal to add a Public Facilities designation within a Rural Community or “Rural” Specific Plan shall not be considered a Foundation-level change.

Analysis: Consistent. Upon adoption, the project site will be designated “Paradise Valley Specific Plan” on the Riverside County Land Use Map. It will be considered a Community Development specific plan. Once adopted, the proposed project will be consistent with the General Plan.

Policy LU 1.12

Pursuant to State law, each land use designation that provides for residential development (other than caretakers’ dwellings) 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.

Analysis: Consistent. The residential areas for the proposed project are comprised with five density classifications: Medium Density Residential, Medium High Density Residential, High Density Residential, Highest Density Residential, and Mixed Use:

- Medium Density Residential Land Use (MDR) will allow a development range of 2.1 to 5 dwelling units per acre.
- Medium High Density Residential Land Use (MHDR) will allow a development range of 5.1 to 8 dwelling units per acre.
- High Density Residential Land Use (HDR) areas will allow a development range of 8.1 to 14 dwelling units per acre.
- Highest Density Residential Land Use (HHDR) areas will allow development of 20 to 40 dwelling units per acre.
- Mixed Use Land Use (MU) will allow a diverse mix use of uses that would vary as build-out occurs within each planning area within the Specific Plan. A target dwelling unit total, target square footage total for non-residential area and/or target acreage for parkland is attributed to each planning area with a Mixed Use designation.

These household densities were used to determine the population and housing projections for the project, and in determining project infrastructure needs and other project features.
**Policy LU 2.1**

Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following:

a. Provide a land use mix at the Countywide and Area Plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.

b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.

c. Provide for a broad range of land uses, intensities and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.

d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.

e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.

f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

**Analysis: Consistent.** The following analysis addresses the individual policy elements above.

**a, b, and c.** The proposed project is a mixed use project, with specific mixed-use planning areas that will assure the availability of residential development proximate to commercial uses for shopping, entertainment, jobs and other opportunities and uses. Paradise Valley Specific Plan Section 5, Infrastructure and Public Facilities, includes the provision of public services such as Sheriff substations, fire stations, libraries, and schools. Infrastructure, such as roads, and utilities are provided as well. Section 9.5 of the Specific Plan provides a discussion of the infrastructure and public facilities and amenities required for the project, and the potential funding mechanisms for construction and maintenance are identified in Specific Plan Table 9.1 and 9.2, respectively. The environmental impacts associated with these issues are provided in the topical analysis sections of the EIR, within Chapter 4.0, Impact Analysis.

The proposed Specific Plan will be comprised of villages of different themes and composition, aimed at serving people of varying population demographics anticipated for the area. The project will include communities serving varying demographic needs. The project is envisioned to include approximately 2,801 retired households, 1,851 of these retired households are planned as age-restricted units to be located in Village 3 (Planning Areas 3-1 through 3-8), 190 are contemplated as “age-targeted” units to be located in non age-restricted Planning Area 2-7, and the remaining 760 are contemplated as age-targeted units to be located in various other non age-restricted residential planning areas within the project. The plan provides a range of housing types. Agricultural land use and rural development are not consistent with the Specific Plan. Development of the implementation phases of the Specific Plan will require Village Refinement Plans, which will include additional detail that assures the demographic variations of the Specific Plan.

The proposed project provides for a broad range of land uses, including: MU, MHDR, MDR, HDR, HHDR, Commercial Retail (CR), Open Space - Conservation Habitat (OS-CH), Open Space – Recreation (OS-R), and Public Facilities (PF). The varied architectural styles and varied themes of the project Villages will provide a range of community types and characters within the overall development footprint, as provided in Specific Plan Chapter 2.3, Development Standards and Organization.
d, e, and g. The Specific Plan includes multiple communities, or villages, each with a mixed-use community center. The Town Center village will establish a center to the new town of Paradise Valley. The Town Center will provide a focal point of the town’s land uses, activity, and “complete streets” street system. The design of the Town Center, guided by Specific Plan design standards for structures, streets, landscape, and signage, will provide an area of visual interest, such that the area stands out as the center of town. This area is anticipated to include commercial, employment, entertainment, cultural, and civic uses. Residential densities in the Town Center will be among the Specific Plan’s highest, and will take the form of multi-family housing above ground floor commercial uses.

Commercial offices, shopping and retail service venues are also anticipated within the other mixed-use areas. Light Industrial uses are anticipated in the mixed-use area proximate to the I-10 freeway. A desired effect of this concentration of growth within the villages is that the project will not sprawl across the site or spill over into the surrounding land area.

The project boundaries are clearly defined and will meet the requirements for edge conditions specified in the CVMSHCP, preserving the natural open space around the project. This EIR evaluates the impacts of the proposed development, and provides an explanation of project features and mitigation measures to avoid and reduce significant environmental impacts, where feasible. Chapter 6.0, Considerations and Discussion of Significant Environmental Impacts, of this EIR provides a summary of significant environmental effects and significant irreversible environmental changes (see also Chapter ES, Executive Summary). The project has been designed and mitigated to avoid environmentally sensitive or subject to severe natural hazards.

f. The paradise Valley Specific Plan Section 4, Integrated Multi-modal Mobility Plan, addresses multi-modal vehicular circulation within the development area. It specifies project roadway improvements, including the I-10 freeway interchange upgrades and the establishment of internal arterials (with a range of scale classifications, such as Major Arterial, Collector, and Local Road). It also includes features such as complete street design, electric vehicle chargers and preferred parking for Zero Emission ZEV and LEV, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies. This Chapter also provides a description of the pedestrian and bicycle system, use of NEVs, and the trail network.

Policy LU 3.1

Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts:

a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities child care and housing. 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.

b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.

c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance.

d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation.
Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision.

In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network).

Provide the opportunity to link communities through access to multi-modal transportation systems.

**Analysis:** **Consistent.** The Paradise Valley Specific Plan, upon adoption, will become a part of the County General Plan and will be included in the General Plan Land Use Maps. As discussed in detail in the EIR Land Use Section analysis, above, and in Section 3, Integrated Multi-modal Mobility Plan of the Specific Plan, the project guidelines and development standards will provide a balanced mix of uses, including residential and commercial areas, recreation facilities, public services, and open space. The project would provide an extensive street and trail network to connect local destinations, encourage pedestrian and bicycle travel, and designate routes for NEVs. The project would create a “new town” that would develop compact, transit-adaptive infrastructure and create opportunities for access to regional transportation systems. It also includes features such as complete street design, electric vehicle chargers and preferred parking for Zero Emission ZEV and LEV, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees. While this policy is meant to address the General Plan that is in effect currently, the Specific Plan is consistent in intent and purpose to the extent feasible.

Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The Specific Plan would provide commercial land uses that would allow for the siting of public facilities as required, and private child care services should they be proposed, compatible with community needs.

**Policy LU 3.2**

Use open space, greenways, recreational lands, and watercourses as community separators.

**Analysis:** **Consistent.** The Specific Plan allows for a network of open space, greenways and recreational lands (parkland and trails) throughout the development to enhance the quality of life within the community and to serve as community focal points. The edge conditions of the project have been designed for consistency with the MSHCP (see EIR Section 4.3, Biological Resources), providing appropriate separation of the development from the surrounding natural open space.

**Policy 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.

**Analysis:** **Consistent.** The Specific Plan, through its Land Use Plan and development guidelines, provides direction for development of the new town of Paradise Valley. The town will be comprised of various villages, each with a community character, and all compatible with the overall character of the new town. The Specific Plan contains such details such as architectural guidelines and parkland, trails and transportation network requirements. The guidelines of each village will be further detailed in Village Refinement Plans to be required as each of the villages is proposed for development.
Policy LU 4.1

Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts:

a. Compliance with the design standards of the appropriate area plan land use category.
b. Require that structures be constructed in accordance with the requirements of the County’s zoning, building, and other pertinent codes and regulations.
c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.
d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.
e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Administrative Code of Regulations (CCR).
f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.
g. Encourage innovative and creative design concepts.
h. Encourage the provision of public art that enhances the community’s identity, which may include elements of historical significance and creative use of children’s art.
   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 in the project design.
i. Include consistent and well-designed signage that is integrated with the building’s architectural character.
j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.
k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.
m. Provide and maintain landscaping in open spaces and parking lots.
n. Include extensive landscaping.
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. 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.
q. Design parking lots and structures to be functionally and visually integrated and connected.
r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.
s. Establish safe and frequent pedestrian crossings.
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.
   u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.
v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.
Analysis: Consistent. The project has been designed to comply with this County policy. The Specific Plan includes design guidelines and architectural themes and other considerations that work together to reduce adverse visual impacts and assure a cohesive, visually attractive development. Specific ways in which the Specific Plan addresses the individual policy elements above are summarized as follows:

a, b. The Specific Plan incorporates zoning requirements (also to be adopted as a Zoning Code change). Together the Specific Plan and zoning requirements will specify the standards and requirements for design and implementation of projects within the project site.

c, d. Specific Plan Section 6, Conservation, Open Space and Landscape, provides for landscape planning and drought tolerant landscaping.

e, f. Energy efficiency concepts are built into the Specific Plan land use map, with regard to the orientation of streets and buildings. Guiding Principles (Section 1.10) and Sustainability Strategies (Section 3) of the Specific Plan, incorporate energy and water conservation goals, such as “Incorporate passive solar design strategies that utilize building orientation, light shelves, shading, building materials and surrounding outdoor landscape to naturally assist in the cooling and warming of buildings to conserve resources and reduce energy usage.” The Specific Plan further states that, “In an effort to reduce the energy demand, carbon footprint, infrastructure required to power it, and reduce the cost of living of its residents, buildings within the Paradise Valley Specific Plan will exceed the California Building Energy Efficiency Standards (2013 Title 24 Part 6) currently in effect by a minimum of 30 percent and encourage an above code or third-party program.

Outdoor lighting regulations in the Specific Plan will protect night skies and reduce energy demands. Water conservation is also an underlying tenet of the plan. The on-site wastewater treatment plant would generate recycled water to be used for the irrigation of public parks, medians, parkways and other open spaces. Landscaping restrictions will emphasize the use of regionally appropriate, drought tolerant plants. One of the project’s guiding principles is to conserve potable water and balance water use through a combination of conservation strategies including the combined use of groundwater basin recharge, use of water storage and the appropriate use of recycled water. Groundwater recharge has been integrated into the Specific Plan, in Section 4, Infrastructure and Public Facilities. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

State of the art planning concepts in sustainability have been woven into the Specific Plan. The Specific Plan also provides for public art in its parks, schools, and civic center; includes a signage plan and that is integrated with building design and character. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan. Parking lots will also be regulated to appropriately serve adjacent and nearby uses. The parking lots and building entrances and building amenities will also be designed to function well within the complete street system (e.g., effectively designed safe access and lines-of-sight that don’t interfere with pedestrian, NEV and bikeway movement). The zoning code provisions incorporated into the Specific Plan will regulate entryways, loading bays and other building elements and support features that can otherwise potentially detract from a functioning multi-use development served by a multi-modal traffic network. The code will provide for parking lot set backs, loading bay setbacks, minimum building separations and garage setbacks. See the design standards relating to the architecture and design in each village. These concepts and provisions will be further vetted in the Village Refinement Plans that will be required prior to the development of land uses within each village.

The organization of land uses in the Specific Plan is designed to create a vibrant, mixed-use community. The zoning code provisions, or regulations, in the Specific Plan, provide specifications for
set backs, noise walls, shielding of lighting fixtures, and other buffering and impact-reducing features to avoid incompatibility between adjacent and nearby land uses.

**m, n, o, p.** Specific Plan Section 6, Conservation, Open Space and Landscape, provides for the open space and landscape plan. The recreational trail system includes the Desert Trail Linear Park, Internal Trials and the Perimeter Trail. Appropriate edge conditions, consistent with the CVMSHCP, have been defined. Pedestrian walkways would include trails as well as streets with sidewalks to accommodate pedestrians. Safety of pedestrians is a primary concern of the project’s Integrated Multi-modal Mobility Plan (Specific Plan Section 3). Natural features, such as rock outcroppings and Pinkham Wash, the site’s largest wash, will be retained and are excluded from the development footprint. Existing drainages adjacent to planning areas located north of the I-10 freeway will be preserved in their existing condition wherever possible. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**s, t.** Walkability and connectivity are major tenets of the sustainability strategies within the Specific Plan (Section 3, Sustainability Strategies). The Specific Plan’s Integrated Multi-modal Mobility Plan provides for designated, safe pedestrian crossings. The Specific Plan provides for mixed-used centers in each village, along with the Town Center, which is the major center for the Specific Plan. In these areas, residential uses above ground floor retail is permitted and encouraged. The Specific Plan also encourages the provision of private open space and/or recreational facilities as components of residential developments (Section 2.2.2.5). Open space and landscaping are also integrated into the design of all planning areas and villages in the Specific Plan (Section 6, Conservation, Open Space and Landscape).

**u.** Consistent with these portions of the policy (due to GPA 960), over 60 percent of the project site would be preserved as open space, including hillsides, arroyos, riparian areas in Pinkham Wash, and other natural features as amenities that add community identity, beauty, and monetary value to adjacent developed areas. The Specific Plan specifies design requirements and guidelines for the design of various project features that will enhance community identity, including project parks and trails, roadway medians/cross-sections, signage and walls, and building architectural styles. During the buildout of parcels adjacent to natural open space, new development would provide fuel clearance/modification as required by the Riverside County Fire Department to manage wildland fire hazards.

**v.** The Specific Plan has provided buffers in the form of edge conditions that serve several purposes including as a wildfire buffer. As described in Section 4.14, Public Services – Fire Services, the project site and vicinity is not in a high fire hazard zone. Project requirements and features for fire fighting, including the project fire station(s), the provision of fire water for fire fighting purposes, fire hydrants, and other features, which result in no significant impact with regard to wildfire.

**Policy LU 5.1**

Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and child day care centers (i.e., infant, toddlers, preschool and school age children), transportation systems, and fire/police/medical services.

**Analysis: Consistent.** Responsive to this requirement and ECVAP Policy 2.3, as well as adhering to good planning practices for the preparation of Specific Plans, many studies have been prepared to assure a well-planned project with appropriate services and infrastructure. Among the studies prepared are, a population and housing evaluation including a jobs housing balance analysis and engineering studies. Consistent with this policy, the project would provide a library, parks and recreational facilities, educational centers and commercial land uses available for day care centers, multi-modal transportation
systems, a Sheriff substation, a fire station, and an outpatient medical care facility. The following relevant sections of this EIR have analysis demonstrating the provision of services to meet project demands: Sections 4.13, Population and Housing, 4.14, Public Services – Fire Services, 4.15, Public Services – Sheriff Services, 4.16, Public Services – Schools, 4.17, Public Services – Libraries, 4.18, Health Services, 4.19, Recreation. Infrastructure analysis is provided in Sections 4.20, Transportation and Traffic, 4.21, Utilities and Service Systems - Water, 4.22, Utilities and Service Systems - Sewer, 4.23, Utilities and Service Systems - Solid Waste, 4.24, Utilities and Service Systems - Electricity and Street Lighting, 4.25, Utilities and Service Systems - Natural Gas, and 4.27 Energy Conservation. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy 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.

**Analysis: Consistent.** On a programmatic level, the Specific Plan and this EIR provide for the provision and analysis, respectively, of the adequacy of service. Implementing actions for the provision of adequate levels of service for public service and utilities will occur on several levels and at several points in the process. Each utility and service agency conducts on-going planning for the provision of service within their service area, and coordinates with applicants and the County planners on pending annexations, first informally and eventually through the and LAFCO annexation process. On the County Planning Department level, as each Village is proposed for development, a Refinement Plan will be prepared, which will refine the development requirements under the Paradise Valley Specific Plan pertinent to that Village. Adequate Policies regarding features, sizing, and timing will be provided and reviewed through the standard development review process, which may include some or all of the following: subdivision maps, environmental review, and design review by the appropriate County departments. The Specific Plan also establishes trigger points when new facilities or the next phase of design is required (Section 9, Implementation, Maintenance and Financing).

Policy LU 5.3

Review all projects for consistency with individual urban water management plans.

**Analysis: Consistent.** As discussed in Section 4.21, Utilities and Service Systems – Water, the project would be consistent with the applicable urban water management plans.

Policy LU 5.4

Ensure that development and conservation land uses do not infringe upon existing essential public facilities and public utility corridors, including which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of “public facilities”. This policy will ensure that the “public facilities” designation governs over other inferences that may be drawn from the large-scale general plan maps.

**Analysis: Consistent.** The Specific Plan Land Use Plan acknowledges existing public utility corridors, as described in Chapter 2.0, Project Description, of this EIR. The Specific Plan planning areas are not intended to supersede existing utility corridors. The project footprint is designed around existing public utility corridors and rights of way, and there are no county regional landfills within the project boundary. Consistent with changes to this policy due to GPA 960, the Specific Plan would provide land for the
siting of new public facilities to not infringe upon existing essential public facilities. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 6.1-7.1**

Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts.

**Analysis: Consistent.** Upon adoption, the Paradise Valley Specific Plan will become General Plan land use policy for the project site. The County will review all development within the Specific Plan Area for compatibility with the plan. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 6.3-7.3**

Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process.

**Analysis: Consistent.** As evaluated in Section 4.1, Aesthetics, the proposed project would modify the existing site from an undeveloped property with utility improvements to a new town with mixed uses and supporting expanded infrastructure. Even with the proposed project development, views of unique project features, such as the surrounding Mecca Hills and Oroopia Mountains, would remain visible. These views would enhance the experience of future residents of the development, and large portions of the view corridors from the I-10 freeway, a County Eligible Scenic Highway, would remain intact with the 3,100 acre natural conservation area portion of the project site remaining vacant and undeveloped. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 6.4-7.4**

Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic.

**Analysis: Consistent.** There is no existing development (residential, commercial uses supporting employment, etc.) on the proposed project site. The proposed project would therefore not encroach on existing residential, employment or agricultural land uses with impacts from noise, noxious fumes, glare, shadowing, and traffic (see EIR Sections 4.1, Aesthetics, 4.3, Air Quality, 4.12, Noise, and 4.20, Transportation and Traffic). The surrounding area will remain in open space, and as such the proposed project’s avoidance and mitigation measures that reduce noise, odors, dust and other air pollutants, glare, shadows and traffic will assist in ensuring the project is consistent with this policy to the extent feasible. In compliance with ECVAP Policy 2.3, proposed project will have defined edges, to preclude sprawl and avoid encroachment impacts on adjacent open space areas. Edge conditions specified in the CVMSHCP will also be observed (see EIR Section 4.4, Biological Resources). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 6.5-7.5**

Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses.
Analysis: Consistent. There is no existing development (rural or equestrian or other) on the proposed project site. To that extent, the policy is not applicable to the project. However, it is noted that the requirement for defined project edges (ECVAP Policy 2.3), will assure that the project will have defined edges, to preclude sprawl and avoid encroachment impacts on adjacent open space areas. The proposed project would therefore not require buffering between project uses and the encroach on existing residential, employment or agricultural land uses with impacts from noise, noxious fumes, glare, shadowing, and traffic (see EIR Sections 4.1, Aesthetics, 4.3, Air Quality, 4.12, Noise, and 4.20, Transportation and Traffic). The surrounding area will remain in open space, and as such the proposed project’s avoidance and mitigation measures that reduce noise, odors, dust and other air pollutants, glare, shadows and traffic will assist in assuring the project is consistent with this policy to the extent feasible. In compliance with ECVAP Policy 2.3, proposed project will have defined edges, to preclude sprawl and avoid encroachment impacts on adjacent open space areas. Edge conditions specified in the CVMSHCP will also be observed (see Section 4.4, Biological Resources). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 7.7

Require buffers to the extent possible between development and watercourses, including their associated habitat.

Analysis: Consistent. The design of the Paradise Valley project provides buffers between development and watercourses to the extent possible. The project footprint buffers Pinkham wash from the western edge of site development. Where impacts to smaller tributaries within the development footprint cannot be avoided, the Drainage Master Plan contains drainage inlet and outlet structures to convey flows originating in the Cottonwood Mountains southward toward box canyon.

Policy LU 7.8

Require new developments in Fire Hazard Severity Zones to provide for a fuel clearance/modification zone, as required by the Fire Department.

Analysis: Consistent. As the project is located in a Moderate Fuel Hazard Severity Zone that is a Local Responsibility Area, during buildout of the Specific Plan new development would provide fuel clearance/modification as required by the Riverside County Fire Department. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 7.8 8.1

Accommodate the development of a balance of land uses that maintain and enhance the County’s fiscal viability, economic diversity, and environmental integrity.

Analysis: Consistent. It is the intent of the Specific Plan to provide for a mix of land uses to provide a community where some resident income earners will find employment on-site, where residents can shop, find various services (e.g., grocery and other retail stores, medical offices, and other services) and utilize entertainment venues all within the new town of Paradise Valley. Various commercial and industrial uses are provided for, as shown on the Paradise Valley Land Use Plan and in the Specific Plan’s Land Use Table and Zoning Code (an Appendix to the Specific Plan). This will provide fiscal viability and local economic diversity. In addition, the project is designed to meet the environmental policies and requirements of the CVMSHCP and the Riverside County General Plan, including the ECVAP. The project meets the defined edges and edge condition policies of the ECVAP and CVMSHCP, respectively.
Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 7.2 8.2**

Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities.

**Analysis: Consistent.** As noted in response to Policy LU 7.1, a diversity of uses, including commercial and industrial uses are provided for in the Specific Plan. These will create local employment opportunities. The mixed use centers in each village, and several commercial planning areas (see Land Use Plan) will allow for commercial retail and office uses. The light industrial uses are limited to an approximately 6.2 acre area within the Paradise Valley Specific Plan adjacent to the south side of the I-10 freeway. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 7.3 8.3**

Promote the development of focused employment centers rather than inefficient strip commercial development.

**Analysis: Consistent.** As shown on the Paradise Valley Land Use Plan, the mixed-use centers where the commercial uses will occur encompass several blocks, rather than just a strip of land along a roadway. In this way, the development will occur in larger areas, allowing for better design, shared parking areas, shared open space or plazas, internal commercial area pedestrian walkways and other supporting infrastructure and amenities. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 7.8 8.8**

Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well-landscaped work environments, and fit with the character of our varied communities.

**Analysis: Consistent.** A light industrial park area is generally located over approximately 6.2 acres adjacent to the south side of the I-10 freeway. The project’s open space and landscape guidelines provide for landscaping, open space (including plazas), walkways/trails and parks throughout the development. Each village will have open space features as discussed in Specific Plan Section 6, Conservation, Open Space and Landscape. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 7.10 8.10**

Locate job centers so they have convenient access to the County's multi-modal transportation facilities.

**Analysis: Consistent to the Extent Feasible.** The proposed project is not located near a bus stop or station and there is no rail nearby. However, within the project, multi-modal transportation opportunities will be provided (Specific Plan Section 3, Integrated Multi-modal Mobility Plan) in the form of trails, sidewalks and other walkways, NEV service routes and a street network for traditional automobile transportation. The project also includes features such as complete street design and the provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio.
to increase regional transit. The job centers within the development will be conveniently accessible to the Specific Plan’s multi-modal transportation system.

**Policy LU 8.1 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.

**Analysis:** Substantially Consistent. The Specific Plan project has been designed to meet the open space and environmental policies and requirements of the CVMSHCP and the Riverside County General Plan, including the ECVAP. ECVAP Policy 2.3.g requires at least 50 percent of the proposed community be devoted to open space and recreation. The CVMSHCP further restricts development by requiring compensation acreage in set ratios for the various sensitive species impacts of a project. While the specifications for CVMSHCP compensation acreage will be refined at the project-specific analysis stage for the implementing projects, as a part of the Joint Project Review (JPR) process. In total, the Specific Plan retains more than 50 percent of the site in natural open space. In fact over 60 percent will remain in natural conservation habitat open space (i.e., the areas outside the defined development footprint, or approximately 3,100 acres of the approximately 5,000-acre site). The project development footprint lies outside the bed and bank of Pinkham Wash, the site’s largest drainage. County development policy, as well as various development requirements in the Specific Plan will conserve water, improve runoff water quality and promote groundwater recharge. The permanent preservation of over 60 percent of the project site as open space also preserves the cultural resources that are within the subject property but outside the Area of Potential Effects (APE), as discussed in Specific Plan Section 4.5, Cultural Resources. Therefore, changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan. Hazards are evaluated in EIR Section 4.8, Hazards and Hazardous Materials, which finds no significant impacts after the implementation of mitigation measures.

Scenic values are described in EIR Section 4.1, Aesthetics. The Specific Plan includes many design features for providing an aesthetically well designed project, including a paint and landscape palette, architectural and signage guidelines, set backs and edge conditions, a fencing and wall plan, and regulations and guidelines on building massing. Given the size of the project, the visibility of the site from a number of surrounding roadways, including the I-10 freeway, a designated County-eligible scenic highway, and the degree of change from exiting conditions, the analysis finds the project’s visual impacts significant and unavoidable. However, the project will not impact the more distant views of natural hillsides and mountain ranges beyond the site. Thus, significant impacts to natural scenic features or recreational areas would not occur.

**Policy LU 8.2 9.2**

Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.

**Analysis:** Consistent. This EIR is a CEQA compliance document that is part of the CEQA review process conducted by the County of Riverside, as lead agency. Federal, State and local regulations relevant to each environmental issue area are discussed in the topical EIR sections in Chapter 4.0, Impact Analysis (the Clean Air Act is discussed in Section 4.3, Air Quality, and the Clean Water Act is discussed in Section 4.9, Hydrology and Water Quality). NEPA review is not currently required, but the need to conduct NEPA review will be determined at the implementing project stage for projects within the
Specific Plan. Subsequent CEQA review of these projects will be conducted by the County, which will determine whether project-specific analysis under CEQA is required. Natural resource impacts are evaluated in Specific Plan Section 4.4, Biological Resources. The project is consistent with the open space policies of the General Plan, including the ECVAP, as noted in the analysis of Policies LU 2.1, 3.2, 4.1, 6.4, 8.1, above, as well as below in the analysis of Riverside County Multi-Purpose Open Space Element policies.

**Policy LU 8.3 9.3**

Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas to enhance recreational opportunities and community aesthetics, and improve the quality of life.

**Analysis: Consistent.** Specific Plan Section 6, Conservation, Open Space and Landscape, describes the community-wide system of parks and recreation, including a trail system that create buffers between, yet also connect the plan’s villages. The use of trails and pedestrian walkways is also described as a part of Specific Plan Section 4, Integrated Multi-modal Mobility Plan. Landscaping requirements, combined with these open space features, will provide for an aesthetically enhanced project.

**Policy LU 8.4 9.4**

Allow development clustering and/or density transfers in order to preserve open space, natural resources, *cultural resources*, and biologically-sensitive resources. *Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.*

**Analysis: Consistent.** Density transfer is not a concept allowed in the Specific Plan. However, Specific Plan Section 7, Design Guidelines, includes provisions that will encourage the development of properties within the project site to appropriately consider open space, natural resources, cultural resources, and biologically sensitive resources. As a whole, the Specific Plan preserves over 60 percent of the project site in natural open space. The implementation projects will be subject to the CVMSHCP, which will assure compensation lands for impacts to designated lands within the site, as described in EIR Section 4.4, Biological Resources. Consistent with changes to this policy due to GPA 960, the project footprint clusters development on parcels out of watercourses and adjacent steep slopes and contains design features including stormwater inlet and outlet structures to safely convey flows through the site. The primary focus depicted on the Paradise Valley Mass Grading Plan consists of flood protection along all wash boundaries, the minimization of development impacts to the existing terrain and ensuring the delivery of off-site and on-site drainage to the original discharge points. At each wash boundary, the proposed grade will be elevated to provide sufficient freeboard for 100-year storm flood protection measures. The consistency analysis for Policy LU 9.1, above, further describes how the project provides for permanent preservation of open space lands that contain important open space and natural resources.

**Policy LU 8.5 9.5**

In conjunction with the CEQA review process, evaluate the potential for residential projects not located within existing parks and recreation districts or County Service Areas (CSAs) that provide for neighborhood and community park development and maintenance to be annexed to such districts or CSAs, and require such annexation where appropriate and feasible.
Analysis: Consistent. The project will incorporate roughly 109.9 acres of parkland, including trails, neighborhood and community parks within the Specific Plan area. Finance and Funding mechanisms for these and other public facilities are outlined in Specific Plan Section 9.5, Financing and Maintenance. Currently a CSA, CFD, HOA or another equivalent mechanism is suggested for the maintenance of Paradise Valley’s parks and recreational facilities.

Policy LU 9.1 10.1

Require that new development contribute their fair share to fund infrastructure and public facilities such as police and fire facilities.

Analysis: Consistent. As a new development, the Specific Plan contains a comprehensive plan for providing and funding supporting infrastructure and public facilities including a sheriff substation and fire station.

Policy LU 9.2 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.

Analysis: Consistent. The Paradise Valley Specific Plan is a market-driven plan that has been carefully planned and phased according to such financial considerations and an in-depth market study. Development of the Specific Plan will be carried out in phases subject to change based on market demand, absorption and other issues so as to not have a negative fiscal impact on the County.

Policy LU 10.1 11.1

Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting.

Analysis: Consistent. As noted in response to Policy LU 7.1 and LU 7.2, a diversity of uses, including commercial and industrial uses are provided for in the Specific Plan. These will create local employment opportunities. The mixed use centers in each village, and several commercial planning areas (see Land Use Plan) will allow for commercial retail and office uses. The light industrial uses are limited to a designated area within the Paradise Valley Specific Plan adjacent to the south side of the I-10 freeway. This will provide for some employment opportunities within the project site, reducing some of the need for residents to commute to jobs elsewhere.

Policy LU 10.2 11.2

Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools.

Analysis: Consistent. The Specific Plan land use designation with the heaviest allowable uses is Mixed Use, which allows light industrial uses. The most intense land use area is anticipated to be on the south side of the I-10 freeway, and to the east of the existing Southern California Gas Company Pump Station facility. Other residential and commercial designated areas are placed further away. Specific Plan principles and design guidelines are aimed at creating a vibrant, compatible, mixed-use community. Further, as implementing projects under the Specific Plan are proposed, the County will review the site plans for consistency with Specific Plan and General Plan policies, including appropriate building
placement and buffers, taking into account adjacent uses.

**Policy LU 10.3 11.3**

Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.

**Analysis: Consistent.** As evaluated in relation to Policy LU 12.2, the Specific Plan includes multiple communities, or villages, each with a mixed-use community center. In addition, the Town Center village will establish a center to the entire new town of Paradise Valley. The Town Center will provide a major focal point of the town’s land uses, activity, and “complete streets” street system. The other village centers will provide smaller mixed-use focal points. A network of streets, parks and recreation facilities, supports this organizational structure and public facilities that are similarly designed to support focused concentrations of development in a “village” concept. This pattern of development tends to reduce vehicle trips, vehicle trip length, and overall vehicle miles travelled.

**Policy LU 10.4 11.4**

Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.

**Analysis: Consistent.** The Specific Plan trails system and pedestrian walkways allow for bicycle and pedestrian access as alternatives to vehicular travel. The NEV system also provides for a reduction of fossil-fuel vehicle trips, thereby improving air quality.

**Policy LU 11.5**

_Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan._

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. As described in Section 4.7, Greenhouse Gas Emissions, the project reduces Greenhouse Gas emissions through land use patterns that facilitate walking, biking, and NEV use as an alternative to fossil-fuel vehicle trips, rooftop solar installations where practicable, and passive solar design strategies.

**Policy LU 11.1 12.1**

Apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation:

a. Require that hillside development minimize alteration of the natural landforms and natural vegetation.

b. Allow development clustering to retain slopes in natural open space whenever possible.

c. Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures.

d. Restrict development on visually significant ridgelines, canyon edges, and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive.

e. Require hillside-adaptive construction techniques, such as post beam construction, and special foundations for development when the need is identified in a soils and geology report which has
been accepted by the County of Riverside.

f. Encourage the In areas at risk of flooding, limitation of grading and cut fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.

Analysis: Consistent. The majority of the proposed project is located on flat land. Only the portion of the project site north of the I-10 freeway qualifies as hillside development. In these hillside areas, development has been clustered to reduce grading and maintain natural landforms and vegetation outside of the development footprint. All grading will follow County of Riverside specifications and adhere to safe engineering practice to minimize hazards from erosion and slope failures. Slope stability, as evaluated in Section 4.6, Geology and Soils, is not anticipated to be an area of significant impact, after the implementation of design procedures and mitigation measures. The project site does not contain County-designated visually significant ridgelines, canyon edges, and hilltops. However, related concerns about views from the I-10 freeway are evaluated in Section 4.1, Aesthetics. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 12.1 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.

Analysis: Consistent. As described in the analysis of Policy LU 10.3 and 10.4, the Specific Plan prescribes a land use pattern and a Multi-modal Mobility Plan that result in reduced reliance on the automobile and improved opportunities for pedestrian, bicycle, and NEV travel. The Specific Plan trails system and pedestrian walkways and complete streets promote bicycle and pedestrian access and the NEV system offers an alternative to fossil-fuel vehicle trips, and the provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio encourages multi-modal travel. The Multi-modal Mobility Plan thus results in reduced congestion and improved air quality. The land use pattern, which calls for multiple villages, each with a mixed-use community center, allows for focused development with amenities and services close by, which also results in less congestion and air pollution.

Policy LU 12.2 13.2

Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.

Analysis: Consistent. The project proposes new residential areas and increased population at the site, but also includes a mix of uses to allow for shopping, entertainment, parks, public services and other uses to be provided locally, reducing travel needs. Many of these uses will be accessible by the trails system for pedestrians and bicyclists, and the NEV system, which will travel over the backbone roadways.

Policy LU 12.3 13.3

Locate transit stations in community centers and at places of public, employment, entertainment, recreation, and residential concentrations.

Analysis: Consistent. As described in the analysis of LU 12.2, the project’s mixed land uses and centers, interconnected by trails, pedestrian walkways and the NEV system, allow for employment and service areas to be easily accessible to future or planned transportation facilities. A shuttle service to the Indio
transit hub is required as a project mitigation measure in the EIR Section 4.3, Air Quality. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 12.4 13.4

Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate.

Analysis: Consistent. Specific Plan Section 4, Integrated Multi-modal Mobility Plan, describes the multi-modal linkages within the development. The section provides the Circulation Plan map, identifies entries and signalization locations, the trail network, and the cross-sections for the different types of streets (e.g., main street, divided collector with median, local collector, etc.).

Policy LU 12.5 13.5

Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.

Analysis: Consistent. The main project streets will have medians and sidewalks. Shorter blocks are encouraged, to allow for pedestrian and bicycle crossings. Gateways or entries to villages and mixed-use centers will be marked and landscaped. Narrower streets will be located in the residential areas, where slower speed limits are desired and expected.

Policy LU 12.6 13.6

Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use.

Analysis: Consistent. A Traffic Study, prepared by Linscott, Law & Greenspan, traffic engineers, supports the Specific Plan and this EIR. The traffic analysis was used to determine anticipated traffic levels based on land uses proposed, and to determine the appropriate widths for those roadways.

Policy LU 13.1 14.1

Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.

Analysis: Consistent to the Extent Feasible. There are no designated scenic highways or scenic vistas in the project vicinity. However, the County has designated the I-10 freeway adjacent to the project as a County-eligible scenic highway. Numerous design features incorporated into the Specific Plan would reduce project visual impacts. The Specific Plan includes many design features to provide an aesthetically well designed project, including a paint and landscape palette, architectural and signage guidelines, set backs and edge conditions, a fencing and wall plan and regulations and guidelines on building massing. Given the size of the project, the visibility of the site from a number of surrounding roadways, including from portions of the I-10 freeway, and the degree of change from exiting conditions, the analysis finds the project’s visual impacts significant and unavoidable. However, the project will not impact the more distant views of natural hillsides and mountain ranges beyond the site, which are substantial resources viewed from the I-10 freeway. A complete discussion of the project’s aesthetic impacts is provided in Section 4.1, Aesthetics.
Policy LU 13.2 14.2

Incorporate riding, hiking, and bicycle trails, and other compatible public recreational facilities within scenic corridors.

Analysis: Consistent. The site is not within an identified scenic corridor but is within the viewshed of the I-10 freeway, which the County has determined to be a County Eligible Scenic Highway. Some of the same views of the surrounding desert and mountains are available from on-site, though from a different vantage point. Views will be available from the extensive trail network and other parks and recreational spaces in the development. In general, views will be protected by use of view fencing, landscaping, and limitations on design and massing so that structures are considered compatible with the desert environment of the site. Specific Plan Chapter 6, Conservation, Open Space and Landscape, describes the proposed trail system, which accommodates riding and hiking.

Policy LU 13.8 14.8

Avoid the blocking of public views by solid walls.

Analysis: Consistent. Where possible, in areas where views are of value, a “view fence” will be used. View fences are solid up to three (3) feet above ground and feature three (3) feet of railed fencing atop that, retaining a greater portion of the view from the project site. In other areas, such as along the I-10 freeway, a solid 10-15-foot block wall, or “privacy wall” is prescribed (see Edge Conditions described in Chapter 2.0, Project Description). However, where the solid walls are used, they would serve to partially screen the project from public viewsheds, in order to reduce view impacts as discussed in Section 4.1, Aesthetics. Where these walls exist, they are intended to reduce view impacts, and they are therefore considered consistent with the intent of this policy.

Policy LU 17.1 21.1

Require grading to be designed to blend with undeveloped natural contours of the site and avoid an unvaried un-natural, or manufactured appearance.

Analysis: Consistent. The proposed Specific Plan includes a grading plan (see Figure 5-4, Mass Grading Concept) that focuses on the natural contours of the drainage patterns throughout the property. The primary focus depicted on the Paradise Valley Mass Grading Plan consists of flood protection along all wash boundaries, the minimization of development impacts to the existing terrain and ensuring the delivery of off-site and on-site drainage to the original discharge points. At each wash boundary, the proposed grade will be elevated to provide sufficient freeboard for 100-year storm flood protection measures. Planning areas will be graded to provide positive drainage toward the storm drain conveyance system. Each phase of the project is designed to balance in terms of earthwork quantities to limit the amount of disturbed acreage before reaching the next phase of the project. Existing drainages adjacent to planning areas located north of the I-10 freeway will be preserved in their existing condition wherever possible. In most cases the grading design and operations will occur outside of the defined bank of the existing drainages. Improvements within the drainages would likely be limited to flood control structures required by CVWD. With the implementation of the proposed project’s grading plan, the proposed project would be consistent with this policy.
Policy LU 17.2 21.2

Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use.

**Analysis: Consistent.** Consistent with this and the ECVAP Policy 2.3, the Specific Plan provides for the establishment of services and facilities infrastructure to meet the needs of the proposed development with the plan area. The County requires that the Specific Plan establish a plan for services and utilities to serve the project and will require that each proposed development within the Specific Plan demonstrate that adequate facilities and services will be available for the project. This EIR addresses Public Services and Utilities on a programmatic level in Sections 4.14 through 4.24 (Fire, Sheriff, Schools, Libraries, Medical Services, Parks and Recreation, Transportation and Traffic, Water, Sewer, Solid Waste and Energy). CEQA review of later implementing projects will assure that adequate public services and utilities will be provided on a project level, based upon the programs established in the Specific Plan and the annexations required as a part of the Specific Plan approval process.

Policy LU 17.3 21.3

Ensure that development does not adversely impact the open space and rural character of the surrounding area.

**Analysis: Consistent.** Over 60 percent of the project site would be preserved as open space with natural features as amenities that complement the rural character of the surrounding area. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 22.1

Require that grading be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance.

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The majority of the proposed project is located on flat to gently sloping land. Only the portion of the project site north of the I-10 freeway qualifies as hillside development. The development envelope been clustered to reduce grading and maintain natural landform contours located outside of the footprint.

Policy LU 22.2

Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use.

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The project would provide the full amount of public utilities needed to meet the demand generated by the project at buildout including a collection and distribution system for water supply and wastewater treatment and recycling. The project would provide a new sewer system that would be annexed into the CVWD service area; the use of septic systems is not proposed.
Policy **LU 22.3**

*Ensure that development does not adversely impact the open space and rural character of the surrounding area.*

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The proposed project would be consistent with this policy in that over 60 percent of the project site would be preserved as open space with natural features as amenities that complement the rural character of the surrounding area.

Policy **LU 23.2**

*Require that structures be designed to maintain the environmental character in which they are located.*

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The development standards of the Specific Plan contain set of complementary architectural styles that would set the tone for the entire community. These styles consist of Spanish Heritage, Desert Contemporary, Prairie, Monterey, Italianate, and Contemporary Prairie. The Specific Plan features these styles as a response to climate, local materials and collective cohesiveness. These architectural styles provide architectural diversity while maintaining the environmental character of the desert landscape wherein they would be located.

Policy **LU 19.3 25.3**

Require that park facilities be accessible to the community, regardless of age, physical limitation or income level.

**Analysis: Consistent.** The Paradise Valley Specific Plan is intended to have accessible park facilities. “Social Equity” is a concept promoted in the Specific Plan’s Sustainability section (see Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap). Parks and trails shall be designed for ADA accessibility in accordance with State and County standards. The project as a whole is intended to serve a diverse mix of residents. The project’s residential demography is expected to consist of full time residents as well as part-time residents that use project residences as vacation homes. Market studies conducted for the project indicate that approximately one third of the total residential development would consist of full time residents, one third would be part-time residents, and one third would be seniors (age 55 years or older). To accommodate seniors who prefer to live in seniors-only neighborhoods, a portion of the project’s residential communities (Village 3) would be designated as age-restricted.

Policy **LU 21.2 27.2**

Protect lands designated as Open Space (Mineral) resource from encroachment of incompatible land uses through buffer zones or visual screening.

**Analysis: Consistent.** The proposed project does not include lands that are designated as Open Space (Mineral) land use areas. Additionally, the proposed project is not in an area that has Open Space (Mineral) designated lands that are adjacent or in the vicinity. Therefore, this policy would not apply to the Riverside County portion of the proposed project.
**Policy LU 22.2 28.2**

Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.

**Analysis:** Consistent. The Land Use Plan as a whole incorporates this policy, and the policy is also observed within each village. The plan provides higher density near community centers, which allows for more densely developed land uses to be located near each other, establishing a pedestrian-friendly, mixed-use environment.

**Policy LU 22.3 28.3**

Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use.

**Analysis:** Consistent. This policy is similar to Policy 17.2 and the corresponding response above would apply. In summary, consistent with ECVAP Policy 2.3, the Specific Plan provides for the establishment of services and facilities infrastructure to meet the needs of the proposed development with the plan area. This includes the proposed residential land uses. This EIR addresses public services and utilities on a programmatic level. CEQA review of subsequent projects will assure that adequate public services and utilities will be provided on a project level, based upon the programs established in the Specific Plan and the annexations required as a part of the Specific Plan approval process.

**Policy LU 22.4 28.4**

Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

**Analysis:** Consistent. As described in response to Policy 19.3 above, which pertains to park accessibility, the Paradise Valley Specific Plan as a whole is intended to be accessible. “Social Equity” is a concept promoted in the Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap. The project is intended to provide for three housing demand sectors: one third of the total residential development will be targeted to full time families and individuals, one third to part-time families and individuals, and one third to couples or singles with at least one family member who is age fifty-five years or older. The plan will provide 5 percent of the total dwelling units as affordable to lower- and moderate-income households, or a total of 425 units, assuming the project is built out to the maximum of 8,490 units.

**Policy LU 22.5 28.5**

Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths into new communities and developments to provide both connections within each community and linkages with surrounding features and communities.

**Analysis:** Consistent. The Specific Plan achieves this specific mix of requirements, as described in Specific Plan Section 4, Integrated Multi-modal Mobility Plan. The plan is designed in the new-urbanism concept, including elements that facilitate internal transit programs and encourage pedestrian and bicycle mobility, such as a trails system, pedestrian walkways and complete streets. An NEV system and the provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio will provide internal transit. The Mobility Plan for Paradise Valley also encourages
public transit by providing a network of transportation options within the Specific Plan boundaries that reduce vehicular use and promote walkability and connectivity within the community. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 22.7 28.7**

Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.

**Analysis: Consistent.** Street cross-sections are included in the Specific Plan, and have been reviewed by the County for consistency with County requirements (including Fire Department access requirements) and for desired policy conformance. The sections variously (depending upon the roadway classification) allow for accommodation of NEVs, sidewalks and bike lanes.

**Policy LU 22.8 28.8**

Establish activity centers within or near residential neighborhoods that contain services such as child or adult care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.

**Analysis: Consistent.** Child and adult care facilities would be accommodated within the Specific Plan Categories, in the land use designations that the County allows. The designations and corresponding zoning requirements are parallel to those utilized throughout the County, with some changes made to the zoning requirements. However, allowances for child and adult care facilities have not been modified from the general County requirements. As the project has been designed to accommodate a mix of residents (by age and stage of life), these uses are considered critical and compatible with the development that will occur with the plan area. Recreation, public park facilities and commercial uses are provided for in the Specific Plan.

**Policy LU 22.9 28.9**

Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.

**Analysis: Consistent.** There currently are no nearby community centers, rural villages, and neighborhood centers. However, the Specific Plan itself will have multiple villages, each with a neighborhood center that will serve as an activity center for the community. The Town Center, the central Village, will have the largest central mixed-use area, serving as a center for the entire development area.

**Policy LU 22.10 28.10**

Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

**Analysis: Consistent.** The proposed Specific Plan includes design guidelines and implementation measures that provide a sustainable project that is visually compatible with the surrounding desert environment, as previously discussed in the analysis of Policy LU 19.4. The proposed project would incorporate a plant palette and a compatible mix of selected architectural styles that are typical in desert communities and neighborhoods. The project’s overarching goal of sustainable design will be achieved through the incorporation of native landscape, a desert friendly color palette and the use of energy efficient design. Therefore, the proposed project would be consistent with this policy.
Policy LU 22.11 28.11

Require that special needs housing is designed to enhance, not visually degrade, the appearance of adjacent residential structure.

Analysis: Consistent. The proposed project includes the development of affordable housing and age restricted housing, which may be considered types of special needs housing. The project as a whole will have unifying design guidelines, with each village to be designed with distinguishing characteristics to create a community identity. The same standards will apply to all development types, including special needs housing. Detailed guidelines for each village will be developed in a Village Refinement Plan, to be reviewed and approved by the County. This would ensure that the appearance of the proposed low-income housing would be consistent with surrounding development.

Policy LU 23.1 29.1

Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps.

Analysis: Consistent. The Specific Plan provides Commercial Planning Areas and allows for commercial uses within the Mixed Use designation. Mixed Use or Commercial planning areas are provided in each of the six villages.

Policy LU 23.3 29.3

Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

Analysis: Consistent. Pedestrian activity and access is discussed as a priority throughout the Specific Plan. In particular, Specific Plan Section 4.3 Alternative Transportation Network, of the Integrated Multi-modal Mobility Plan Section, addresses the various systems for pedestrian and bicycle circulation. The comprehensive trail system connects residents throughout the community by way of the Paradise Valley perimeter trail, the Paradise Valley Linear Park and within community trails, as shown on Specific Plan Exhibit 4-19, Trail Network. These trails link pedestrians and bicyclists to all areas of the community. Based upon ECVAP Policy 2.3, the plan is based on “new urbanism” principles, and includes elements that facilitate internal transit programs and encourages pedestrian mobility.

Policy LU 23.4 29.4

Accommodate community-oriented facilities, such as telecommunications centers, public meeting rooms, day care facilities, and cultural uses.

Analysis: Consistent. Parks, schools, libraries and other public service facilities will be located within the community. The primary center of activity will be the Town Center. Parks, trails throughout each village provide community serving open space. Day care facilities are permitted within all land use designations of the plan, except for Open Space. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy LU 23.5 29.5

Concentrate commercial uses near transportation facilities and high-density residential areas and require the incorporation of facilities to promote the use of public transit, such as bus turnouts.

Analysis: Consistent. The Land Use Plan is designed with these goals in mind. The plan provides for mixed use areas, allowing commercial and residential development in close proximity, including within the same building. The area of highest concentration of more intense development is the Town Center. Other Mixed Use and higher intensity residential areas are located within each village, along the backbone roadway system. The NEV service will be provided along the backbone roadway system, effectively providing public transit between key areas of the development. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 23.6 29.6

Require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

Analysis: Consistent. Currently, there are no residential developments abutting the project site, so no impacts would occur with regard to Specific Plan-adjacent residential uses. Within the proposed project site, the Specific Plan community design guidelines and standards, which are included in Section 8 of the plan, would provide protections for residential uses proximate to commercial uses. These include noise-impact prevention requirements, such as setbacks from the I-10 freeway. As further examples, sound walls are also required along properties adjacent to the I-10 freeway right of way, trash storage is to be fully enclosed, and lighting guidelines are provided to reduce night lighting impacts. Standards and guidelines will be further detailed in the Village Refinement Plans, required prior to project-level development in that village. See analysis in the following EIR sections, which address the impacts cited in the policy: 4.12 Noise, 4.1 Aesthetics (including lighting), 4.3, Air Quality (including fumes and odors), 4.20 Transportation and Traffic, and 4.8 Hazards. Project design features and mitigation measures in these sections, where available, would reduce impacts. In all cases these impacts would either be less than significant, or mitigated to the extent feasible.

In addition, the County will review implementing projects as they are proposed, and determine the need for CEQA review, including the analysis of potential of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards as well as the potential need for project-level mitigation. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 23.7 29.7

Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Analysis: Consistent. Consistent with ECVAP Policy 2.3, the Specific Plan provides for roadways, utility infrastructure, including a Wastewater Treatment Plant and recycled water system, sufficient to serve the proposed development. The plan provides for annexation to the CVWD, the formation of Home Owners’ Associations, and other measures of assuring the viability of these facilities, including planning, construction and maintenance (see Specific Plan Section 5, Infrastructure and Public Facilities). See also EIR Sections relating to these topics: 4.20 Transportation and Traffic, 4.21 Utility and Service Systems – Water, and 4.22 Utility and Service Systems – Sewer. In all cases impacts would either be less than
significant, or mitigated to the extent feasible. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 24.4 30.1**

Accommodate the continuation of existing and development of new industrial, manufacturing, research and development, and professional offices in areas appropriately designated by General Plan and area plan land use maps.

**Analysis: Consistent.** The project allows for Mixed Use areas permitting light industrial development, including research and development. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 24.3 30.3**

Protect industrial lands from encroachment of incompatible or sensitive uses, such as residential or schools, that could be impacted by industrial activity.

**Analysis: Consistent.** The Specific Plan allows for a mix of land uses, and includes a zoning code designed to protect land use incompatibilities. More intense uses such as light industrial, or uses that may require additional review to assure compatibility with adjacent land uses, require a conditional use permit (see Specific Plan Appendix B, Specific Plan Zoning Code). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 24.4 30.4**

Concentrate industrial and business park uses in proximity to transportation facilities and utilities, and along transit corridors.

**Analysis: Consistent.** Mixed-use areas are located with the center of each village, the largest being in the Town Center, along the backbone roadway system. The NEV system will run along this backbone roadway network. Industrial and business park uses would be located within the mixed-use area of the Town Center close to the I-10. Potential transit stops or Park and Ride conceptual locations are shown in Specific Plan Exhibit 4-1, Circulation Plan. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 24.5 30.5**

Allow for the inclusion of day care centers, public meeting rooms, and other community-oriented facilities in industrial districts.

**Analysis: Consistent.** Each village in the Specific Plan includes a central Mixed Use area. Parks, trails and public service facilities are dispersed throughout the development area. Day care facilities are permitted within all land use designations of the plan, except for Open Space. While the project has no strictly industrial areas, such land uses would occur in the mixed use areas and are anticipated in the town Center Mixed Use area, near the I-10 freeway. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy LU 24.6 30.6

Control the development of industrial uses that use, store, produce, or transport toxins, generate unacceptable levels of noise or air pollution, or result in other impacts.

Analysis: Consistent. Based on the Zoning Ordinance for the Specific Plan, only light industrial uses would be permitted within Paradise Valley. Light industrial, commercial and even residential uses may use toxic substances, such as chemical cleansers, herbicides and pesticides, solvents, paints and others. The use of such substances is regulated by laws regarding sales, usage and disposal. In addition, as discussed in EIR Section 4.8, Hazards and Hazardous Materials, industrial uses will be required to prepare business safety plans, to assure appropriate measures are in place to avoid accidents, and to provide for safe evacuation, when needed. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 24.7 30.7

Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Analysis: Consistent. The project has been designed to allow for sufficient circulation, water resources and sewer facilities, as discussed in the Specific Plan. In accordance with ECVAP Policy 2.3, the new town of Paradise Valley will be self-sustaining in terms of the provision of these facilities. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 25.3 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.

Analysis: Consistent. Analysis of noise, light, odors, vehicular traffic, parking and operational hazards are addressed in the Noise, Aesthetics, Air Quality, Transportation and Traffic, and Hazards and Hazardous Materials Sections of this EIR. In addition, allowable project uses that may have more intense activity (and therefore a potential for increased impacts) are only conditionally allowed (i.e., with a Conditional Use Permit or other additional screening process to be determined by the County Zoning Ordinance pertaining to the Specific Plan). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 25.4 31.4

Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

Analysis: Consistent. The project would provide the full amount of public utilities needed to meet the demand generated by the project at buildout including a collection and distribution system for water supply and wastewater treatment and recycling. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy LU 25.5 31.5

Require that public facilities be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

**Analysis: Consistent.** The development standards of the Specific Plan contain a set of complementary architectural styles that would apply to buildings within the Specific Plan to maintain a consistent tone for the community that visually enhances the surroundings. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 25.6 31.6

Ensure that development and conservation land uses do not infringe upon existing essential public facilities and public utility corridors, including which include Riverside County regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of Public Facilities. This policy will ensure that the “public facilities” designation governs over what otherwise may be inferred by the large-scale General Plan maps.

**Analysis: Consistent.** The proposed project is designed to appropriately observe the existing essential public facilities and public utility corridors, and to design for future utility corridors. Although programmatic in nature, the analysis in this EIR and the general engineering analysis that was performed considered land ownerships and easements known on the proposed project site and in adjacent areas. This EIR discusses utility corridors, easements and lines that lie adjacent or traverse the property, such as those belonging to AT&T, Southern California Gas (Sempra), SCE, MWD, and IID. Consistent with changes to this policy due to GPA 960, the Specific Plan provides land for the siting of new public facilities to not infringe upon existing essential public facilities.

Policy LU 25.7 31.7

Due to the scale of General Plan and Area Plan maps and the size of the County, utility easements and linear rights-of-way that are narrow in width are not depicted on General Plan and Area Plan maps. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation.

**Analysis: Consistent.** As noted earlier (response to Policy LU 31.6), although programmatic in nature, the analysis in this EIR and the general engineering analysis that it was performed considered land ownerships and easements known on the proposed project site and in adjacent areas. See the consistency analysis for Policy LU 25.6. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy LU 26.3 32.3

Provide open space areas within Community Centers to provide visual relief from the urban environment, form linkages to other portion of the urban areas, and serve as buffers, where necessary.

**Analysis: Consistent.** The Specific Plan provides for an extensive network of parks and trails, described in Specific Plan Section 6, Conservation, Open Space and Landscape. As stated there, “Each village is envisioned to contain neighborhoods clustered around a Village core highlighted by modest groupings of elements such as a park or plaza, neighborhood serving commercial uses, a school and/or child care center, a worship facility and neighborhood clubhouse. This cluster of uses and services will provide the
opportunity for slightly higher density housing types to be located close to facilities, as well as place making to facilitate neighborhood events, gatherings and chance encounters.” Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy LU 26.9 32.9**

Integrate pedestrian, equestrian and bicycle-friendly street and trail networks connecting community centers with surrounding land uses.

**Analysis: Consistent.** As described above, the Paradise Valley Specific Plan Section 4, Integrated Multi-modal Mobility Plan, addresses passenger vehicle, pedestrian, bicycle and NEV circulation within the development area. The plan does not currently anticipate equestrian use, as it does not incorporate large lot residential properties of sufficient size for horse keeping. The backbone street system will allow for multi-modal transport. The parks and trails network will further encourage pedestrian movement within and between Villages. The design for Mixed Use Village cores will be pedestrian and bicycle friendly. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
II. CIRCULATION ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Circulation Element, Chapter 4 of the General Plan: 5

**Planned Circulation Systems**

**Policy C 1.2**

Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary highways, bikeways, park-n-ride facilities, and pedestrian facilities.

**Analysis: Consistent.** The Integrated Multi-Modal Mobility Plan of the Paradise Valley Specific Plan supports the development of a variety of transportation options for major employment and activity centers including Transit Stops, complete streets with lanes for neighborhood electric vehicles (NEVs) and bicycles, and setback sidewalks for pedestrians. Commercial employer trip reduction programs by employers with more than 100 employees and the provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio also provide a variety of transportation options for major employment and activity centers. The proposed comprehensive trail system is a bikeway and pedestrian route containing pedestrian facilities such as shade structures and benches that connects residents throughout the community. The project also includes complete streets, which would accommodate NEV, shuttle and bicycle use, along with automobiles. The Paradise Valley Specific Plan makes provision for a potential future park and ride and transit pick-up locations (Specific Plan Exhibit 4-1, Circulation Plan). The location closest to the I-10 would likely serve as a primary park and ride lot in the event that a regional transit route can be extended down the I-10 corridor to the project site.

**Policy C 1.7**

Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.

**Analysis: Consistent.** The project’s Integrated Multi-Modal Mobility Plan would facilitate the use of alternative modes of transportation for pedestrians, bicycles, NEVs and other modes of transportation within the Paradise Valley Specific Plan. Perimeter trails, linear park trail, and community trails would link pedestrians and bicyclists to all areas of the community. Areas of retail and activity centers would be pedestrian oriented in design. The Specific Plan provides for mixed-use community centers throughout the development. Electric vehicle chargers and preferred parking for ZEV and LEVs would be provided, as well as complete streets to accommodate multiple modes of travel. The project contains a dedicated bicycle and NEV lane on roads in the backbone circulation system. A mixed-use community center is provided in each of the six Villages comprising the Paradise Valley Specific Plan.

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5 Riverside County, 2003 Riverside County General Plan, as Amended, Effective Date 12-9-14 (Includes 4th General Plan cycle of 2014), Accessed 2015: http://planning.rctlma.org/Portals/0/gp/gp_2013/1%20General%20Plan/Chapter%204-Circulation%20Element%20Adopted-Final%20Clean.pdf
Policy C 1.8

Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.

Analysis: Consistent. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. Consistent with the California Complete Streets Act of 2008 (AB 1358), the “Complete Streets” to be included within the Multi-Modal Transportation Plan provide for pedestrians, bicyclists, and automobiles, but are also intended to accommodate Low Speed Vehicles (LSV), NEVs and other types of personal mobility devices. The alternative transportation to be provided in the Specific Plan goes beyond the streetscape to include routes for non-vehicular transportation within the linear parks and most trails.

Level of Service

Policy C 2.1

Maintain the following countywide target Levels of Service: LOS “C” “D” along all County maintained roads designated in the Circulation Element and conventional along state highways. As an exception, LOS “D” may be allowed in Community Development areas, only at intersections along all Riverside County-maintained roads and of any combination of Secondary Highways.

Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways, and at or freeway ramp intersections.

LOS “E” may be allowed by the Board of Supervisors within designated areas where community centers to the extent that it would support transit-oriented development and walkable communities are proposed and on roadways where the addition of travel lanes would have a significant adverse impact on environmental and cultural resources, such as habitat, wetlands, MSHCP preserves, wildlife movement corridors, stands of mature trees, historic landmarks, or archaeological sites.

Other levels of service may be allowed by the Board of Supervisors for a plan, program or project for which an Environmental Impact Report, or equivalent, has been completed, based on the Board’s policy decision about the balancing of congestion management considerations in relation to the benefits, impacts and costs of future plans, programs and projects.

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:

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, and Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Temescal Canyon, Lake Mathews/Woodcrest, Elsinore, Mead Valley, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest
Area, The Pass, San Jacinto Valley, and Western Coachella Valley, and those Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

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.

Analysis: Consistent. The project Traffic Study has provided an impact analysis consistent with this policy, which changed due to GPA 960. The project Traffic Study (Appendix N), is incorporated into Section 4.20, Transportation and Traffic. The project would pay fees (e.g., CVAG’s TUMF fee program, County DIF fees, Multi-Jurisdictional Traffic Impact Fee Program) towards mitigation at intersections where it would have a significant impact. However, since successful participation of other parties cannot be assured in any fair share or other cumulative fee-based contribution program, the project impacts have conservatively been determined to be significant and unavoidable. As such, the proposed project will require a statement of overriding considerations, which would need to demonstrate that the project’s benefits override the project’s significant impacts.

Other project features and measures would reduce the project’s impact on roadways, including provisions to allow extensive NEV access throughout the site, charging stations for ZEVs (see Section 4.7, Greenhouse Gas Emissions), and the provision of shuttle service to the SunLine Transit hub in the City of Indio (see Section 4.3, Air Quality). Also, the Specific Plan land use arrangement promotes walkability within the community. Each village is structured around a village core, providing commercial uses and services within walking distance of residences and parks within walking distance of each residential community. The analysis complies with the revised thresholds. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 2.2

Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service standards targets to new development via a program establishing per the Riverside County Traffic Study, Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.

Analysis: Consistent. Consistent with changes to this policy due to GPA 960, the Riverside County Traffic Impact Analysis Preparation Guidelines, a Traffic Impact Analysis was prepared to evaluate traffic impacts and identify appropriate mitigation measures. A summary of the project Traffic Impact Analysis is provided in Section 4.20, Transportation and Traffic. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 2.3

Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such...
impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.

Analysis: Consistent. The Traffic Study prepared for the project (see Appendix N), identifies project related traffic impacts and determines the “significance” of impacts in accordance with CEQA criteria. The potential to impact the Riverside County Congestion Management Program is also addressed. This EIR provides programmatic CEQA coverage, such that future projects and development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) may tier off the EIR. The County will review future implementing projects and may require additional project-specific traffic analysis at that time. Such determinations will be made by the County on a case-by-case basis as a part of its customary project review to determine any CEQA analysis needs for the project. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy 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.

Analysis: Consistent. The direct project-related traffic impacts of the project area would be mitigated with measures that would become conditions of approval that require the construction of improvements necessary to meet Level of Service standards (see Section 4.20, Transportation and Traffic). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

System Design, Construction and Maintenance

Policy C 3.1

Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.

Analysis: Substantially Consistent. Roadways within the project would be designed and constructed to be substantially consistent with the Riverside County Road Improvement Standards. Some slight adjustments to the typical street section (cross-section, or profile) have been provided (see Specific Plan Section 3, Integrated Multi-modal Mobility Plan), such as adjustments to the lane or parkway planting widths, as specified in the detailed list below.⁶

- URBAN ARTERIAL WITH MEDIAN (Corresponds to County’s Urban Arterial Highway):
  - Project proposed R-O-W: 152 ft.; County Standard R-O-W: 152 ft.
  - Differences in section:
    - County shows 14 ft. drive lane adjacent to median.
    - Project proposes 12 ft. drive lane adjacent to median (six travel lanes total, with an 18 ft. raised median).
    - County shows 8 ft. curb-adjacent shoulder (edge of travelled way).

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• Project proposes 10 ft. curb-adjacent Class II NEV/bicycle lane.
• Both sections have 110 ft. curb to curb, including with landscaped median with turn lane cut outs.

MAJOR ARTERIAL WITH MEDIAN (Corresponds to County’s Major Highway):
Project proposed R-O-W: 116 ft.; County Standard R-O-W: 118 ft.
Differences in section:
• County shows 21 ft. parkway total (i.e., area of parkway and walkway/sidewalk outside of the paved roadway).
• Project proposes 20 ft. parkway total (one foot less of parkway on each side of the paved road), with four travel lanes, a 12 ft. raised or painted median and Class II NEV/bicycle lanes.
• County shows 5 ft. walkway.
• Project proposes 6 ft. walkway.

DIVIDED COLLECTOR WITH MEDIAN: (Unique to Paradise Valley)
• Project proposes two travel lanes with 12 foot raised median and Class II NEV/bicycle lanes.

LOCAL COLLECTOR 72 ft (Corresponds to County’s Collector Street):
Project proposed R-O-W: 72 ft.; County Standard R-O-W: 74 ft.

Differences in section:
• County standard shows 44 ft. curb-to-curb (including with landscaped median with turn lane cut outs), with two 12 ft. travel lanes and two 10 ft. curb-adjacent lanes.
• Project proposes 40 ft. curb-to-curb (including with landscaped median with turn lane cut outs), with two 12 ft. travel lanes and two 8 ft. NEV/bicycle curb-adjacent lanes.
• County standard shows a 15 ft. total parkway width, with 7 ft. curb-adjacent planting strip, 5 ft. sidewalk, and 3 ft. planting to R-O-W line.
• Project proposes a 16 ft. total parkway width, with 6 ft. curb-adjacent planting strip, 5 ft. sidewalk, and 5 ft. planting strip to R-O-W line.

LOCAL ROAD 60 ft.:
Project proposed R-O-W: 60 ft.; County Standard R-O-W: 60 ft.

Differences in section:
• County standard shows 10 ft. total parkway width, with 5 ft. curb-adjacent planting strip and 5 ft. sidewalk.
• Project proposes 10 ft. total parkway width, with 6 ft. curb-adjacent planting strip and 4 ft. sidewalk (two lanes, one in each direction, plus parallel parking).

LOCAL ROAD 56 ft.:
Project proposed R-O-W: 56 ft.; County Standard R-O-W: 56 ft.

Differences in section:
• County standard shows 10 ft. total parkway width, with 5 ft. curb-adjacent planting strip and 5 ft. sidewalk.
• Project proposes 10 ft. total parkway width, with 6 ft. curb-adjacent planting strip and 4 ft. sidewalk (two lanes, one in each direction, plus parallel parking).
• County standard shows 7 ft. curb-adjacent parking lane and 11 ft. travel lane, both sides.
• Project proposes 8 ft. curb-adjacent parking lane and 10 ft. travel land, both sides.

TOWN CENTER BOULEVARD: (Unique to Paradise Valley)
• Project proposes 84 ft. total ROW, 40 ft. curb to curb, no median; two lanes plus parallel parking; 22 ft. parkway/walkway/sidewalk strip on either side (two 8 ft. planting strips on either side of 6 ft. walkways/sidewalks).

MAIN STREET: (Unique to Paradise Valley)
• Project proposes 84 ft. total ROW, 34 ft. curb to curb, no median; two 14 ft. travel lanes (one in each direction); 18 ft. angled or perpendicular parking; 10 ft. walkway with tree wells and landscape fingers.

GATED ENTRY: (Unique to Paradise Valley)
• Project proposes 60-100 ft. curb to curb; two 12 ft. travel lanes (one in each direction); 8 ft. NEV/bicycle lanes; 7 ft. curb adjacent parkway/5 ft. walkway/7 ft. curb adjacent parkway (varies); Median (varies).

URBAN ARTERIAL UNDER INTERSTATE 10 – 78 ft. ROW (Unique to Paradise Valley)
• Project proposes four 12 ft. travel lanes (two in each direction); 8 ft. Class II NEV/bicycle lanes each direction, 5 ft. walkway, 2 ft. buffer.

COLLECTOR UNDER I-10 – 50 ft. ROW (Unique to PV)
• Project proposes two 12 ft. travel lanes (one in each direction); 8 ft. Class II NEV/bicycle lanes; 5 ft. walk 1 side; 5 ft. drainage 1 side; 2 ft. buffer both sides.

The proposed street sections are depicted in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan. The Specific Plan street section designs are similar to the County standard streets, and would be finalized once reviewed approved by the County. The 2015 amendment to the policy reflects this ability, indicating that the standards shown in the General Plan may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area. Such is the case for the proposed project, 1) it is a Specific Plan project, and 2) the street sections will allow for NEV usage, resulting in reduced emissions, which is a goal of sustainable development. As shown, the County changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 3.3

Implement design guidelines that identify intersection improvements consistent with the following lane geometrics in Table C-2, unless additional lanes are needed to maintain consistency with Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.
Analysis: Substantially Consistent. As shown in Table J-1-1, County Highway Land Requirements / Project Design Consistency Analysis, below, the roadways provided within the Specific Plan area will be designed and constructed to be substantially consistent with the Riverside County Road Improvement Standards, with some adjustments to be reviewed and approved by the County, as discussed in the analysis of Policy C 3.1 above. The County changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Table J-1-1
County Highway Lane Requirements / Project Design Consistency Analysis

<table>
<thead>
<tr>
<th>Classification</th>
<th># of Through Lanes Along Segment</th>
<th>Intersection Turn Lanes Required Recommended for intersection w/ secondary highway and above</th>
<th>County / Project</th>
<th>Left</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expressway</td>
<td>6 to 8 / N-A</td>
<td>2 or 3 / N-A</td>
<td>1 or 2 / N-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>6 / 6 + 2 NEV Lanes a</td>
<td>2 or 3/ 2</td>
<td>1 or 2/ 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>4 or 6 b</td>
<td>2 / N-A</td>
<td>1 / N-A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Highway</td>
<td>4 / 4 + 2 NEV Lanes a</td>
<td>2 / 2</td>
<td>1 / 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collector Highways</td>
<td>2 / 2</td>
<td>N/A / N-A</td>
<td>N/A / N-A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

a Six lanes may be required for designated highways as indicated in a listing maintained by TLMA.

b Six lanes may be required for designated highways as indicated in a listing maintained by TLMA.

N/A: Not applicable to this Classification under County Highway requirements.

N-A = Not Applicable to the Paradise Valley project, since this type of roadway is not planned within the development.

Policy C 3.4

Allow roundabouts or other innovative design solutions such as triple left turn lanes, continuous flow intersections, or other capacity improvements, when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible.
Analysis: Consistent. Specific Plan Chapter 4, Integrated Multi-Modal Mobility Plan, allows and includes roundabouts as a traffic calming feature at several key points within the Specific Plan area, the impacts of which have been considered in the traffic study (Appendix N), to manage traffic flow and improve safety. Roundabouts may be implemented elsewhere in the plan area subject to review by the Riverside County Fire Department and the Riverside County Transportation and Land Management Agency where physically and economically feasible. The final design and engineering of proposed roundabouts will be determined at the time of final tract map approval for future implementing projects. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 3.5

Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.

Analysis: Consistent. The comprehensive roadway system is comprised of a hierarchy of roadways that include arterial, major, secondary, collector and local road networks that effectively and efficiently allow for vehicular movement within Paradise Valley Specific Plan and its connections to the I-10. The project traffic study, which evaluates the project roadway system, has been designed to accommodate anticipated traffic at buildout to operate at acceptable Levels of Service (LOS), and shows that all on-site impacts would be less than significant.

Policy 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.

Analysis: Consistent. As a privately developed project, the Paradise Valley Specific Plan proposes street improvements and highway service access for developing commercial, residential and potential light industrial areas within the project area. Proposed project circulation improvements would include construction of new roads, installation of turning lanes and traffic signals, and improvements to existing roads in areas (i.e., Frontage Road and upgrades to the on- and off-ramps to the I-10). Changes to this policy due to GPA 960 are minor clarifications and would not affect the project’s consistency with the General Plan.

Policy C 3.7

Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.

Analysis: Consistent. The interior collector street systems for commercial subdivisions will be designed to Paradise Valley Specific Plan standards (see analysis of Policy C 3.3) and subject to review by the Riverside County Transportation and Land Management Agency to ensure they constructed to appropriate design capacity for the land uses proposed.
Policy 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.

Analysis: Consistent. The project area roadway system is comprised of a hierarchy of roadways that include arterial, major, secondary, collector and local streets that allow for vehicular movement within Paradise Valley Specific Plan. All CR and MU (including light industrial uses in MU) areas are located along the backbone road network (the largest street sections), such that there would be no need for trucks to routinely access residential streets. Exceptions would occur where deliveries, street repairs, home improvements and other occasional activities that necessitate truck use would occur in residential areas.

Policy C 3.9

Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.

Analysis: Consistent. Buildout of the commercial land uses in the Specific Plan area would occur in accordance with County building codes and standards for commercial development allowing for the design of off-street loading facilities for commercial development to not face surrounding roadways or residential neighborhoods. Section 8.5, General Non-Residential Design Guidelines, provide that, “Loading and service areas should be located behind buildings or in areas not easily viewed from the public realm,” and that, “Loading areas should not interfere with commercial activities.”

Commercial development would be required to provide sufficient space for truck maneuvering outside the public road system unless specifically permitted by the Riverside County Transportation and Land Management Agency.

Policy C 3.10

Require private and public land developments to provide all on-site auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

Analysis: Consistent. The project will provide all on-site auxiliary facility improvements (such as parking and bicycle parking facilities) necessary to mitigate development-generated impacts (see Section 4.20, Transportation and Traffic). Further, all implementing projects will be subject to review and approval by the County to assure project-level site plans comply.

Policy C 3.11

Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote...
area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.

**Analysis: Consistent.** All CR and MU (including light industrial uses in MU) areas are located along the backbone road network, which consists of the widest and highest capacity street sections. Project-level proposals within the Specific Plan area will require review and approval by the County to assure project-level site plans comply. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy C 3.12**

Improve highways through mountainous and rural areas to adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill.

**Analysis: Consistent.** There will be minor upgrades made to the existing interchange at the I-10 freeway during phase one to accommodate construction traffic. Final interchange improvements will occur at the project’s ultimate buildout.

**Policy C 3.13**

Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.

**Analysis: Consistent.** The project has designed street standards to serve the proposed project land uses, which require review and approval by Riverside County. These require some modifications to the specific lane and parkway/walkway widths, but provide as many or more lanes of travel in each direction as do the standard counterpart County roadways. See analysis of Policy C 3.1 and C 3.3.

**Policy C 3.14**

Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.

**Analysis: Consistent.** The project has designed street curves and grades to Riverside County Transportation and Land Management Agency standards to permit safe movement of vehicular traffic at the road’s design speed. To complement the character of the adjacent area and allow for the use of bicycles and NEVs, posted speeds on the backbone roadways are intended to be 35 MPH or less (Paradise Valley Specific Plan Section 2, Land Use Plan and Development Standards).

**Policy C 3.15**

Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.

**Analysis: Consistent.** The project backbone roadway system, presented in the Land Use Plan and other figures in the Specific Plan, has been designed to meet County requirements for speed limits, sight distance and safety. As noted in the analysis of Policy C 3.1 and C 3.3, variations in the sections for Paradise Valley have been requested. These are not anticipated to affect sight distances or safety, and are subject to review and approval by the Riverside County Transportation and Land Management Agency. These roadway alignments are conceptually located and will be subject to project-level design at the
project approval level. During the project-level entitlement phase, the County will review projects to assure appropriate safety considerations are incorporated into the approved project designs.

**Policy C 3.16**

Dedicate necessary rights-of-way as part of the land division and land use review processes.

**Analysis: Consistent.** Necessary rights-of-way will be dedicated for a hierarchy of roadways that include arterial, major, secondary, Main Street, Town Center Boulevard, collector and local streets as part of the land use review process. In some cases, local internal project streets may be privately owned and maintained through the Homeowner’s Association, or other local entity. Options are presented in Specific Plan Section 9.5, Financing and Maintenance.

**Policy C 3.17**

Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way that are needed to establish slope stability, or drainage and related structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process.

**Analysis: Consistent.** The Paradise Valley Specific Plan allows for dedications, where needed, for additional rights-of-way or easements outside the road right-of-way for slope stability, drainage, or drainage structures. Such dedications will be made as needed by the developer to the responsible agency during the land division and land review process upon buildout. In some cases, internal slopes and other rights-of-way or easements outside of roadways may be privately owned and maintained through the Homeowner’s Association, or other local entity. Options are presented in Specific Plan Section 9.5, Financing and Maintenance. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy C 3.20**

Determine location of General Plan road rights of way and levels of road improvements needed based primarily upon land uses and travel demand.

**Analysis: Consistent.** Based on proposed land uses and forecasted travel demand, the Paradise Valley Specific Plan determines the location of General Plan road rights-of-way and levels of road improvement needed (see Section 4.20, Transportation and Traffic).

**Policy C 3.22**

Limit through-traffic movements to General Plan designated roads. Provisions shall be made for highways capable of carrying high volumes of through-traffic between major trip generators.

**Analysis: Consistent.** As a self-sustaining new town development, the project would not create through-traffic movements to existing General Plan designated roads. As I-10 is capable of carrying high volumes of through-traffic between major trip generators, the project will improve existing on- and off-ramps to the I-10 interchange serving Paradise Valley to handle the anticipated new traffic generated by the project’s ultimate build-out.
Policy C 3.23

Consider the utilization of traffic-calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods.

**Analysis: Consistent.** Roundabouts will be used as a traffic-calming feature at several key intersections within Paradise Valley Specific Plan and elsewhere in the plan where feasible and subject to appropriate agency approval. In addition, Paradise Valley Specific Plan’s backbone roadways are intended to have posted speeds of 35 MPH or less, which will allow the use of NEVs and managed traffic flow through sensitive neighborhoods.

Policy C 3.24

Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.

**Analysis: Consistent.** Street widths and dimensions have been designed to serve as efficient routes for emergency vehicle access. The project backbone roadway system, presented in the Land Use Plan and other figures in the Specific Plan, has been designed to meet County requirements for speed limits, sight distance and safety. As noted in the analysis of Policy C 3.1 and C 3.3, variations in the sections for Paradise Valley have been requested but are not anticipated to adversely affect efficiency. The proposed roadway system implemented throughout the Paradise Valley Specific Plan is subject to review by the Riverside County Fire Department, County Sheriff and the Riverside County Transportation and Land Management Agency during project-level review, prior to County approval. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 3.25

Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.

**Analysis: Consistent.** The design of the Land Use Plan assumes that Code-required parking would be accommodated within the site plans of projects proposed under the Specific Plan. Roadway parking allowances or prohibitions will be determined at the time of project level review.

Policy C 3.26

Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.

**Analysis: Consistent.** Parking would be accommodated within development sites, as discussed in the analysis of Policy C 3.25. Also, the Paradise Valley Specific Plan includes conceptually located Transit Stops, a trail system, NEV/bicycle lanes, and mixed-use community centers to support and enhance the concept of walkable and transit-oriented communities. Off-street parking facilities would be planned for as determined to be feasible and necessary, and would be subject to review and approval by the County when implementing projects are proposed.
Policy C 3.27

Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process.

**Analysis: Consistent.** The Specific Plan includes features that reduce noise and potential noise conflicts, including a project-wide speed limit of 35 miles per hour has been established in order to allow NEVs on the backbone roadway system. This speed limit will also generally reduce noise from traffic. Noise impacts of the Specific Plan are evaluated in Section 4.12, Noise, which include operational and construction noise impacts. In all cases impacts would either be less than significant, or mitigated to the extent feasible.

Policy C 3.28

Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.

**Analysis: Consistent.** The Paradise Valley Specific Plan roadway system has been designed to reduce noise by limiting truck and vehicle routing to roadways of appropriate dimensions; everyday truck usage would be expected only on the backbone roadway system, which provides access to all commercial and mixed-use areas. The circulation plan accommodates and encourages NEV use throughout the Paradise Valley Specific Plan community with the resulting benefit of less traffic noise within the community.

Policy C 3.29

Include noise mitigation measures in the design of new roadway projects in the County of Riverside.

**Analysis: Consistent.** To reduce potential noise impacts along the I-10 corridor and provide privacy, a solid 10 feet high block wall will be required adjacent to the I-10 freeway and at the Sempra Pump Station. In addition, a block wall is anticipated along (or within) the I-10 freeway right of way corridor as-needed to comply with noise regulations. The locations for these walls are shown in the Paradise Valley Specific Plan, Exhibit 6-16, Community Walls Concept. As described in Section 4.12, Noise, with project features and mitigation, including set backs and walls, project impacts would be either less than significant or mitigated to the extent feasible. The project features are included in the Specific Plan in the edge conditions as well as the street sections described above in the analysis of Policy C 3.3.

Policy C 3.30

Design roadways to accommodate wildlife crossings whenever feasible and necessary.

**Analysis: Consistent.** The Paradise Valley Specific Plan includes regulations that address the mitigation of edge conditions and the preservation of wildlife movement corridors. Section 6 of the Specific Plan, Conservation, Open Space, and Landscape, describes additional design features required to preserve and protect open space conservation habitat. Design features include buffer areas, wildlife friendly fencing, and required stipulations prohibiting trespass in areas designated Open Space Conservation Habitat. The preserved CVMSHCP-specified corridors are shown in Section 4.4, Biological Resources, Figure 4.4-9, Biological Corridors and Linkages.

EIR Section 4.4, Biological Resources, includes an analysis of DTLCA Conservation Objective 5, which serves to protect wildlife corridors. As evaluated in Section 4.4, the proposed Specific Plan project would
be consistent with the intent of this goal. The project impact acreage is within the allowable impact acreage of the CVMSHCP. The Specific Plan development footprint would remain east of the bank of Pinkham Wash, including the primary drainage systems and freeway structures that provide a hydrologic connection under the I-10 freeway and north-south wildlife movement opportunities. There would be limited encroachment onto a portion of the mapped limits of Corridors 1, 2, 3 and 4. Where possible, setbacks have been provided from the development footprint, to minimize the area of impact. Further, the development footprint has been designed to preserve physiography, dry washes, and vegetation communities that support access between the corridor structures under the I-10 freeway and Joshua Tree National Park Conservation Area to the north, and the Mecca Hills/Orocopia Mountains Conservation Area to the south. As described in the Section 4.4 analysis of DTLCA Conservation Objective 6, the Specific Plan project would maintain all of the existing bridges and culverts within the Corridors.

The Caltrans and IID power supply options would traverse Corridor 1, centered on Thermal Canyon. Final selection of a power option and a detailed design of the required infrastructure will occur as a later implementation project, requiring County and CVCC review, where applicable based on location. The Specific Plan’s programmatic intent is that poles and lines would span significant drainages, and therefore poles would not be placed within Thermal Canyon wash or other drainages that would impede access for wildlife movement between corridor structures and adjacent linkage areas.

The EIR requires implementation of mitigation measures that call for a project-level CVMSHCP ‘take’ permit, as well as construction phase and operational phase measures to reduce CVMSHCP impacts.

**Policy C 3.33**

Assure all-weather, paved access to all developing areas.

**Analysis: Consistent.** The roadway system proposed by the Paradise Valley Specific Plan for motorized vehicles would consist of paved surfaces to assure all-weather, paved access to all areas of planned development.

**Pedestrian Facilities**

**Policy C 4.1**

Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land in the County of Riverside.

**Analysis: Consistent.** The safe movement of pedestrians, throughout the community is a primary objective of the Paradise Valley Specific Plan Integrated Multi-Modal Mobility Plan. The proposed comprehensive roadway system provides for sidewalks set back a safe distance from streets by a landscaped parkway and safe speed limits along local collector roads as well as complete street design. The Multi-Modal Mobility Plan also provides facilities for the safe movement of pedestrians by means of a trail system that links residents to all other areas of the community without relying exclusively on roads. Upon buildout of the plan area, the proposed roadway system will be subject to review for compliance with the County Ordinances Regulating the Division of Land in the County of Riverside.
Policy C 4.2

Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.

Analysis: Consistent. Project sidewalks are set back a safe distance from streets by a landscaped parkway and that maximizes pedestrian’s visibility of the street to allow for safe movement. The Paradise Valley Specific Plan provides for the needs of persons with disabilities and complies with ADA regulations. Specific Plan Section 6, Conservation, Open Space and Landscape, requires that parks and trails be designed for ADA accessibility in accordance with state and County standards. All sidewalks and trails will be a minimum of 5 feet in width, which is considered adequate in the County for accessibility. Specific designs will be established at the project-level review stage, and curb cuts and other features that are compliant with state and County ADA requirements will be provided.

Policy C 4.3

Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design.

Analysis: Consistent. The Paradise Valley Specific Plan has conceptually located shuttle stops within mixed-use areas in each of the Villages within the Paradise Valley community. NEV transit services would be dispersed throughout the community to facilitate pedestrian access. The Paradise Valley Specific Plan makes provision for a shuttle between the Paradise Valley Community Center and the SunLine Transit hub in the City of Indio. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 4.4

Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.

Analysis: Consistent. The proposed comprehensive roadway system is consistent with design standards allowing for pedestrian access. The circulation system provides for both pedestrian paths within the community and sidewalks along the roadway right-of-way for pedestrian accessibility. Up to two traffic signals are anticipated in Paradise Valley (potential locations are shown on Specific Plan Exhibit 4-2 Entries and Signalization). The remaining intersections would be stop sign-controlled or would employ roundabouts. Each of these intersections will be designed to allow for safe pedestrian crossing, with project-level design subject to review by the Riverside County Fire Department, County Sheriff, and the Riverside County Transportation and Land Management Agency.

Policy C 4.6

Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.
Analysis: Consistent. The Paradise Valley Specific Plan provides pedestrian facilities including trails featuring shade structures and benches in the Integrated Multi-Modal Mobility Plan subject to the review and approval of the Riverside County Transportation and Land Management Agency. Paradise Valley Specific Plan provides dedication and improvement of pedestrian facilities where required as a condition of approval. Changes to this policy due to GPA 960 are minor word changes and would not affect the project’s consistency with the General Plan.

Policy C 4.7

Make reasonable accommodation for Encourage safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

Analysis: Consistent. Consistent with changes to this policy due to GPA 960, upon buildout, commercial, office, mixed-use, residential, and recreational developments within the project site will comply with applicable building and safety codes requiring ADA compliance. Programmatically, the Paradise Valley Specific Plan provides walkways, sidewalks, and trails for ADA compliant accessibility, as noted above in the analysis of Policy C 4.2. Project-level designs will be subject to review and approval by the Riverside County Fire Department, County Sheriff, and the Riverside County Transportation and Land Management Agency. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 4.9 4.8

Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility is may not be otherwise warranted.

Analysis: Consistent. The Integrated Multi-Modal Mobility Plan of the Paradise Valley Specific Plan supports the development of a variety of transportation options for major employment and activity centers including Transit Stops, complete streets with lanes for NEVs and bicycles, and setback sidewalks for pedestrians. The proposed comprehensive trail system is a bikeway and pedestrian route containing pedestrian facilities connects residents to transit stops, Village cores, parks and other neighborhoods throughout the community. The Paradise Valley Specific Plan makes provision for a potential future park and ride and transit pick-up locations (see Specific Plan Exhibit 4-1, Circulation Plan). The location closest to the I-10 would likely serve as a primary park and ride lot in the event that a transit route can be extended down the I-10 corridor to the project site. To connect Paradise Valley project residents to the greater Coachella Valley area, the County will require the applicant to provide shuttle services between the Paradise Valley Specific Plan Community Center and the SunLine Transit hub in Indio and to coordinate with regional transit authorities to include bus turnouts and other transit accommodations within the Paradise Valley Specific Plan. This will encourage the use of transit and therefore reduce the VMT impact of the proposed project. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Transportation System Landscaping

Policy C 5.2

Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.

Analysis: Consistent. The Paradise Valley Specific Plan includes drought tolerant landscaping requirements and recycled water use for roadway landscaping (see Specific Plan Section 6, Conservation, Open Space and Landscape.

Policy C 5.3

Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.

Analysis: Consistent. The Paradise Valley Specific Plan does not propose industrial land uses; where commercial land uses are proposed, adequate landscaping will be provided by projects upon buildout to buffer and shield parking areas abutting residential areas.

System Access

Policy C 6.1

Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.

Analysis: Consistent. The Paradise Valley Specific Plan area will remain publicly accessible with the exception of the gated age-restricted community in Village 3. Private property within residential land uses will retain all access restrictions provided for under the statues of the State of California.

Policy C 6.2

Require all-weather access to all new development.

Analysis: Consistent. The proposed comprehensive roadway system is to be paved to ensure all-weather access to all new development.

Policy C 6.3

Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located a sufficient distance away from major intersections to allow for safe, efficient operation located so that they comply with Riverside County’s minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.

Analysis: Consistent. The comprehensive roadway system has been designed to limit the location of access points a sufficient distance away from major intersections to allow for safe efficient operation. The location of access points and intersections within the roadway system is subject to review by the
Riverside County Transportation and Land Management Agency. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy C 6.4**

Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.

**Analysis: Consistent.** The Specific Plan area is currently undeveloped and not served by General Plan designated highways. The comprehensive roadway system provides local streets to serve as access points for parcels.

**Policy C 6.5**

Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.

**Analysis: Consistent.** The specific plan area is currently undeveloped and not served by General Plan designated highways. Local roads spread throughout the community will provide parcel access.

**Policy C 6.6**

Consider access implications associated with adjacent development and circulation plans, and promote efficient and safe access improvements on for airport facilities.

**Analysis: Consistent.** In consideration of the access implications associated with the circulation plan, the existing freeway interchange serving the site will be improved to increase carrying capacity and access to the community. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy C 6.7**

Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

**Analysis: Partially Consistent.** The Paradise Valley Specific Plan provides a backbone street system, which provides access to all Village core areas, including all mixed use, commercial, industrial land uses. Residential streets support the residential land uses, such that truck travel remains separate. Several policies in the Specific Plan further support separation of truck travel and residential parcels. Specific Plan Section 2.3.3, General Project-wide Development Standards, states that, “Habitable residential structures must maintain a setback of 120 feet to the Interstate-10 freeway.” Section 2.3, Development Standards and Organization, requires that a minimum setback of 20 feet be provided between trails and residential homes in Villages 2 and 3. Separation of truck access from single-family residential parcels is built into the project by the land use pattern and roadway system. The project also includes mixed-use areas, where multi-family residential will be more integrated into commercial settings and closer to truck access.
System Financing

Policy C 8.2

Distribute the costs of transportation system improvements equitably among those who will benefit.

Analysis: Consistent. The Specific Plan identifies funding sources for establishment and maintenance of transportation system improvements (see Specific Plan Table 9-1 and 9-2). Potential funding sources for the backbone roadway system are listed as a County Service Area (CSA), a Community Facilities District (CFD), or County-administered Development Impact Fees or a similar vehicle. Maintenance of public and private streets, streetscape elements including bus benches and shelters at transit stops, would be funding by CSA, CFD, HOA, and/or other equivalent mechanism.

Fixed Route Travel Service

Policy C 11.2

Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.

Analysis: Consistent. The NEV system would be utilized on the backbone street system, which serves all Village cores, including the commercial, light industrial and mixed-use areas. The Specific Plan supports public transit service through the provision of the NEV system and through the provision of a future park and ride lot and transit pick-up station in the event that a regional transit route can be established. As stated in Specific Plan Section 3.4, Sustainable Conservation Development Strategies, “diversity of uses and destinations are located within half-mile “access zones” via the integrated community wide mobility systems (bicycle/NEV lanes in roads and trails).” The “complete streets” provide for multi-modal transportation within Paradise Valley; they will not only provide for pedestrians, bicyclists and automobiles, they are also intended to accommodate LSV/NEV and other types of personal mobility devices. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 11.3

Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turnouts and other design features should be considered.

Analysis: Consistent. In the event that a regional transit route can be established to serve the Paradise Valley Specific Plan, the physical layout of collector highways could be accommodated to facilitate bus operations. The project streets are envisioned as “complete streets” where multiple modes of transportation share the roadway. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 11.6

Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.
Analysis: Consistent. The Paradise Valley Specific Plan makes provision for a future park-n-ride lot and transit pick-up station in the event that a regional transit route can be extended to reach the project area. The Multi-Modal Mobility Plan includes the provision of multi-modal facilities including pathways and shade structures along trails and pathways and dedicated lanes for bicycles and NEVs. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Transit Oasis and Transit Centers

Policy C 12.5

Support the development of Transit Oasis by the Riverside County Transportation Commission utilizing the following guidelines:

a. Locate Transit Oasis in community centers, areas of concentrated development, and areas of high activity.
b. Integrate the Transit Oasis with the quality, design, and character of surrounding development.
c. Provide transit stops within a 5-minute walk (approximately 0.2 miles) of major activity areas.
d. Provide convenient and safe pedestrian access to and from transit stops.
e. Provide adequate off-street parking in appropriate locations.
f. Link each Transit Oasis with the available regional transportation system.
g. Design the local Transit Oasis in such a manner that access to the regional transportation system is provided at approximately 10-minute intervals.

Analysis: Substantially Consistent. According to the 2003 Riverside County General Plan, the currently effective plan, The Transit Oasis is a unique mobility concept that can be particularly effective in Riverside County and provide a viable option to the automobile. The Transit Oasis is a system that can provide transit service to concentrations of employment, community activity, and residences while maintaining reasonable travel times and just as importantly, be built and operated at a reasonable cost. Equally as important, the Transit Oasis is designed to operate within the moderate intensities of development that are prevalent in Riverside County.

Functioning similarly to Transit Oasis, the Paradise Valley Specific Plan conceptually locates transit stops throughout the Specific Plan area in community centers, areas of concentrated development, and areas of high activity such as the Town Center. By locating in mixed-use areas, the transit stops will be integrated into the quality, design, and character of surrounding development and could support the Transit Oasis concept, should the County employ it. Transit will be located within the major activity areas themselves or within a five-minute walk with pedestrian access and adequate off-street parking if needed and appropriate. The Transit Stops could potentially connect to the regional transportation system in the event that a regional transit route can be established at intervals feasible for the operation of the transit system and scaled to the demand of the Paradise Valley community.

Policy C 12.6

Support development of transit centers in community centers, including the dedication of land, where possible.

Analysis: Consistent. The Paradise Valley Specific Plan has conceptually located Transit Stops throughout the plan area including at all community centers / cores.
Passenger Rail System

Policy C 13.7

Dedicate right-of-way and land for future transit centers in community centers and/or major activity areas (high concentrations of employment and residential uses) and in areas that minimize noise impacts on surrounding residential and sensitive land uses.

Analysis: Consistent. The Paradise Valley Specific Plan dedicates the land and right-of-way for Transit Stops throughout the plan area conceptually located in community centers, areas of concentrated development, and areas of high activity such as the Town Center. By locating them in mixed use areas, the Transit Stops will be integrated into the quality, design, and character of surrounding development and minimize noise impacts on residential and sensitive land uses.

Non-motorized Transportation

Policy C 15.5

Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make the trails system user-friendly, as much as reasonably feasible.

Analysis: Consistent. The Multi-Modal Mobility Plan provides a trails system that conforms to County-required ADA standards. Programmatically, the Paradise Valley Specific Plan provides walkways, sidewalks, and trails for ADA compliant accessibility, as noted above in the analysis of Policy C 4.2. Project-level designs will be subject to review and approval by the Riverside County Fire Department, County Sheriff, and the Riverside County Transportation and Land Management Agency. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 15.6

Provide, Encourage, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.

Analysis: Consistent. The majority of the proposed trail network and NEV pathways are located south of the I-10 freeway where overpasses or undercrossings would not be necessary at intersections. A neighborhood trail and NEV path would connect the northern and southern portions of the specific plan by means of the existing freeway underpass locations. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Multipurpose Recreational Trails

Policy C 16.2

Develop a multi-purpose trail network with support facilities which will provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities.

Analysis: Consistent. The Paradise Valley Specific Plan multi-purpose trail system connects pedestrians and bicyclists throughout the community by way of the Paradise Valley perimeter trail, the Paradise Valley Linear Park and the community trails. Support facilities may include drinking fountains, shaded
seating, par course equipment, interpretive signage and trash receptacles placed along the linear extent of the trail. The multi-purpose trail network provides linkages to larger neighborhood park facilities providing for active recreation options where restrooms would be provided.

**Policy C 16.3**

Require that trail alignments either provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other natural areas and other areas of concentrated public activity, where feasible.

a. Require that all development proposals located along a planned trail or trails provide access to, the trails system.

   i) Ensure that existing and new gated communities, do not preclude trails from traversing through their boundaries.

b. Require that existing and proposed trails within Riverside County connect with those in other neighboring jurisdictions.

**Analysis: Consistent.** The project provides a comprehensive trail system accessible to all residents throughout the community. The perimeter trail will offer views of the scenic desert landscape and open space. The linear park and neighborhood trails link pedestrians to schools, parks, and natural areas within and surrounding the community. In addition, the project will provide at least one point of connection to the existing designated and mapped Non-County trails that traverse the SCE easements through the project site: 1) the east-west trending alignment adjacent to the I-10 freeway, and 2) the angled north-west to south-east trending alignment that runs through the main portion of the development footprint. This will assure regional trail continuity. Project-level trail design adjacent to these planned trails will be reviewed for designs that allow access, yet continue to restrict access to the conservation open space areas. Further design will occur at the Village Refinement and implementing project stage. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy C 16.4**

Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve planned trail alignments and trail heads.

a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems.

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.

c. Provide buffers between streets and trails, and between adjacent residences and trails.

d. Make use of already available or already disturbed land where possible for trail alignments.

e. Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project’s consistency with this policy as described below.
a. The Specific Plan includes a complete trail network, as a part of the circulation system’s Integrated Multi-modal Mobility Plan, which extends throughout the development footprint within and connecting the six project Villages.

b. One of the six proposed Village communities, Village 3 - the age qualified community, would be gated although the linear trail and perimeter trail would traverse the community and remain accessible for general use.

c. The Complete Streets proposed in the Integrated Multi-Modal Mobility Plan provide buffers between sidewalks and the street as well as buffers between streets and the trail network. Community trails, perimeter trails, and the linear park require a minimum 20 feet buffer between the trail and residential structures, under Specific Plan polices.

d. The proposed trail network would make use of already distributed land within the development footprint of the Specific Plan.

e. The proposed trail network will be required to connect with the two Non-County mapped trails within the SCE easements that traverse the site. The Meccacopia Trail that BLM has mapped as an OHV trail falls just outside the project development footprint and would likely not connect directly within the project site, but would indirectly connect via the SCE easement. The specifications for connection to the Non-County trails would be determined on the Village Refinement Plan and implementing project levels.

Policy C 46.5 16.6

Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas, as feasible. These potential corridors include, but are not limited to, the rights-of-way for:

a. water mains;
b. water storage project aqueducts;
c. irrigation canals;
d. flood control;
e. sewer lines; and
f. fiber optic cable lines,
g. gas lines,
h. electrical lines, and
i. fire roads, railroads, and bridges.

Analysis: Consistent where applicable. Existing regional utility infrastructure and easements exist on the project site. There are two SCE easements that contain trails through the project site (see EIR Section 4.19, Parks and Recreation). Where utilities cross trail locations, coordination with the appropriate utility will be required. Alignments for trails within the development footprint will be reviewed and approved at the time of the project-level review process. The project site contains a water conveyance easement for the Colorado River Aqueduct that crosses the site north of I-10 freeway. See Chapter 2.0, Project Description, Figure 2-3, Project Site Including Off-site Improvements. Consistent with changes to this policy due to GPA 960, project roadway crossings will require coordination with SCE during the project-level review and approval process. Project access to regional trails that run along the SCE easements must also be coordinated with SCE during the project-level review and approval process. Changes to this policy due to GPA 960 specify further examples of public access utility easements, which would not affect the analysis or the project’s consistency with the General Plan.
**Policy C 46.6 16.7**

Adhere to the following trail-development guidelines when siting a trail:

a. Permit urban trails to be located in or along transportation rights-of-way in fee, utility corridors, and irrigation and flood control waterways so as to mix uses, separate traffic and noise, and provide more services at less cost in one corridor. **Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County of Riverside requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost.**

b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. **Where a separate right-of-way is not feasible, maintain recreation trails within the County of Riverside or Flood Control right-of-way, where feasible.**

c. Develop and implement **Use trail design standards which will minimize maintenance due to erosion or vandalism.**

d. Maximize visibility and physical access to trails from streets and other public lands.

e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries.

f. When a trail is to be **reserved obtained** through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties.

g. Consider the use of abandoned rail lines as multipurpose rail-trails **corridors through the “Rails-to-Trails” program, for multipurpose trails.**

h. Place all recreation trails at safe distances from the edges of active aggregate mining operations and separate them by physical barriers, such as fences, berms, and/or other effective separation measures. Avoid placing a trail where it will cross an active mined materials haul route.

i. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads with high amounts of traffic. **Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users.**

j. **Design and construct trails that properly account for Take into consideration such issues as sensitive habitat areas, cultural resources, flooding potentials, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation.** when designing and constructing trails.

k. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, U. S. Army Corp of Engineers, U.S. Bureau of Reclamation, and the California Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural resources, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled.

l. Work with landowners to address concerns about privacy, liability, security, and trail maintenance.

m. **Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited.**
n. Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings.

o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms, and other trail-related amenities shall be provided where appropriate.

p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate.

q. Information about Riverside County’s trail system shall be provided at the Riverside County Park and Open Space District and online in order to make the public aware of Riverside County’s trail system.

r. Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail.

s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries.

t. Use already available or disturbed land for trails wherever possible for new or extended trails.

u. Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality.

v. Coordinate with local Native American tribes for any proposed trails under the mandates of “SB18” Traditional Tribal Places Law.

Analysis: Consistent. The proposed trail network adheres to the trail-development guidelines as discussed in the following analysis.

a. Consistent with changes to this policy due to GPA 960, the Integrated Multi-Modal Mobility Plan requires trails in developed areas to be located outside of road rights-of-way so as to separate traffic and noise.

b. The Integrated Multi-Modal Mobility Plan sets aside separate rights-of-way for non-motorized trails for the safe movement of pedestrians, personal mobility devices, and bicycles. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

c. The programmatic guidelines for trails are provided in Section 6 of the Specific Plan. Additional review and specifications would occur during County review of Village Refinement Plans and implementing projects. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

d. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The trail network proposed in the Integrated Multi-Modal Mobility Plan strategically locates trails within walking distance of most homes and also connects Village cores, thus maximizing visibility and physical access to trails.

e. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan. The programmatic specifications for trails are provided in Section 6 of the Specific Plan. As described in the analysis in EIR Section 4.9, Hydrology and Water Quality, the project design with mitigation would assure that erosion impacts would be less than significant. Additional review and specifications may occur during County review of Village Refinement Plans and implementing projects, further assuring appropriate design.

f. The alignment of proposed linear park, community trails, and perimeter trails would be based on the physical characteristics of the landform to assure connectivity through adjoining properties and villages. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
g, h. The project site does not contain abandoned rail lines or aggregate mining operations. These portions of the policy do not apply. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

i. The programmatic guidelines for trails are provided in Section 6 of the Specific Plan. Additional review and specifications, including those for crossings at roadways, would occur during County review of Village Refinement Plans and implementing projects. Inclusion of proper signs, signals, pavement markings, crossing islands, and curb extensions may be considered to ensure safe crossings by users consistent with changes to this policy due to GPA 960.

j. The trail network proposed in the Integrated Multi-Modal Mobility Plan proposes trail designs that account for issues such as sensitive habitat areas, cultural resources, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

k. The County and project applicant shall coordinate with responsible agencies during site-specific design of project trails where they connect to existing Non-County mapped trails: two trails on SCE right of ways and the Meccacopia Trail which passes near the southwest corner of the project footprint, as described in Section 4.13, Parks and Recreation). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

l. Upon buildout of the Specific Plan, a CSA, CFD, HOA or other equivalent mechanism would be established to work with landowners to address concerns about privacy, liability, security, and trail maintenance.

m. Consistent with this policy added by GPA 960, the trail network proposed in the Integrated Multi-Modal Mobility Plan consists of various types of trails including a linear park trail, community trails, and neighborhood trails designed to be compatible with the community contexts in which the trails would be sited.

n. Consistent with this policy added by GPA 960, except for local, neighborhood-serving trails not intended as primary community linkages, the Integrated Multi-Modal Mobility Plan selects trail routes that minimize driveway crossings.

o. Consistent with this policy added by GPA 960, the linear park community trails would feature benches, fencing, water fountains, shade structures, landscape buffers, rest stops, and par course equipment to be provided where appropriate. The perimeter trail would feature benches, swales, shade structures, landscape buffers, and rest stops, to be provided where appropriate. Restroom facilities would be located in neighborhood parks accessible through the trail network.

p. Consistent with this policy added by GPA 960, during preparation of the Village Refinement Plans, safety features on trail crossings and roadways will be identified to address safety hazards that may include crossing signals, mileage markers, and other safety features, as appropriate, as required by the County.

q. Consistent with this policy added by GPA 960, upon approval of the Specific Plan, information about public trails within Paradise Valley’s trail may be provided by the Planning Department to the Riverside County Park and Open Space District and made available online to make the public aware of the County trail system.

r. Consistent with this policy added by GPA 960, conceptual, programmatic, trail design features and guidelines are provided in the Specific Plan. All trail types have buffers and landscape elements that separate them from sound walls or boundary walls. View fences are a Specific Plan feature that would facilitate views of the desert landscape. The homes adjacent to the linear parks should have view fences for purposes of safety and surveillance, rather than solid walls. View fences would also be used between the landscaped perimeter trail and the adjacent residential areas.
s. Consistent with this policy added by GPA 960, appropriate and safe trail surfacing, suitable for the intended users, will be selected by the County and applicant during preparation of the Village Refinement Plans.

t. Consistent with this policy added by GPA 960, the new trails are proposed within the proposed Paradise Valley Specific Plan development footprint. More than half of the Paradise Valley project site would remain outside the development footprint, and be retained as conservation open space. As a new community, there is no developed area in which to locate the trails (although the Non-County trails currently exist within the SCE easements and the Meccacopia Trail is located within a natural drainage area). While the proposed trails would be located on undeveloped land, overall more land would be dedicated for conservation open space than would be developed.

u. Consistent with this policy added by GPA 960, within the development footprint, developed recreational areas, trails and streets will include bio-swales where appropriate and practical, to assist in maintaining water quality. As described in Section 4.9, Hydrology and Water Quality, the proposed drainage plan would collect on-site runoff from developed areas by grate inlets/catch basins, and swales, to be conveyed to on-site detention /treatment basins, before release to the project’s drainage facilities and off-site drainages.

v. Consistent with this policy added by GPA 960, the County has coordinated with local Native American tribes on their review of the proposed project, including its proposed internal trails, under the mandates of “SB18” Traditional Tribal Places Law. The project has also coordinated with regard to AB 52, which addresses consultation with Native American tribes under CEQA to determine if the proposed project may cause a substantial adverse change in the significance of a tribal cultural resource (TCR). The results of that outreach are included in Section 4.3, Cultural Resources, and the related technical appendix, including the project Phase I Cultural Resources Assessment, in Appendix E-1.

Policy C 16.8

Require the installation (where appropriate and pursuant to County of Riverside standards) of the appropriate styles of fencing along trail alignments that separate trails from road right-of-ways (ROWs), or where trails are located within road ROWs, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing. A simulated split rail fence with 2 to 3 rails constructed of white PVC material separating road rights of way from adjacent trail easements.

Analysis: Consistent. The trail network proposed by the Integrated Multi-Modal Mobility Plan includes the installation of fencing along trail alignments, as appropriate, that would separate trails from road ROWs. The project Wall Plan describes the style of fencing appropriate for each project location. These wall / fencing specifications would be determined during the Village Refinement Plan process. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Bikeways

Policy 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.
Analysis: Consistent. Consistent with changes to this policy due to GPA 960, the Paradise Valley Specific Plan expands the County’s total miles of bike lanes by including Class II (striped) bike lanes on each side of the backbone roadway system within the Specific Plan area. Bike lanes are subject to the design standards outlined in the California Department of Transportation Highway Design Manual and County review for consistency with applicable Riverside County Guidelines. Bikes are also allowed within the comprehensive trail system provided throughout the Paradise Valley Specific Plan.

Policy C 17.2

Require bicycle access between proposed developments and other parts of the Riverside County trail system through dedication of easements and construction of bicycle access ways.

Analysis: Consistent. The comprehensive trail system will allow access between each phase of Paradise Valley Specific Plan development. Where bicycle access between the proposed development and other parts of the County trail system is available and feasible, the Paradise Valley Specific Plan will allow for the dedication of easements and construction of bicycle access ways. The Specific Plan will provide for at least one connection to each of the existing Non-County designated trails along the SCE corridors (extending east-west and extending northwest-southeast through the project site), to assure continuity.

Policy C 18.2

Trail Management and Maintenance:

a. Implement maintenance options such as the use of volunteers, associations, or private landowner maintenance agreements, and/or adopt-a-trail programs sponsored by various groups,

b. Implement methods to discourage unauthorized use of trails by motorized vehicles, which may cause trail deterioration, create an unsafe environment, and/or disrupt the enjoyment of the trails by legitimate trail users. These methods may include the installation of gates and motorcycle barriers, posting signs prohibiting unauthorized activities, or implementing educational programs to encourage the proper use of trails.

c. Research the potential for, and consider establishing a countywide trail management entity that will facilitate the acquisition of adequate funds for trail maintenance.

d. Research the potential for, and consider establishing a separate agency within Riverside County to manage and maintain Riverside County’s trails system.

e. Use trail designs that remove or limit injury/safety liability concerns.

f. Use trail designs that minimize trail maintenance costs.

Analysis: Consistent.

a. The Paradise Valley Specific Plan allows for homeowners associations to conduct the private maintenance of various facilities within the community, including signage, lighting along private streets, parks and trails, private streets, and trash and recycling receptacles in open space recreation areas.

b. The unimproved project site is currently subject to illegal trespassing and unauthorized off-road vehicle use, causing site deterioration and creating an unsafe environment. The Paradise Valley Specific Plan allows for the creation of a comprehensive trail system for the proper use of trails designated exclusively the use of non-motorized vehicles. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
c-f. These portions of the policy are more directly aimed at the County. The proposed Specific Plan and subsequent implementing projects will be subject to County review for safe trail design that removes or limits injury and safety-liability concerns. Trail costs, including maintenance, will be included in the Fiscal Impact Analysis for the Specific Plan, which is subject to review and approval by the County. GPA 960-driven changes to this policy would not affect the project’s consistency with the General Plan.

**Scenic Corridors**

**Policy C 19.1**

Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan.

**Analysis: Consistent.** The project site is not located along an officially designated scenic highway in Caltrans’ Scenic Highways Plan. The area surrounding the project has general scenic value as a natural desert environment, with the Orocopia Mountains and Mecca Hills and other landmarks visible from the site. The Specific Plan includes view fences designed to maintain areas of view into the surrounding natural surroundings. Edge conditions are designed to allow for a visual transition between the project and the conservation open space surrounding the development footprint, among other things.

**Environmental Considerations**

**Policy C 20.1**

Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.

**Analysis: Consistent.** The proposed development footprint of the Paradise Valley Specific Plan area does not contain trees identified as superior examples of native vegetation within proposed road rights-of-way, and no significant tree impacts are anticipated as a result of the proposed project (see Section 4.4, Biological Resources). The project will be required to comply with all County review procedures for implementing projects. Changes to this policy due to GPA 960 would thus not affect the project’s consistency with the General Plan.

**Policy C 20.2**

Provide all roadways located within identified flood areas with adequate flood control measures.

**Analysis: Consistent.** The project will remain outside the banks of Pinkham Wash. A system of drainage basins, retention basins, swales and flood control channels will direct storm water flows away from structures. Project drainage is evaluated further in Section 4.9, Hydrology and Water Quality.

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Policy C 20.3

Locate roadways outside identified flood plains whenever possible.

**Analysis: Consistent.** The Paradise Valley Specific Plan requires the construction of flood control facilities to safely convey stormwater on the site. A system of drainage basins, retention basins, swales and flood control channels will direct storm water flows away from structures. Project drainage is evaluated further in Section 4.9, Hydrology and Water Quality.

Policy C 20.4

New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses.

**Analysis: Consistent.** The introduction of this policy due to GPA 960 would not affect the project's consistency with the General Plan. The development footprint of the Specific Plan is designed to avoid impacts to the site’s largest watercourse, Pinkham Wash, where no new crossing is proposed and the existing I-10 freeway bridge would provide access over the watercourse. There are approximately thirteen tributary areas identified within the Specific Plan that contribute flows to and across the project site. The majority of these are located in the northern portion of the Site in the Cottonwood Mountains and drain to the south toward Box Canyon. The limits of disturbance north of the I-10 freeway have been located to avoid impacting the existing drainage ravines generated by concentrated flows traveling south from the Cottonwood Mountains out of sub-tributary areas. Bridge structures or culverts will allow transportation and utilities across these existing channels.

To convey flows within tributary areas south of the I-10 freeway, the project proposes a series of culverts and/or channels. These flood protection culverts/channels are conceptually located along existing drainage paths to preserve the hydraulic regime. To approximately match existing conditions, proposed off site drainage inlets are positioned to deliver storm runoff and sedimentation to proposed outlet points along the southern boundary of the project. The intent is to deliver storm runoff to original flow lines in order to preserve and minimize impacts to the downstream environments. Therefore, where the use of culverts is unavoidable, they will be designed and located to minimize impacts on existing watercourses.

Policy C 20.4 20.6

Control dust and mitigate other environmental impacts during all stages of roadway construction.

**Analysis: Consistent.** Specific Plan Section 5.4.2, Grading Plan Design Standards, includes the use of soil stabilizers to suppress fugitive dust during and after grading operations in compliance with SCAQMD Rule 403. Other environmental impacts will be mitigated through the incorporation of Best Management Practices including a project specific Storm Water Pollution Prevention Plan (SWPPP) and Particulate Matter-10 Plan (PM-10) to mitigate runoff-related pollution and environmental impacts due to construction activity.
Policy C 20.5 20.7

Protect all streets and highways located within identified blow sand areas from blow sand hazards to the extent practicable.

Analysis: Consistent. The project and its component roadways are not located in an area identified as susceptible to blowsand. As discussed in Section 4.6, Geology and Soils, to address general erosion potential, implementing projects will be subject to a project-specific geotechnical report and the County Geologist’s review and approval of all grading plans, reports and calculations. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 20.6 20.8

Protect 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.

Analysis: Consistent. The Paradise Valley Specific Plan provides several features that reduce noise impacts. Solid privacy walls higher than six feet adjacent to the I-10 corridor to protect adjacent land uses from traffic-generated noise impacts and comply with noise regulations. There is a limited area of the Specific Plan development footprint where light industrial land uses are allowed; commercial land uses will be located within CR and MU areas, one or both of which are provided within each of the project villages. Wall and fence designs will assist in separating land uses and providing noise abatement. The village development standards also require setbacks between residential homes and noise generating uses, such as the I-10 freeway, electrical substation(s) and the wastewater treatment plant. Analysis in Section 4.12, Noise, demonstrated that with project features and mitigation, the project commercial and industrial land uses would remain within County standards. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 20.7 20.9

Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) into transportation plans and development proposals.

Analysis: Consistent. Section 4.4 Biological Resources, discusses consistency with the CVMSHCP. The project design would cluster development within a defined area of the overall ownership in a manner that recognizes the functional importance of Pinkham Wash as a critical hydrologic connection between the Little San Bernardino Mountains, Cottonwood Mountains and the floor of the Coachella Valley. With this Specific Plan land use pattern and development approach, plus the mitigation measures included in the Biological Resources section, impacts to Conservation Objectives would be consistent with the CVMSHCP. Therefore, the project is consistent with this policy. The project is not within the Western Riverside County Multiple Species Habitat Conservation Plan, therefore changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy C 20.8 20.10

Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.

Analysis: Consistent. The Paradise Valley Specific Plan is designed to conserve and protect large natural open space areas in perpetuity so as to comply with the CVMSHCP. After mitigation, the project would result in a less than significant impact to biological resources, as discussed in Section 4.4, Biological Resources. No proposed project roadways or other transportation system improvements would cross the project’s natural habitat preservation areas.

Policy C 20.11 20.13

Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable.

Analysis: Consistent. The Paradise Valley Specific Plan incorporates the requirements of the General Plan Air Quality Element into the Multi-Modal Mobility Plan where applicable. The project includes a Climate Action Plan (CAP) that tiers off the County CAP. The Specific Plan accommodates and encourages NEV use throughout the Paradise Valley Specific Plan community with the resulting benefits of significantly lower emissions, provides complete streets with dedicated NEV/bicycle lanes within the backbone road system as appropriate, and offers a comprehensive trail system to reduce vehicle miles traveled. Additionally, there would be electric vehicle chargers and preferred parking for ZEVs and LEVs. The Mobility Plan for Paradise Valley encourages multi-modal transit by providing complete streets and a network of transportation options within the Specific Plan boundaries that reduce vehicular use and emissions, and promote walkability and connectivity within the community. Other sustainability measures reduce traffic-related air quality impacts, including a diverse land use mix, a shuttle program, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies.

Policy C 20.12 20.14

Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.

Analysis: Consistent. The Multi-Modal Mobility Plan encourages the use of alternative non-motorized transportation through the provision of complete streets offering a dedicated NEV/bicycle lane within the backbone road system as appropriate, a comprehensive trail system for bicycles and pedestrians to reduce vehicle miles traveled, and conceptually locating schools and parks near trail systems to facilitate non-vehicular access. The multi-modal circulation plan accommodates and encourages non-polluting NEV use throughout the Paradise Valley Specific Plan community and would provide electric vehicle chargers and preferred parking for ZEVs and LEVs to incentivize the use of limited or non-polluting vehicles. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy C 20.13 20.15

Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.
Analysis: Consistent. The Grading Plan Design Standards of the Paradise Valley Specific Plan include implementation of NPDES BMPs relating to the construction of roadways to control runoff contamination and the associated on-site drainage facility requirements that may potentially affect groundwater supply. Bio-swales may be included in street sections, open space and trails, as designed during the Village Refinement Plan and implementing project stages. As described in response to Policy OS 3.7, project facilities must comply with the Riverside County Flood Control and Water Conservation District’s Design Handbook for Low Impact Development Best Management Practices and CVWD regulatory requirements identified for the project. Also, as described in Section 4.9, Hydrology and Water Quality, the project would be required to prepare and implement an approved SWPPP in accordance with the Construction General Permit for site grading and construction, including roadways. Individual implementing projects may require development and implementation of a project-level SWPPP for construction. With regard to operation, any discharge into stormwater facilities within CVWD’s jurisdiction must comply with the existing NPDES MS4 Permit issued by the Colorado River Basin Regional Water Quality Control Board. See Section 4.9, Hydrology and Water Quality. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Transportation Systems Management**

**Policy C 21.4**

Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation and reduce congestion.

Analysis: Consistent. The provision of roundabouts as traffic calming features at designated intersections reduces the need for traffic signals within the Paradise Valley Specific Plan. Where traffic signals are necessary at intersections, they are spaced and operated to optimize traffic flow (see Specific Plan Exhibit 4-2, Entries and Signalization and EIR Section 4.20, Transportation and Traffic). Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy C 21.7 21.6**

Install special turning lanes whenever necessary to relieve congestion and improve safety.

Analysis: Consistent. The project street sections are described in the Specific Plan, as discussed in the analysis of Policy C 3.1 and C 3.2, and include turning lanes as needed. Roundabouts are provided at designated intersections that effectively reduce the need for special turning lanes. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Goods Movement/Designated Truck Routes**

**Policy C 23.8**

Restrict truck through-traffic in residential areas and on streets with specific facilities that have high density of people/users; through planning and design of developments, direct truck traffic to major transportation corridors.

Analysis: Consistent. Consistent with this policy added by GPA 960, the project area roadway system is comprised of a hierarchy of roadways that include arterial, major, secondary, collector and local streets that allow for vehicular movement within Paradise Valley Specific Plan. All non-residential uses (CR and
MU including light industrial uses in MU areas) are located along the backbone road network with the largest street sections), such that there would be no need for trucks to routinely access residential streets. Exceptions would occur where deliveries, street repairs, home improvements and other occasional activities that necessitate truck use would occur in residential areas.

III. MULTIPURPOSE OPEN SPACE ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Multi-Purpose Open Space Element, Chapter 5 of the General Plan:  

**Water Supply**

**Policy OS 1.1**

Balance consideration of water supply requirements between urban, agricultural, and environmental needs so that sufficient supply is available to meet each of these different demands.

**Analysis: Consistent.** The project is anticipated to require annexation into the Coachella Valley Water District (CVWD). A Water Supply Assessment (WSA) will be prepared in coordination with the CVWD to identify water to be made available to serve the proposed development in light of existing demands for urban, agricultural, and environmental needs. Analysis of the project’s water needs, plans and water-conserving systems is provided in Section 4.21, Utility and Service Systems, Water. As shown in the analysis, the proposed project would provide more water than it would use, through the Rio Bravo Water District Agreement. In addition, tertiary treated water from the proposed on-site wastewater treatment plant will be recycled within the project for landscape irrigation. The discussion of the wastewater treatment and recycled water system is included in Section 4.2, Utility Service Systems, Sewer.

**Policy OS 1.4**

*Promote the use of recycled water for landscape irrigation.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the project provides for recycled water generated from the wastewater treatment plant to be reused within the project as landscape irrigation for the irrigation of public parks, medians, parkways and other open spaces.

**Water Conservation**

**Policy OS 2.1**

*Implement a water-efficient landscape ordinance and corresponding policies that promote the use of water-efficient plants and irrigation technologies, minimizes the use of turf, and reduces water-waste without sacrificing landscape quality.*

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Analysis: Consistent. Consistent with this policy added by GPA 960, during buildout of the Specific Plan, implementing projects would be required to comply with the Water Efficient Landscape Requirements specified in Ordinance 859 and Coachella Valley Water District Ordinance 1302.1 that promote the use of water efficient irrigation technologies and reduce waste.

Policy OS 2.2

Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

Analysis: Consistent. The project proposes water-conserving measures and a conjunctive use potable water program that would store imported Colorado River water in the Orocopia groundwater basin to provide recharge for water pumped from the basin to serve the project. It is anticipated that tertiary treated water from the proposed on-site wastewater treatment plant would be recycled within the project for landscape irrigation. Analysis of water-conserving systems is provided in Section 4.21, Utility and Service Systems, Water. The discussion of the wastewater treatment and recycled water system is included in Section 4.2, Utility Service Systems, Sewer. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 2.3

Seek opportunities to coordinate water-efficiency policies and programs with water service providers.

Analysis: Consistent. Consistent with changes to this policy due to GPA 960, the Specific Plan area would be annexed into the service area of the Coachella Valley Water District and would present an opportunity to coordinate water-efficiency policies and programs.

Water Quality

Policy OS 3.1

Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.

Analysis: Consistent. The project will be self-sustaining with regard to sewer service. A wastewater collection system will convey sewage and other wastewater to an on-site wastewater treatment plant. Innovative and creative techniques for tertiary treatment at the plant include the provision of gray water to be recycled for landscape irrigation within the project site. Additional details of the wastewater collection and treatment system are provided in Section 4.22, Utility and Service Systems – Sewer.

Policy OS 3.2

Encourage innovative wastewater treatment techniques, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.

Analysis: Consistent. Consistent with changes to this policy due to GPA 960, as the project is in a rural, undeveloped area, a self-sustaining wastewater collection system will convey sewage and other wastewater to an on-site wastewater treatment plant. The project would also store imported water to
recharge the groundwater basin for long-term use. Additional details of the wastewater collection and treatment system are provided in Section 4.22, Utility and Service Systems – Sewer.

**Policy OS 3.3**

Minimize pollutant discharge into storm drainage systems, and natural drainages, and aquifers.

**Analysis: Consistent.** The project would comply with applicable water quality standards and waste discharge standards through the construction permitting process, which requires hydrological plans and a Stormwater Pollution Prevention Plan (SWPPP). A review of these standards and the methodologies proposed to address them in the project impacts is provided in Section 4.24, Utility and Service Systems – Stormwater, along with a description of the drainage system and project features that would be implemented to manage stormwater runoff. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy OS 3.4**

*Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the project site is located within the Whitewater River Watershed Boundary, and as such, any discharge into stormwater facilities within CVWD’s jurisdiction must comply with the NPDES MS4 Permit (Order No. R7-2013-0011), issued by the Colorado River Basin Regional Water Quality Control Board (see Section 4.9 Hydrology and Water Quality). The main compliance requirement of NPDES permits is the development and implementation of a SWPPP. The purpose of a SWPPP is to identify potential on-site pollutants and identify and implement appropriate storm water pollution prevention measures to reduce or eliminate discharge of pollutants to surface water from storm water and non-storm water discharges. Storm water best management practices (BMPs) to be implemented during construction and grading, as well as post-construction BMPs, will be outlined in the SWPPPs prepared for the implementing projects within the Specific Plan area. Mitigation provided in Section 4.9 requires that prior to initiation of construction of any implementing project, a Specific Plan-wide WQMP be submitted to Coachella Valley Water District for review and approval. Subsequent implementing projects will be reviewed for the requirements for project-site specific WQMPs. The WQMPs shall be consistent with all requirements and performance standards required by the NPDES Municipal Separate Storm Sewer Systems Permit (Order No. 27-2013-0011) issued by the Colorado River Basin RWQCB.

**Policy OS 3.5**

*Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Specific Plan integrates stormwater management features such as bio-swales, bridge structures, culverts, and storm drains to manage runoff within the proposed infrastructure and facilities. Stormwater runoff from developed portions of the site would be conveyed to on-site detention/treatment basins that would provide on-site filtration for treatment of urban pollutants, as well as detain runoff from impervious surfaces to maintain existing runoff volumes that currently leave the site.
Policy OS 3.6

*Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Specific Plan includes the necessary stormwater detention basins, recharge basins, and water quality basins to protect water-quality. These features avoid existing watercourse to the extent feasible and are designed to protect water quality and maintain existing runoff volumes that currently leave the site.

Policy OS 3.7

*Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating “Low Impact Development,” green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Community Design Guidelines of the Specific Plan specify the use of permeable materials in surface parking to the extent practicable to decrease stormwater runoff. Proposed green stormwater infrastructure would include a multifunctional drainage along the linear park and areas for stormwater infiltration and groundwater basin recharge. Project facilities must comply with the Riverside County Flood Control and Water Conservation District’s Design Handbook for Low Impact Development Best Management Practices and CVWD regulatory requirements identified for the project.

Groundwater Recharge

Policy OS 4.1

Support efforts to create additional water storage where needed, in cooperation with federal, state, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed.

**Analysis: Consistent.** Thorough coordination with the CVWD, the project is evaluating water-conserving systems such as a conjunctive use potable water program that would store imported Colorado River water in the Orocopia groundwater basin to provide recharge for water pumped from the basin to serve the project.

Policy OS 4.2

Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the County. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where:

a. groundwater quality would be reduced;
b. available groundwater aquifers are full; or
c. rising water tables threaten the stability of existing structures.
Analysis: Consistent. The project anticipates development, implementation, and maintenance of a conjunctive use potable water program that would store imported Colorado River water in the Orocopia groundwater basin to provide recharge for water pumped from the basin to serve the project. This water program is discussed in Section 4.21, Utility and Service Systems – Water.

Policy OS 4.3

Ensure that adequate aquifer water recharge areas are preserved and protected.

Analysis: Consistent. The project WSA, summarized in Section 4.21, Utility and Service Systems – Water, describes groundwater usage and recharge associated with the project. No significant adverse impact would occur with regard to the water volume in the aquifer.

Policy OS 4.4

Incorporate natural drainage systems into developments where appropriate and feasible.

Analysis: Consistent. Section 7, Design Guidelines, of the Specific Plan calls for the design of parking lots for natural drainage. Section 4.9, Hydrology and Water Quality, describes the proposed drainage system that includes drainage structures for rainwater detention.

Policy OS 4.5

Encourage streets in a vicinity of watercourses to include park strips or other open space areas that allow permeability.

Analysis: Consistent. Consistent with this policy added by GPA 960, the complete streets proposed in the Integrated Multi-Modal Mobility Plan include landscaped buffers between streets and sidewalks that allow permeability. Bio-swales may be included in street sections, open space and trails, as designed during the Village Refinement Plan and implementing project stages. As described in the analysis of Policy OS 3.7 and Policy C 20.3, project features allow for preserving permeability and retaining the hydrologic regime of the overall project site.

Policy OS 4.5 4.6

Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through “Low Impact Development” or other Best Management Practice measures.

Analysis: Consistent. The Specific Plan includes plans for the infiltration of stormwater at multiple scales within developed areas. The project will employ a number of different techniques and facilities to deal with storm water, water quality and groundwater basin recharge for future use and to mitigate adjacent flooding. Consistent with changes to this policy due to GPA 960, Section 4.9, Hydrology and Water Quality, describes the proposed drainage system that includes drainage structures for rainwater detention, as well as project features and mitigation measures that incorporate Low Impact Development (LID) and other Best Management Practice measures. Low Impact Development will be implemented for the project, as described in the analysis of Policy OS 3.7, therefore, changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy OS 4.7

Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest.

Analysis: Consistent. Consistent with this policy added by GPA 960, the stormwater management and urban runoff reduction features of the Specific Plan such as bio-swales along the community trails and the drainage provided by the linear park enhance the aesthetic and experiential elements.

Policy OS 4.6 4.8

Use natural approaches to managing streams, to the maximum extent possible, where groundwater recharge is likely to occur.

Analysis: Consistent. The bed and bank of the major drainage on the project site, Pinkham Wash will remain undeveloped. The project is designed such that the volume of stormwater drainage leaving the site upon project buildout is the same as under existing conditions. Recharge in the dry streambed of Pinkham Wash would still occur. Impacts are less than significant, as discussed in Section 4.9, Hydrology and Water Quality.

Policy OS 4.9

Discourage development within watercourses and areas within 100 feet of the outside boundary of the riparian vegetation, the top of the bank, or the 100-year floodplain, whichever is greater.

Analysis: Consistent. Consistent with this policy added by GPA 960, the development footprint is designed to avoid impacts to the site’s largest watercourse, Pinkham Wash. All residential, commercial and industrial structures must be flood-proofed from the mapped 100-year storm flow. Proposed bank protections would be provided along the development perimeter as well as along internal drainages, designed to protect the proposed development areas from a 100-year flood event. The on-site stormwater conveyance structures have been designed to mimic the existing conditions, in terms of outflow quantity, depth, velocity, and location of discharge. As such, the proposed drainage system would not substantially impede or redirect flows associated with a 100-year flood event. This potential impact would be less than significant. As described in Section 4.9, Hydrology and Water Quality, Mitigation Measure (MM) HW-5 would ensure CVWD review and approval of the proposed drainage system design and bank protections.

Floodplain and Riparian Area Management

Policy OS 5.1

Substantially alter floodways or implement other channelization only as a “last resort,” and limit the alteration to:

a. that necessary for the protection of public health and safety only after all other options are exhausted;

b. that essential public service projects where no other feasible construction method or alternative project location exists; or

c. projects where the primary function is improvement of fish and wildlife habitat.
Analysis: Consistent. The project development footprint has been designed to remain out of the bed and bank of Pinkham Wash, the largest wash on the project site. The project would modify other existing dry desert wash areas located within the project development footprint for the protection of public health and safety, potentially impacting fluvial transport and deposition. A drainage plan that channels existing natural flows around or through the project site, while maintaining, to the extent feasible, the flow patterns of Pinkham Wash is discussed in Section 4.9, Hydrology and Water Quality. Changes to this policy due to GPA 960 are minor capitalization changes that would not affect the project’s consistency with the General Plan.

Policy OS 5.2

If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:

- stream scour;
- erosion protection and sedimentation;
- wildlife habitat and linkages;
- cultural resources including human remains;
- groundwater recharge capability;
- adjacent property; and
- design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site specific hydrologic study may be required.

Analysis: Consistent. The Pinkham Wash area, along with other tributary dry wash channels that cross the site, represent a flood zone within the proposed development footprint of the project. Accordingly, the project has been designed to protect people and structures from storm flows within the development footprint, based on findings of site-specific hydrology studies. The project would alter the natural drainage pattern in portions of the site while retaining, to the extent feasible, the drainages that carry the primary flows through Shavers Valley. Findings of the hydrology study and the proposed modifications to floodways are discussed in Section 4.9, Hydrology and Water Quality. Consistent with changes to this policy due to GPA 960, as discussed in Section 4.5, Cultural Resources, significant cultural resource impacts, including human remains impacts, are not anticipated. However, to assure protection in case of unanticipated discovery of resources, mitigation is provided to provide appropriate actions in the case of such an instance. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 5.3

Based upon site-specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues:

- public safety;
- erosion;
- riparian or wetland buffer;
- wildlife movement corridor or linkage; and
- slopes;
- type of watercourse; and
- cultural resources.
Analysis: Consistent. The project has been designed to protect public safety, riparian buffers, wildlife movement, slopes, cultural resources, and minimize erosion from storm flows within the development footprint based on findings of the hydrology studies. Consistent with changes to this policy due to GPA 960, discussion of development setbacks from floodway boundaries is provided in Section 4.9, Hydrology and Water Quality. Setbacks from floodway boundaries addressing riparian buffers and wildlife movement are addressed in Section 4.4, Biological Resources. Consistent with changes to this policy due to GPA 960, as discussed in Section 4.5, Cultural Resources, significant cultural resource impacts, including human remains impacts, are not anticipated. However, to assure protection in the case of unanticipated discovery of resources, mitigation is provided to present appropriate actions. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 5.4

Consider designating floodway setbacks for greenways, trails, and recreation opportunities on a case-by-case basis.

Analysis: Consistent. The proposed project design includes recreational trails along the project edge that is adjacent to Pinkham wash. These contain appropriate set backs and edge condition design, which are described in Specific Plan Section 6, Conservation, Open Space and Landscape.

Policy OS 5.5

New development shall Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible.

Analysis: Consistent. As discussed in Specific Plan Section 2, Land Use Plan, the project has been designed with approximately 3,100 acres of undisturbed environmentally sensitive land for preservation in perpetuity as Conservation Habitat land. Direct impacts to Pinkham Wash, the largest drainage traversing the project site, will be avoided and/or reduced to prevent obstruction of this natural watercourse, as the project will remain out of the main bed and bank areas of the wash. The installation of desert tortoise fencing along the east upper bank of Pinkham Wash would not constrict the flow of the watercourse. Discussion of the preservation of natural watercourses is addressed in Section 4.9, Hydrology and Water Quality. Preservation of native riparian habitat is addressed in Section 4.4, Biological Resources. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 5.6

Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas.

Analysis: Consistent. The project site includes riparian habitat (dry desert washes) and other sensitive natural communities identified in the CVMSHCP and by the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS), portions of which would be modified by project development. The Specific Plan clusters development onto approximately 1,800 acres of the 5,000-acre site, avoiding impacts to the maximum extent possible within a majority of the project site. Direct impacts to Pinkham Wash, the largest drainage traversing the project site, will be avoided and/or reduced, as the project will remain out of the main bed and bank areas of the wash. Consistent with the
CVMSHCP, the project will provide for conservation acreage beyond the on-site conservation acreage, thus conserving a variety of habitat types, as addressed in Section 4.4, Biological Resources.

Wetlands

Policy OS 6.1

During the development review process, ensure compliance with the Clean Water Act’s Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Analysis: Consistent. The project site includes riparian habitat (dry desert washes) and other sensitive natural communities identified in the CVMSHCP and by the CDFW and USFWS, portions of which would be modified by project development. Where jurisdictional wetlands and waters are delineated and will be impacted, implementation projects within the Specific Plan will require compliance with the U.S. Clean Water Act’s Section 404 in terms of wetlands mitigation policies and policies concerning fill material and the Discussion of impacts to potential jurisdictional wetlands is provided in Section 4.9, Hydrology and Water Quality.

Policy OS 6.2

Preserve buffer zones around wetlands where feasible and biologically appropriate.

Analysis: Consistent. The project provides buffer zones around wetlands where feasible and biologically appropriate. Discussion of impacts to potential jurisdictional wetlands is provided in Section 4.9, Hydrology and Water Quality.

Policy OS 6.3

Consider wetlands for use as natural water treatment areas that will result in improvement of water quality.

Analysis: Consistent. The project drainage plan will incorporate the use of bio-swales for the improvement of water quality from urban runoff of developed areas where feasible, as discussed in Specific Plan Section 5, Infrastructure and Public Facilities.

Vegetation

Policy OS 9.2

Expand vegetation mapping to include the eastern portion of the County of Riverside.

Analysis: Consistent. To prepare the project’s analysis of existing biological resources, found in Section 4.4, Biological Resources, vegetation mapping has been performed, thereby expanding vegetation mapping to include the eastern portion of the County of Riverside coincident with the Specific Plan area.

Policy OS 9.3

Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.
Analysis: Consistent. As discussed in Section 2 of the Specific Plan (Land Use Plan), the project has been designed with approximately 3,100 acres of undisturbed environmentally sensitive land for preservation in perpetuity as Conservation Habitat land for ecosystem, aesthetic, and water conservation purposes.

Solar Energy

Policy OS 11.1

Enforce the state Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources.

Analysis: Consistent. The project is consistent with the policy’s goal to promote all feasible means of energy conservation and feasible uses of alternative energy supply sources. Designing with nature and incorporating passive solar design, including other conservation concepts are a part of the guiding principles of the Specific Plan (see Specific Plan Section 1.10) and are therefore reflected in many areas of the plan. Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap, sets forth the sustainability approach, which incorporates many energy conservation measures and goals. The plan’s land use concept results in a reduction in energy use over “business as usual.” It creates villages with mixed-use core areas and open space and public services provided nearby results in less vehicle miles travelled within the development. In addition, the six project Villages are connected by a backbone roadway, NEV and bike and pedestrian system, which further reduce the need for individual passenger vehicle trips. Parks, trails, schools and other public facilities are also provided within walking distance of homes. The plan promotes the smart use of shade elements to reduce heat island effect. Buildings within the project will employ passive and active energy efficiency design features and technologies including rooftop solar on buildings and parking lot roofs, where practicable. The Specific Plan incorporates passive solar design strategies that utilize building orientation, light shelves, shading, building materials and surrounding outdoor landscape to naturally assist in the cooling and warming of buildings to conserve resources and reduce energy usage. Specific Plan Section 3 also includes a commitment for the project to exceeding the California Building Energy Efficiency Standards (2013 Title 24 Part 6) currently in effect by a minimum of 30 percent and encourages an above code or third-party program. Detailed landscaping plans will be prepared at the project level. Projects within the Specific Plan will be subject to review and approval by the County and will be required to comply with any county ordinances pertaining to shade control. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 11.2

Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments.

Analysis: Consistent. As described in the consistency analysis for Policy 11.1, designing with nature and incorporating passive solar design, including other energy conservation concepts are a part of the guiding principles of the Specific Plan (see Specific Plan Section 1.10). To reduce energy demand, the Specific Plan recommends passive solar building orientation, as well as energy conservation and renewable energy features, such as photovoltaic panels on buildings and covered parking structures, as discussed in Specific Plan Section 8, Community Design Guidelines.
Policy OS 11.3

Permit and encourage the use of passive solar devices and other state-of-the-art energy resources.

Analysis: Consistent. As summarized in the analysis of Policies 11.1 and 11.2, the project incorporates energy conservation goals and design guidelines that will utilize passive and active solar. Renewable energy technologies are encouraged (Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap).

Policy OS 11.4

Encourage site planning and building design that maximizes solar energy use/potential in future development applications.

Analysis: Consistent. Consistent with this policy added by GPA 960, the Specific Plan Section 8.3.4 encourages the use of passive solar design to the extent practicable for all buildings. Homes within the project will also employ active energy efficiency design features and technologies including rooftop solar where practicable.

Energy Conservation

Policy OS 16.1

Continue to implement Title 24 of the State Building Code California Code of Regulations (the “California Building Standards Code”) in particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to Riverside County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards within CCR Title 24.

Analysis: Consistent. Implementation of the Specific Plan would be required to meet current State Building Code standards in effect in Riverside County. Paradise Valley is to be built under a set of sustainability principals and multiple energy conservation features. Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap, provides a framework by which to guide energy conservation features incorporated into the plan. One of the plan’s guiding principles is to conserve natural resources. This includes incorporating passive solar design strategies that utilize building orientation, building materials and surrounding outdoor landscape to naturally assist in the cooling and warming of buildings to conserve resources and reduce energy usage. In addition, the Specific Plan area states that buildings within the Paradise Valley Specific Plan will exceed the California Building Energy Efficiency Standards (2013 Title 24 Part 6) currently in effect (2015) by a minimum of 30 percent and encourage an above code or third-party program. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 16.3

Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.

Analysis: Consistent. The proposed project internal transit system will use NEVs. This will reduce reliance upon fossil-fuel burning vehicles, improving air quality from internal project trips. Design measures that assure short distances from homes to commercial uses, services, parks, schools, and NEV
stops will reduce VMT within the project. Further, the project’s walkways and trail system will facilitate pedestrian and bicycle travel between components of the project.

**Policy OS 16.5**

Utilize federal, state, and utility company programs that encourage energy conservation.

**Analysis: Consistent.** Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap, provides a framework by which to guide energy conservation features incorporated into the plan. Projects within the Specific Plan may take advantage of energy conservation programs available from federal state or utility company programs.

**Policy OS 16.8**

Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.

**Analysis: Consistent.** Specific Plan Section 4, Integrated Multi-Modal Mobility Plan, coordinates new public facilities with alternative transportation services by linking roadways, trails, and a future transit system for NEVs to the already efficiently arranged land uses within the Specific Plan. The project’s complete streets and a trail system will accommodate bicycle and pedestrian use and will connect all villages, allowing for access to the project’s public schools, parks library, and other public facilities.

**Policy OS 16.9**

Encourage increased use of passive, solar design and day-lighting in existing and new structures.

**Analysis: Consistent.** The use of passive solar design is included of the guiding principles of the Specific Plan (see Specific Plan Section 1.10). Homes within the project will employ both passive and active energy efficiency design measures and technologies, and will include rooftop solar where practicable. As discussed earlier, Energy Conservation measures are provided in Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap. The Specific Plan incorporates passive solar design strategies that utilize building orientation, light shelves, shading, building materials and surrounding outdoor landscape to naturally assist in the cooling and warming of buildings to conserve resources and reduce energy usage.

**Policy OS 16.14**

*Coordinate energy conservation activities with the Riverside County Climate Action Plan (CAP) as decreasing energy usage also helps reduce carbon emissions.*

**Analysis: Consistent.** The Paradise Valley Specific Plan CAP is designed to be consistent with the Riverside County CAP. The Specific Plan project incorporates innovative technologies to reduce energy and resource consumption such as passive and solar design, active solar energy where practicable, and non-motorized and electric vehicle use to help reduce carbon emissions. The mixed-use focus of the village centers and the multi-village design, with residential areas being within close proximity to goods and services, provides for a land use pattern that reduces travel and vehicle miles travelled within the site. Buildings will be energy efficient and be equipped for EV charging. ZEV infrastructure will include safe NEV paths connecting the six villages and adequate power lines to accommodate EV charging stations at logical locations with the Specific Plan (i.e., within the parking areas of the hotel, office buildings, and
other commercial and public parking areas). Specific Plan Section 7, Lighting Guidelines, described lighting features and policies that will reduce the project’s energy usage. These and other specifications for energy conservation are listed in Specific Plan Section 3.3 Sustainability – Paradise Valley’s Roadmap. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Relationship to Area Plans

Policy OS 17.3 17.1

Enforce the provisions of applicable MSHCP's, if adopted, and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, and/or zoning ordinance amendments, etc. changes including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department’s Environmental Programs Division. Habitat assessment and species specific focused surveys shall not be required as part of this initial HANS assessment for stand alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

Analysis: Consistent. The HANS process is used by the County of Riverside to implement portions of the Multiple Species Habitat Conservation Plans (MSHCPs) by identifying and delineating conservation areas on specific properties. The applicable MSCHP is the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the provisions of which have been enforced during the review of the Paradise Valley Specific Plan as proposed. As described in Section 6.6.1.2 of the CVMSHCP, the HANS process is required for projects that are located within portions of the Santa Rosa and San Jacinto Mountains Conservation Area. The proposed project is located in the Desert Tortoise and Linkage Conservation Area. Therefore, the HANS process is not applicable to the proposed project.

Nevertheless, a JPR with the Coachella Valley Conservation Commission (CVCC) will be required for implementing project-level development within the CVMSHCP area. The program-level approvals for this project would include adoption of the Specific Plan, a GPA, and zoning ordinance adoption / zone changes to approve the Specific Plan land use plan for the site, and the project would be consistent with this policy. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 17.4 17.2

Enforce the provisions of applicable MSHCP's, if adopted, and implement related Riverside County policies when conducting review of development applications.

Analysis: Consistent. The Specific Plan has been prepared in compliance with the provisions of the applicable CVMSHCP. The site is located within the Desert Tortoise and Linkage Conservation Area (DTLCA) as defined by the Plan. The Specific Plan also includes standards that address the mitigation of edge conditions and other issues raised by the CVMSHCP, including the remaining within the allowable total area of impacts for wildlife movement corridors. Detailed discussion of project compliance with the provisions of the CVMSHCP is provided in Section 4.4, Biological Resources. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy OS 17.2 17.3

Enforce the provisions of applicable MSHCP's, if adopted and implement related Riverside County policies when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.

Analysis: Consistent. The project and its transportation elements have been designed to be consistent with the CVMSHCP, as discussed in Section 4.4, Biological Resources. Project-level development will be subject to JPR review, and project-specific compliance with the CVMSHCP will be required. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Environmentally Sensitive Lands

Policy OS 18.1

Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs, if adopted and through implementing related Riverside County policies.

Analysis: Consistent. Seeking to preserve multi-species habitat resources in the County of Riverside, the Specific Plan proposes to retain approximately 3,100 acres of land outside the development footprint for permanent natural open space and conservation habitat, compliant with the CVMSHCP. The County will review implementing projects within the Specific Plan area for compliance with applicable County policies. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 18.3

Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.

Analysis: Consistent. The Specific Plan does not propose the introduction of invasive or non-native species to watercourses, their banks, riparian areas, or buffering setbacks. The project will have a regionally appropriate, drought tolerant plant palette that integrates native plants in the community’s common areas, as discussed in Specific Plan Section 6, Conservation, Open Space and Landscape. The review and approval process for implementing projects shall include consultation and where necessary permitting, for areas where streambeds alterations may occur. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Cultural Resources

Policy OS 19.3

Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

Analysis: Consistent. The project has completed an intensive historical, cultural and paleontological resource survey of the development portions of the project site, plus buffer areas. Mitigation measures proposed call of monitoring of areas of archaeological and paleontological sensitivity, as well as protection during construction of known significant historical and archaeological resources.
Policy OS 19.5

Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

**Analysis: Consistent.** The proposed project will become a Specific Plan under the jurisdiction of Riverside County. Future development under the Specific Plan will be subject to environmental review and the imposition of relevant mitigation measures from this EIR. The Specific Plan requires a General Plan Amendment and is subject to SB-18 and AB-52, requiring consultation with the state Native American Heritage Commission (NAHC) and Native American groups. EIR Section 4.5, Cultural Resources, outlines project impacts and mitigation measures to assure less than significant impacts to cultural resources, including the unexpected discovery of human remains. Project-level cultural resource analysis may be required, upon County review, of future implementing projects within the Specific Plan area. County confidentially requirements for cultural resources documents would apply to project area cultural resources reports.

Policy OS 19.6

Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8 OS-7, a paleontological resource impact mitigation program (PRIMP) shall be filed with the Riverside County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.

**Analysis: Consistent.** Although examination of the project APE on the County of Riverside Paleontological Sensitivity maps determined that the project sensitivity was low or undetermined, the project requires the preparation of a PRIMP, as required through mitigation in Section 4.5, Cultural Resources. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 19.7

Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8 OS-7, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the Riverside 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.

**Analysis: Consistent.** MM CUL-8 in Section 4.5, Cultural Resources, requires notification of the County Geologist and site evaluation by a qualified paleontologist if unanticipated paleontological resources are found. Once the extent and potential significance of the paleontological resources on the site has been determined, the qualified paleontologist and County shall establish appropriate mitigation measures for further site development. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

OS 19.8

Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8 OS-7, a report shall be filed with the Riverside County Geologist documenting the extent and potential significance of the paleontological resources on
site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.

**Analysis: Consistent.** Technical studies have been conducted for the proposed project as required, which review the potential impacts of the implementation of the Specific Plan. Mitigation measures have been developed to reduce the impacts as appropriate and feasible to a level of less than significant impact. Project-relevant cultural resources are on file with the Riverside County Planning Department. Changes to this policy due to GPA 960 specify timing, and would not affect the project’s consistency with the General Plan.

**Policy OS 19.9**

*Whenever paleontological resources are found, the Riverside County Geologist shall direct them to a facility with Riverside County for their curation, including the Western Science Center in the City of Hemet.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the proposed mitigation measures provide for review of potential paleontological resources prior to approval of the proposed project and issuance of grading permits. The proposed mitigation measures also provide for a project PRIMP, for the monitoring of portions of the project sensitive for paleontological resources. A qualified paleontological monitor must conduct monitoring during grading, and if fossil resources are discovered, appropriately evaluate, inventory and/or remove such resources. The proposed project will be completed under the jurisdiction of the County and will comply with the PRIMP and County requirements. The addition of this policy does not affect the project’s consistency with the General Plan.

**Open Space, Parks and Recreation**

**Policy OS 20.1**

Preserve and maintain open space that protects Riverside County environmental and other nonrenewable resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.

**Analysis: Consistent.** The Specific Plan would establish approximately 3,100 acres of permanent conservation open space. In addition, within the roughly 1,800 acres of development area (development footprint), the plan provides over 100 acres of open space. The open space will include parks and recreational areas, general open space and trails. The landscape palate within these areas is designed to be compatible with the natural environmental resources in the area, and would therefore add to the protection of natural environmental resources. The bed and bank of Pinkham Wash would be retained to the west of the development footprint. The washes drain through the site from the north; several bridges, culverts and roads under the I-10 freeway allow water to flow under the raised freeway alignment and onto the southern portion of the site during rainstorms. By placing the development footprint outside of major drainage areas, impacts pertaining to biological resources, hydrology and flooding are reduced or avoided (for further analysis of these issues, see Sections 4.4, Biological Resources, and 4.9, Hydrology and Water Quality). Changes to this policy due to GPA 960, further specify that open space protects other nonrenewable resources, and this change would not affect the project’s consistency with the General Plan.
Policy OS 20.2

Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas.

Analysis: Consistent. The proposed project is designed to comply with the ECVAP provisions for new towns in Shavers Valley. Among the requirements for new towns in the ECVAP planning area is the qualification that the proposed community must be located within a district that provides water and sewer services or a water and sewer district has agreed to annex and serve the project; and there is an agreement that such services will not be expanded beyond the limits of the proposed community. As described in EIR Sections 4.21, Utility and Services – Water and 4.22, Utility and Services - Sewer, the project will be annexed into the CVWD; services and infrastructure at the site will be sized only to serve Paradise Valley and will not be expanded beyond the limits of the proposed community.

Policy OS 20.3

Discourage the absorption of dedicated park lands by non-recreational uses, public or private. Where absorption is unavoidable, replace park lands that are absorbed by other uses with similar or improved facilities and programs.

Analysis: Consistent. As described in the analysis for Policy OS 20.1, above, the proposed project will provide over 3,100 of conservation open space and approximately 140 acres of on-site open space, parks and recreational space. The conservation land will not be available as park land; however, it is not currently available as park land and therefore the project would not be removing the land from park use.

Policy OS 20.4

Provide for the needs of all people in the system of Riverside County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.

Analysis: Consistent. The proposed project will provide a variety of park, open space and recreational use areas. Paradise Valley is planned to serve a variety of household types, including single households, families, age restricted (seniors), vacationers, vacation home owners, and low to moderate income households. The park and recreational uses are designed to provide a variety of recreational opportunities to the various users within Paradise Valley. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy OS 20.5

Require that development of recreation facilities occurs concurrent with other development in an area.

Analysis: Consistent. Neighborhood development within Paradise Valley is designed such that each community is within walking distance of parks and trails, as demonstrated in Specific Plan Exhibit 6-1, Parks and Open Space Plan. The Specific Plan will satisfy this park requirement through a combination of dedicated “anchor” parks and trails and conceptually located parks and trails that are conveniently distributed throughout all villages.
Policy OS 20.6

Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.

**Analysis: Consistent.** Specific Plan Section 9, Implementation, Maintenance and Financing provides various options for funding the implementation, maintenance and financing of public facilities, including parks and recreational sites. Funding will be specified at the time of implementing project approvals.

Scenic Resources

**Policy OS 21.1**

Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.

**Analysis: Consistent.** The proposed project is located in an area of recognized scenic value. The I-10 freeway is designated as a County eligible scenic highway. EIR Section 4.1, Aesthetics, evaluates the project’s potential impact to scenic resources. The Specific Plan policies prescribe design features, such as for landscaping, architectural and open space design guidelines that reduce the project’s aesthetic impact. The Specific Plan’s color and plant palettes prescribe colors and vegetation that would be compatible with the natural desert environment surroundings of the project site. The edge conditions specify set backs and walls. Building guidelines include height limits and measures that avoid overly blocky massing, specifying building height / street frontage proportions. As described in the Aesthetics analysis, project impacts from several view locations are reduced by these features, but are conservatively determined to be significant and unavoidable. However, while the foreground or middle-ground of the evaluated viewsheds would be affected, the distant mountains would remain visible, conserving the skylines. The project is found consistent with this policy for the preservation of the skylines and the fact that no scenic vista is eliminated by the project.
IV. SAFETY ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Safety Element, Chapter 6 of the General Plan:9

Fault Rupture

Policy S 2.1

Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:

a. Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map.

b. Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The County may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines.

c. Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur.

Analysis: Consistent. The site is not located within a currently delineated State of California Alquist-Priolo Earthquake Fault Zone or a Riverside County identified fault zone. Based upon a review of state and County maps and data, as well as the project Geology Report (Appendix F) the policy elements “a” through “c” are addressed as follows:

a. A general Geology Report has been prepared for the project site. Detailed geotechnical reports will be required for implementing projects within the development area. The geologic studies for implementing projects will include an analysis for critical structures, utility “lifeline” structures, high-occupancy uses, schools, and high-risk structures within 0.5 miles of faults where applicable.

b. Based on geologic testing, a subsurface fault investigation of the site is not warranted. The site is not located within a State of California Alquist-Priolo Earthquake Fault Zone or a Riverside County fault zone. The potential for fault rupture at the site is considered to be low.

c. No known active faults have been identified on the site and the potential for fault rupture at the site is considered to be low. Lifeline utilities will be designed to County standards.

Policy S 2.2

Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, land-sliding, or settlement as part of the environmental and development review process, for any building structure proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings.

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**Analysis: Consistent.** Geological and geotechnical investigations have been prepared to assess site conditions for potential earthquake-induced liquefaction, land-sliding, and settlement for structures proposed for human occupancy whose damage would cause harm. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 2.3**

Require that a State-licensed professional investigate the potential for liquefaction in areas designated as underlain by "Susceptible Sediments" and "Shallow Ground Water" for all general construction projects, except for accessory buildings (Figure S-3).

**Analysis: Consistent.** State-licensed professionals have investigated the potential for liquefaction and concluded that the potential for liquefaction at the site is likely to be negligible due to the absence of shallow groundwater. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 2.4**

Require that a State-licensed professional investigate the potential for liquefaction in areas identified as underlain by "Susceptible Sediments" for all proposed critical facilities projects (Figure S-3).

**Analysis: Consistent.** State-licensed professionals have investigated the potential for liquefaction and concluded that the potential for liquefaction at the site is likely to be negligible due to the absence of shallow groundwater. However, the site is located within a Riverside County zone with low to moderate potential for liquefaction. Site-specific geology studies for subsequent implementing projects will also check for this issue. No significant residual impacts are anticipated. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 2.5**

Require that engineered slopes be designed to resist seismically-induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.

**Analysis: Consistent.** The project Geology Report sets forth slope landscaping and maintenance recommendations for the Specific Plan area. These recommendations include design features to resist seismically induced failure such as concrete terrace drains, downdrains and energy dissipaters (where required) constructed in accordance with County of Riverside grading codes. Where warranted by on-site conditions, refined, site-specific recommendations will be provided in the geology studies for subsequent implementing projects.

**Policy S 2.6**

Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced differential settlement.

**Analysis: Consistent.** The buildout of the project area will require that cut/fill transitions over-excavate the "cut" portions and replacing the excavated materials as properly compacted fill. The Specific Plan project’s Geology Report (Appendix F) provides general guidelines and provides specifications for cut
and fill. Horizontal limits of over-excavation should extend beyond the perimeter building lines to a distance of 5 feet or to a distance equal to the required depth of over-excavation, whichever is greater. It is anticipated that finalized building locations will be unknown at the time the initial mass grading is performed to create the super pads. Therefore, elimination of cut/fill transitions will likely have to be performed when final grading operations are performed to develop individual building sites. If this is the case, cut/fill transition lines should be accurately shown on the as-built mass grading plans.

**Policy S 2.7**

Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.

**Analysis: Consistent.** All of California is considered seismically active. Based on the Specific Plan’s Geology Report (see Section 4.6, Geology and Soils), the proposed project will comply with all County requirements for grading and slopes in seismically active areas. The analysis in Section 4.6 found that impacts with regard to seismic-related ground failure would be less than significant. Specific grading and geologic design requirements of individual implementing projects must be reviewed and approved by the County prior to development.

**Landslides, Rockfalls, and Debris Flows**

**Policy S 3.1**

Require the following in landslide potential hazard management zones, or when deemed necessary by the California Environmental Quality Act:

a. Preliminary geotechnical and geologic investigations.
b. Evaluations of site stability, including any possible impact on adjacent properties, before final project design is approved.
c. Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications be prepared by State-licensed professionals.

**Analysis: Consistent.** Preparation of the Specific Plan involved preliminary geotechnical and geologic investigations of the project site. Preparation of these investigations included evaluations of site stability. Due to the remote location of the project site and undeveloped nature of the surrounding area, possible impacts on adjacent properties are minimal. Consultant reports, investigations, and design recommendations prepared by State-licensed professionals as required.

**Policy S 3.2**

Require that stabilized landslides be provided with redundant drainage systems. Provisions for the maintenance of subdrains must be designed into the system.

**Analysis: Consistent.** While no existing landslides were found within the proposed development footprint in the project Geology Report (Appendix F), portions of the site are within hillside areas and will need to observe appropriate engineering requirements for development in hillsides. Such requirements may include the provision and required maintenance of subdrains. All grading plans and related improvements must be reviewed and approved by the County Engineer prior to development.
Policy S 3.3

Before issuance of building permits, require certification regarding the stability of the site against adverse effects of rain, earthquakes, and subsidence.

Analysis: Consistent. All project development will comply with the County Building Code. Future geotechnical studies will be required before the issuance of building permits to evaluate potential subsidence, which may be more likely related to seismic settlement, or consolidation/hydroconsolidation of the surficial soils (project Geology Report, Appendix F).

Policy S 3.4

Require adequate mitigation of potential impacts from erosion, slope instability, or other hazardous slope conditions, or from loss of aesthetic resources for development occurring on slope and hillside areas.

Analysis: Consistent. The majority of the site consists of relatively gentle slope gradients where the potential for landslide is negligible. The common type of slope failure in northern mountainous part of the site is toppling and rock fall, particularly when induced by strong earthquakes. Where cut slopes may expose cobbles and boulders that result in an uneven slope face, as well as create conditions for possible rock fall or toppling on slope and hillside areas, the affected cut slopes will be over-excavated and reconstructed with compacted fill (project Geology Report, Appendix F).

Policy S 3.5

During permit review, identify and encourage mitigation of onsite and offsite slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements.

Analysis: Consistent. The potential for landslide is negligible given the relatively gentle slope gradients over the majority of the site. At the northern edge of the site, the Cottonwood Mountain’s steeper areas have a moderate to high potential for landsliding, therefore, mitigation of on-site and off-site slope instability, debris flow, and erosion hazards will be identified during permit review for the implementing projects.

Policy S 3.6

Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a project’s ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.

Analysis: Consistent. The project Geology Report requires that landscaping and irrigation plans for all engineered slopes should be produced as soon as is practical after grading completion, so as to reduce erosion potential and mitigate the loss of native vegetation.

Subsidence and Expansive & Collapsible Soils

Policy S 3.8

Require geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, as identified in Figure S-7 and the Technical Background Report, prior to the
issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore valleys, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

**Analysis: Consistent.** The site is located in an area designated by Riverside County as active or susceptible to subsidence from seismic shaking due to earthquakes. Future geotechnical studies will be required to evaluate potential subsidence prior to issuance of development permits. Studies must address the potential for reactivation of subsidence zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.

**Flood and Inundation Hazard Abatement**

**Policy S 4.1**

For new construction and proposals for substantial improvements to residential and nonresidential development within 100-year floodplains as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, the Riverside County of Riverside shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency.

**Analysis: Consistent.** The project site is designated by the FEMA Flood Insurance Rate Map (FIRM) as Zone D, which is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The project is proposing a combination of retaining natural channels and constructing stormwater conveyances to deliver runoff through the site, which have been designed to convey a 100-year storm adherent to the Riverside County Hydrology Manual and CVWD framework for hydrologic modeling. As discussed in EIR Section 4.9, Hydrology and Water Quality, impacts would be less than significant, based on appropriate flood control design. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 4.2**

*The county of Riverside shall* enforce provisions of the Building Code in conjunction with the following guidelines:

a. All residential, commercial and industrial structures shall be flood-proofed from the mapped 100-year storm flow, *and This may require that* the finished floor elevation shall be constructed at such a height as to meet this requirement. Non-residential (commercial or industrial) structures may be allowed with a “flood-proofed” finished floor below the Base Flood Elevation (i.e., 100-year flood surface) to the extent permitted by state, federal and local regulations. New critical facilities shall be constructed above grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. To the extent that residential, commercial, or industrial structures cannot meet these standards, they shall not be approved.

b. Critical facilities shall not be permitted in floodplains unless the project design ensures that there are two routes for emergency egress and regress, and minimizes the potential for debris or flooding to block emergency routes, either through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access.

c. Development using, storing, or otherwise involved with substantial quantities of onsite hazardous materials shall not be permitted within a 100-year floodplain or dam inundation zone, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied; and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.
d. Specific flood-proofing measures may require: use of paints, membranes, or mortar to reduce water seepage through walls; installation of water tight doors, bulkheads, and shutters; installation of flood water pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. However, fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of the walls.

**Analysis: Consistent.** Like all projects in the County unincorporated area, projects proposed within the Specific Plan boundaries will be subject to the County Building Code. With appropriately designed stormwater drainage conveyance adhering to County and CVWD design requirements and review, Building Code Compliance is assumed to be readily achievable (see also the analysis of Policy S 4.1 above and EIR Section 4.9, Hydrology and Water Quality). Changes to this policy due to GPA 960 specify compliance requirements that would be applicable to implementing projects. Implementing projects will be reviewed for compliance with County policies, including these requirements. This change would not affect the project’s consistency with the General Plan.

**Policy S 4.3**

Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other low intensity uses are allowable if flood control and groundwater recharge functions are maintained.

**Analysis: Consistent.** No conflicts would occur, given compliance with County and CVWD design requirements and review of the Specific Plan and implementing project flood control / stormwater conveyance systems (see analysis of Policy S 4.1 above and EIR Section 4.9, Hydrology and Water Quality).

**Policy S 4.4**

Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or unless alternative methods are utilized to the maximum extent practicable. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat requirements, and as applicable to provide incentives for natural watercourse preservation, including density transfer programs as may be adopted.

a. Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.

b. Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.

**Analysis: Consistent.** The Specific Plan has been designed to keep the development footprint outside of the bed and bank of Pinkham Wash, the largest drainage on the project site. The remaining drainage areas will receive limited modified, while complying with County and CVWD design requirements for flood protection. Based on the project’s Master Drainage Plan, the modified drainages would approximate the existing pattern of on-site runoff, and would discharge at a downstream location where flows currently leave the site under existing conditions. The proposed system of drainage ways, detention basins and
outlet structures would be designed for flow duration control, resulting in a controlled release of runoff to mimic pre-development hydrologic characteristics, as described in the project hydrologic and hydraulic reports (see EIR Section 4.9, Hydrology and Water Quality and EIR Appendix I). Also see the consistency analysis of Policy OS 5.2.

**Policy S 4.5**

Prohibit substantial modification to water courses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat.

**Analysis: Consistent.** See consistency analysis of Policy S 4.4 and OS 5.2. The project flood protection has been designed to avoid Pinkham Wash, the largest drainage, approximate the location of the remaining washes while providing required flood protection for the proposed development, and retain and control release of storm waters to mimic the pre-development hydrologic characteristics of the site.

**Policy S 4.7**

Any substantial modification to a watercourse shall be done in the least environmentally damaging manner possible practicable in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.

**Analysis: Consistent.** See consistency analysis of Policy S 4.4, S 4.5, and OS 5.2. The project flood protection has been designed to avoid Pinkham Wash, the largest drainage, approximate the location of the remaining washes while providing required flood protection for the proposed development, and retain and control release of storm waters to mimic the pre-development hydrologic characteristics of the site. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Fire Hazards**

**Policy S 5.1**

Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

a. All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments.

b. All proposed development and construction shall meet minimum standards for fire safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

c. In addition to the standards and guidelines of the California Uniform Building Code and California Uniform Fire Code fire safety provisions, continue to implement additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

Proposed development and construction in Fire Hazard Severity Zones Hazardous Fire areas shall
use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

d. Proposed development and construction in Fire Hazard Severity Zones Hazardous Fire areas shall provide secondary public access, unless otherwise determined by the County Fire Chief in accordance with Riverside County Ordinances.

c. Proposed development and construction in Fire Hazard Severity Zones Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.

Analysis: Consistent. a-c. Buildout of the Specific Plan is subject to the review and approval of the County of Riverside Building and Safety Department, which consults with the Fire Department, and applies construction and design standards for fire protection as defined in County Building and Fire Codes. High-risk, high occupancy, dependent, and essential facilities are subject to additional standards as specified in the Riverside County Fire Protection Ordinance. Changes to this policy due to GPA 960 specify compliance requirements that would be applicable to implementing projects. This change would not affect the project’s consistency with the General Plan.

d-f. The project is located in a moderate Fire Hazard Severity Zone will provide such secondary public access, roads, and defensible space or fuel modification determined necessary and proper by the Riverside County Fire Department. Changes to this policy due to GPA 960 specify compliance requirements that would be applicable to implementing projects. This change would not affect the project’s consistency with the General Plan.

Policy S 5.3

Monitor fire-prevention measures (such as fuel reduction) through a site-specific fire-prevention plan to reduce long-term fire risks in the Fire Hazard Severity Zones.

Analysis: Consistent. The project is located in a moderate Fire Hazard Severity Zone and will provide a new fire station. Implementing projects will comply with fire prevention-related requirements of the County zoning, subdivision and building codes, and any additional project-specific design requirements made by the Riverside County Fire Department during project review. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy S 5.4

Limit or prohibit development or activities in areas lacking water and access roads.

Analysis: Consistent. As demonstrated in the project’s WSA, the project proponent has secured more than sufficient water supplies to serve the project through agreements between CVWD, MWDSC, and Rosedale-Rio Bravo Water Storage District (RRB). The project will involve the management of the amount of water utilized from the water agreements, the groundwater basin below the site, and the use of recycled water from the on-site wastewater treatment plant. Each implementing project shall be reviewed by the Riverside County Fire Department to assure adequate water for fire protection. A comprehensive backbone street network within Paradise Valley will provide access within and between each Village. The Riverside County Fire Department will review implementing projects for adequacy of access, prior to
approval. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 5.5**

*Encourage proposed development in Fire Hazard Severity Zones to develop where fire and emergency services are available or planned.*

**Analysis: Consistent.** In coordination with the Riverside County Fire Department, the project would provide fire and emergency services adequate for the development that is planned, as discussed in Section 4.14, Fire Services. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 5.6**

Demonstrate that the proposed development can provide fire services that meet the minimum travel times identified in Riverside County Fire Department Fire Protection and EMS Strategic Master Plan.  

**Analysis: Consistent.** The Riverside County Fire Department and EMS Agency have reviewed the proposed development and recommended new fire services for the project that would meet the minimum travel times of the Fire Department and EMS Agency. Planned fire and EMS services are discussed in Section 4.14, Fire Services.

**Policy S 5.7**

Minimize pockets of flammable vegetation that increase likelihood of fire spread through conceptual landscaping plans to be reviewed by Planning and Fire Departments in the Fire Hazard Severity Zones. The conceptual landscaping plan of the proposed development shall at a minimum include:

- a. Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards.
- b. Retention of existing natural vegetation to the maximum extent feasible.

**Analysis: Consistent.** The project’s regionally appropriate plant palette will retain native plants in the community’s common areas to the maximum extent feasible and will be subject to review and approval by the Planning and Fire Departments to ensure suitability and the reduction of fire hazard risks. The introduction of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy S 5.8**

Design to account for topography of a site and reduce the increased risk from fires in the Fire Hazard Severity Zones located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by:

- a. Providing fuel modification zones with removal of combustible vegetation, but minimizing visual impacts and limiting soil erosion.
- b. Replacing combustible vegetation with fire resistant vegetation to stabilize slopes.
- c. Submitting topographic map with site-specific slope analysis.
- d. Submitting erosion and sedimentation control plans.
e. Providing a minimum 30 foot of setback from the edge of the fuel modification zones.

f. Minimizing disturbance of 25% or greater natural slopes.

Analysis: Consistent. The project is located in a Moderate Fuel Hazard Severity Zone that is a Local Responsibility Area. Although wildfire potential is not anticipated to be a significant impact for the project, the development design provides an edge condition of desert landscape and a perimeter trail that provides a buffer between the open space conservation area and habitable structures. Based on Riverside County Fire Department requirements imposed prior to project buildout, combustible vegetation would be replaced with fire resistant vegetation to stabilize slopes. The project would also submit a topographic map with site-specific slope analysis, any required erosion and sedimentation control plans, required setbacks from the edge of fuel modification zones, and minimizing disturbance of slopes 25 percent steep or more. The introduction of this policy due to GPA 960 specifies compliance requirements that would be applicable to implementing projects. This addition would not affect the project’s consistency with the General Plan.

Policy S 5.2.5.9

Reduce fire threat and strengthen fire-fighting capability so that the County of Riverside could successfully respond to multiple fires.

Analysis: Consistent. Buildout of the Specific Plan includes the provision of a new fire station and equipment, thereby strengthening the coverage and fire-fighting capability of the County. The project and the subsequent implementing projects, will have edge designs, fire hydrants, and other features and mitigation measures designed to reduce fire threat to the buildings on site. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy S 5.3.5.10

Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.

Analysis: Consistent. Automatic natural gas shutoff earthquake sensors will be required in high-occupancy industrial and commercial facilities and encouraged for residences.

Policy S 5.4.5.11

Utilize ongoing brush clearance fire inspections to educate homeowners on fire prevention tips by implementing annual countywide weed abatement program.

Analysis: Consistent. During the operational phase of the Specific Plan, ongoing brush clearance fire inspections may include fire prevention tips for homeowners. Based on communications with the Riverside County Fire Department, the Paradise Valley property is not within a mapped High Fire Area, therefore a Fuel Modification Plan Report and 100 feet of maintenance area are not required. Structures within the Paradise Valley project will be required to provide a 30-foot "Green Zone", which requires planting of fire resistant and drought tolerant plants within that specific area. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy S 5.5 5.12

Conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector.

**Analysis: Consistent.** As stated above (analysis of Policy 5.11) the buildout of the Specific Plan will be subject to compliance with applicable building, fire, subdivision, and municipal code standards. Based on communications with the Riverside County Fire Department, the Paradise Valley property is not within a mapped High Fire Area, therefore a Fuel Modification Plan Report and 100 feet of maintenance area are not required. Structures within the Paradise Valley project will be required to provide a 30-foot "Green Zone", which requires planting of fire resistant and drought tolerant plants within that specific area. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy S 5.7 5.13

Develop a program to utilize existing reservoirs, tanks, and water wells in the county of Riverside for emergency fire suppression water sources.

**Analysis: Consistent.** The buildout of the Specific Plan would increase the number of existing reservoirs for use as a water source in emergency fire suppression.

Hazardous Waste Management Plan

**Policy S 6.1**

Enforce the land use policies and siting criteria related to hazardous materials and wastes through and continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following:

a. **Ensure Riverside county businesses** comply with federal, and state, and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs.

b. **Ensure active public participation** in hazardous waste and hazardous materials management decisions in Riverside County through the County’s land use and planning processes.

c. **Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).**

d. **Encourage and promote** the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.

**Analysis: Consistent.** Uses that use, store or generate substantial amounts of hazardous waste are not anticipated in the proposed project. The most intense uses within the project would be light industrial uses within the Mixed Use area near the I-10 freeway and the planned on-site wastewater treatment and potable water treatment plants. Commercial uses using some hazardous materials may also be located within the Specific Plan area, such as dry cleaners, gas stations and automobile service and repair shops. Implementing projects within the Specific Plan area must comply with local state and federal laws regarding the safe use, storage and transport of hazardous wastes, where such wastes are generated. Changes to this policy due to GPA 960 specify compliance requirements that would be applicable to implementing projects. This change would not affect the project’s consistency with the General Plan.
Disaster Preparedness

Policy S 7.3

Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to: install automatic fire and hazardous materials detection, reporting and shut-off devices; and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

Analysis: Consistent. When reviewing implementing projects, the County will require that commercial businesses, utilities, and industrial facilities that handle hazardous materials will be required to install automatic fire and hazardous materials detection, reporting and shut-off devices; and an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

Critical Facilities and Lifelines

Policy S 7.12

Require extra design considerations for lifelines across subsidence areas.

Analysis: Consistent. Based on a review of existing conditions and the project conceptual grading plans, the Specific Plan geology report (Petra 2015) found that no subsidence issues are anticipated after mitigation. Nevertheless, future geotechnical studies will be required before issuance of building permits for implementing projects, in order to evaluate potential soil subsidence, among other geologic issues. These studies will require extra design considerations for utility lifelines across subsidence areas including water, electricity, gas supply, sewage disposal, communications and transportation facilities. All utility design infrastructure is also subject to County review and approval at the implementing project phase, under existing procedures. The various utility providers must also approve the designs. With these procedural requirements, the project would be consistent with this policy.
V. NOISE ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Noise Element, Chapter 7 of the General Plan:10

**Natural Barriers and Landscaping**

**Policy 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.

**Analysis: Consistent.** The Specific Plan protects noise-sensitive land uses from high levels of noise, such as traffic on the I-10 freeway, by including noise buffers such as freeway setbacks and noise blocking walls of appropriate height where necessary. Mitigation measures in Section 4.12, Noise, address the proximity of land uses to noise and avoidance of significant impacts. Impacts would either be less than significant, or mitigated to the extent feasible.

**Policy N 1.2**

Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.

**Analysis: Consistent.** The Specific Plan designates land for more noise tolerant land uses such as commercial, mixed-use, and higher density residential in closer proximity to noise-producing land uses such as arterials and the I-10 freeway. The project site is not located within the projected noise contours of any airports.

**Policy N 1.3**

Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools.
- Hospitals.
- Rest Homes.
- Long Term Care Facilities.
- Mental Care Facilities.
- Residential Uses.
- Libraries.
- Passive Recreation Uses.
- Places of Worship.

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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.

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.

Analysis: Consistent. The Specific Plan locates noise-sensitive uses, such as schools, medical offices, and passive recreational uses, outside the areas that are exposed to potential noise levels in excess of 65 CNEL. The project requires acoustical noise studies to address requirements for determining and mitigating traffic noise impacts to residential structures prior to implementing project approval for each project area as discussed in Section 4.12, Noise. The project site is not located within an Airport Influence Area.

Policy N 1.5

Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.

Analysis: Consistent. The Specific Plan prevents, and where prevention is not possible, mitigates the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses in the Specific Plan area, these prevention and mitigation measures are discussed in Section 4.12, Noise.

Policy N 1.6

Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.

Analysis: Consistent. The Specific Plan minimizes noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses by requiring screening for commercial service loading areas and refuse enclosures.

Policy N 1.7

Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

Analysis: Consistent. The Specific Plan requires that a qualified acoustical specialist prepare acoustical studies for proposed commercial uses in areas proximate to noise-sensitive residential uses to assess potential noise impacts from the operation of commercial uses on noise-sensitive residential uses. Where acoustical studies indicate stationary sources associated with commercial uses would exceed interior and exterior noise standards, the Applicant must implement feasible mitigation measures to bring noise levels into compliance.
Noise Mitigation Strategies

Policy N 2.2

Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise-impacted areas to mitigate existing noise.

Analysis: Consistent. The Specific Plan requires that a qualified acoustical specialist prepare acoustical studies for proposed commercial uses in areas within noise impacted sensitive residential uses to assess potential noise impacts from the operation of commercial uses on noise-sensitive residential uses.

Policy N 2.3

Mitigate exterior and interior noises to the levels listed in Table N-2 below to the extent feasible, for stationary sources:

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Interior Standards</th>
<th>Exterior Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10:00 p.m. to 7 a.m.</td>
<td>40 Leq (10 minute)</td>
<td>45 Leq (10 minute)</td>
</tr>
<tr>
<td>7:00 a.m. to 10:00 p.m.</td>
<td>55 Leq (10 minute)</td>
<td>65 Leq (minute)</td>
</tr>
</tbody>
</table>

These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

Analysis: Consistent. The mitigation measures provided in Section 4.12, Noise, require mitigation of exterior and interior noise levels to the levels listed in Table N-2 to the extent feasible. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Community Noise Inventory

Policy N 4.1

Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels:

a. 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m.

b. 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.

Analysis: Consistent. The mitigation measures provided in Section 4.12, Noise, prevent adverse impacts to residents located by stationary sources such that the project would meet the community noise standards provided above. Therefore, the proposed project does not conflict with this policy.
Policy N 4.2

Develop measures to control non-transportation noise impacts.

**Analysis: Consistent.** The mitigation measures provided in Section 4.12, Noise, contain measures to control non-transportation noise impacts to residents located by stationary sources.

Policy N 4.3

Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented.

**Analysis: Consistent.** Section 4.12, Noise, contains mitigation measures to ensure that a qualified acoustical specialist assess proposed uses determined to be a potential generator of significant stationary noise and that the Applicant implement feasible mitigation measures to bring noise sources into compliance where studies indicate that stationary sources would exceed noise standards.

Policy N 4.4

Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources.

**Analysis: Consistent.** Section 4.12, Noise, contains mitigation measures to ensure a qualified acoustical specialist prepare an independent acoustical study to assesses any new or renovated uses that are determined to be a potential generator of significant stationary noise.

Policy N 4.5

Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities.

**Analysis: Consistent.** Section 4.12, Noise, contains mitigation measures to ensure a qualified acoustical specialist assess proposed uses that are determined to be a potential generator of significant stationary noise and that the Applicant implement feasible mitigation measures to bring noise sources into compliance where studies indicate that stationary sources would exceed noise standards.

Policy N 4.6

Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment.

**Analysis: Consistent.** Residential noise sources within the Specific Plan would be required to comply with established acceptable standards.
Policy N 4.8

Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

Analysis: Consistent. The Specific Plan minimizes noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses by requiring screening for commercial service loading areas and for refuse enclosures.

Mobile Noise - Vehicular

Policy N 8.2 9.2

Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Riverside the county.

Analysis: Consistent. The mitigation measures provided in Section 4.12, Noise, contain measures to ensure the inclusion of noise mitigation measures in the design of new roadway projects in the development footprint of the Specific Plan.

Policy N 8.3 9.3

Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

Analysis: Consistent. Section 4.12, Noise, contains measures to ensure subsequent increases in the ambient noise level adjacent to noise-sensitive land uses resulting from the project provide appropriate mitigation.

Policy N 8.4 9.4

Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels.

Analysis: Consistent. The Specific Plan minimizes noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses by requiring screening for commercial service loading areas and refuse enclosures.

Policy N 8.5 9.5

Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
Analysis: Consistent. Section 4.12, Noise, contains measures for residential lots located within the 65 dB CNEL or greater noise contour or adjacent to a road that is classified as an arterial or larger. Such measures require an acoustic analysis to determine traffic noise impacts to residential structures and establish appropriate mitigations. These mitigation practices encourage the use of building setbacks and open space buffers between arterial roadways and adjoining noise-sensitive areas.

Policy N 8.7 9.7

Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels.

Analysis: Consistent. Section 4.12, Noise, contains noise level measures for residential lots located within the 65 dB CNEL or greater noise contour or adjacent to a road that is classified as an arterial or larger in Riverside County requiring an acoustic analysis to address requirements for determining and mitigating traffic noise impacts.

Mass Transit

Policy N 9.2 10.2

Encourage the use of quieter electric-powered vehicles.

Analysis: Consistent. The Specific Plan provides for a network of public transit NEVs, which reduce fossil fuel powered VMT within the project site; these vehicles also have the advantage of being quieter than fossil fuel-powered vehicles.

Policy N 9.3 10.3

Encourage the development and use of alternative transportation modes including bicycle paths and pedestrian walkways to minimize vehicular noise within sensitive receptor areas.

Analysis: Consistent. The Specific Plan provides a mobility plan that links roadways, trails, and future transit (NEV) stops in an effort to reduce vehicle miles traveled within the site and to effectively create a live/work environment where residents may use alternative travel modes.

Natural Barriers and Landscaping

Policy N 11.1 12.1

Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction.

Analysis: Consistent. Section 4.12, Noise, contains mitigation measures to reduce noise through methods including, but are not limited to, natural barriers such as hills, berms, boulders, and dense vegetation, or a combination of these methods.
Policy N 11.2 12.2

Utilize dense landscaping to effectively reduce noise. However, when a long initial period with the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls.

Analysis: Consistent. Section 4.12, Noise, contains mitigation measures to reduce noise through methods including, but are not limited to, dense vegetation, berms, setbacks, and noise walls of sufficient size to break the line of sight between roadways and residential areas, or a combination of these methods.

Temporary Construction

Policy N 12.1 13.1

Minimize the impacts of construction noise on adjacent uses within acceptable practices.

Analysis: Consistent. Section 4.12, Noise, contains mitigation measures to reduce temporary noise impacts resulting from the operation of construction equipment on adjacent uses.

Policy N 12.2 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.

Analysis: Consistent. Section 4.12, Noise, contains mitigation measures to ensure that construction activities are conducted within the hours specified in County Ordinance No. 457, Section 1G, to mitigate the generation of excessive or adverse noise impacts on surrounding areas.

Policy N 12.3 13.3

Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County of Riverside for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

a. Temporary noise attenuation fences;
b. Preferential location of equipment; and
c. Use of current noise suppression technology and equipment.

Analysis: Consistent. Section 4.12, Noise, contains mitigation measures that require the Permittee to establish a Construction Notification Plan that provides a timeline for construction notification, the method of notification, and how often progress reports will be provided. The construction contractor must designate a Noise Disturbance Coordinator to respond to any public complaints related to noise generation. Additional mitigation requires the construction contractor to locate equipment staging in areas that will create the farthest distance between the construction-related noise sources and any noise sensitive receptors nearest the project site during all construction activity and the use of current noise suppression technology and equipment on mobile construction equipment including properly maintained
muffling devices. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy N 12.4 13.4**

Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

**Analysis: Consistent.** Section 4.12, Noise, contains mitigation measures that require mobile construction equipment to be equipped with properly operating and maintained muffling devices.

**Building and Design Techniques**

**Policy N 13.1 14.1**

Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the Riverside 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.

**Analysis: Consistent.** Buildout of the Specific Plan must conform to the California Building Standards for building construction in order to mitigate interior noise levels to the tolerable 45 CNEL limit.

**Policy N 13.2 14.2**

Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies.

**Analysis: Consistent.** Section 4.12, Noise, provides strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and building technologies.

**Policy N 13.3 14.3**

Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include:

- 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.

**Analysis: Consistent.** The Specific Plan incorporates acoustic site planning into the design of the Specific Plan by separating noise-sensitive uses such as schools and lower density residential uses from potential noise-generating sources such as mixed uses and commercial areas by means of the natural topography and intervening structures and adequate sound proofing required by current building codes.

**Policy N 13.4 14.4**

Consider and, when necessary, to lower noise to acceptable limits, require noise barriers and landscaped berms.
Analysis: Consistent. Consistent. Section 4.12, Noise, contains mitigation measures to reduce noise through methods including, but not limited to, natural barriers such as hills, berms, boulders, and dense vegetation, or a combination of these methods.

Policy N 13.5 14.5

Consider the issue of adjacent residential land uses when designing and configuring all new, nonresidential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable.

Analysis: Consistent. Section 4.12, Noise, contains measures considering this issue of adjacent residential land uses by configuring on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses as they are built out to the greatest degree practicable.

Policy N 13.6 14.6

Prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures.

Analysis: Consistent. Upon buildout of the commercial, mixed use, and multi-family residential structures, occupants would be required to comply with existing County codes pertaining to the transmission of excessive and unacceptable noise levels.

Policy N 13.8 14.8

Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.

Analysis: Consistent. The analysis provided herein reviews the Specific Plan for consistency with the standards and policies of the Noise Element of the General Plan. Additionally, implementing projects would be reviewed for consistency with the standards and policies of the Noise Element during buildout.

Policy N 14.1 15.1

Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses.

Analysis: Consistent. The mixed-use structures where residential units would be located above or adjacent to commercial uses proposed by the Specific Plan would minimize potential adverse noise impacts by locating the highest densities within or adjacent to the mixed use Village core areas.

Policy N 14.2 15.2

Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use.

Analysis: Consistent. The development regulations of the Specific Plan and future Village Refinement Plan would require all commercial and residential mixed-use structures to comply with building codes
that minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use.

**Policy N 14.3 15.3**

Minimize the generation of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.

**Analysis: Consistent.** The development regulations of the Specific Plan and future Village Refinement plans would require the minimization of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses.

**Vibration**

**Policy N 15.1 16.1**

Restrict the placement of sensitive land uses in proximity to vibration-producing land uses.

**Analysis: Consistent.** Aside from temporary vibration produced by equipment during construction, the Specific Plan does not propose vibration-producing land uses. As discussed in Section 4.12, Noise, construction would create temporary ground-borne vibration impacts that would remain below damaging thresholds throughout. Impacts would be less than significant with mitigation applied.

**Policy N 15.2 16.2**

Consider the following land uses sensitive to vibration:

- Hospitals;
- Residential areas;
- Concert halls;
- Libraries;
- Sensitive research operations;
- Schools; and
- Offices.

**Analysis: Consistent.** The project Noise Impact Analysis considered vibration impacts on land uses sensitive to vibration and concluded that construction activity vibration impacts would be substantially below the level required for minor cosmetic damage, would be temporary and would only occur during permitted hours for construction activity.
VI. HOUSING ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Housing Element, Chapter 8 of the General Plan.11

**Policy H 1.1**

Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower/moderate income households or special needs housing.

**Analysis: Consistent.** The proposed project is committed to providing affordable units for lower/moderate income households within the project site. The Paradise Valley Specific Plan calls for at least 5 percent of the housing units to be affordable, as defined by the State of California (California Health and Safety Code Section 50052.5) and County of Riverside.

**Policy H 1.2**

Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including farm workers and other special needs populations.

**Analysis: Consistent.** The Specific Plan will include a commitment to providing 5 percent of the plan’s housing stock to be affordable housing, based on State and County definition.

**Policy H 1.7**

Encourage innovative housing, site plan design and construction techniques to promote new affordable housing by the private sector.

**Analysis: Consistent.** The Paradise Valley Specific Plan will provide 5 percent of the total dwelling units as new affordable housing to lower and moderate-income households, a total of 425 units, assuming that the project is built out to the maximum of 8,490 units. Further, 10 percent (or 43 units) of the Paradise Valley rental-housing component will be made available at rents affordable to very low-income households. A total of 382 for-sale units will be made available at prices affordable to moderate-income households. The site plan design would avoid concentration of affordable housing in any one location of Paradise Valley.

**Policy H 5.1**

Encourage the use of energy conservation features in residential construction and remodeling.

**Analysis: Consistent.** The Specific Plan includes a commitment to the use of alternative energy and permits solar collection components on all buildings. Energy conservation will be employed in the construction techniques, as well, as described in more detail in the Specific Plan Section 3, Sustainability Strategies – a Livable and Healthy Community Roadmap.

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VII. AIR QUALITY ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Air Quality Element, Chapter 9 of the General Plan:

Multi-jurisdictional Cooperation

Policy AQ 1.5

Establish and implement air quality, land use and circulation measures that improve not only the County’s environment but the entire region.

Analysis: Consistent. The Specific Plan establishes and implements a number of project design features (i.e., multi-modal mobility plan, guidelines for lighting, community design) that would reduce the project’s operational GHG emissions and improve air quality for the region. Land use and circulation measures that improve air quality by reducing emissions include the following design features: an increase in the diversity of land uses so that destinations are within a closer distance to residents, walkable community design, improved destination accessibility, improved pedestrian network, the integration of below market rate housing in closer proximity to jobs, the provision of traffic calming measures, an NEV Network, a trip reduction program, electric vehicle chargers and preferred parking for ZEVs and LEVs, telecommuting and alternative work schedules, employee vanpool/shuttle, providing a ride sharing program, and increasing public transit by the provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio. By implementing these project design features (reduction measures), the Paradise Valley Specific Plan will reduce its GHG emissions by approximately 52 percent compared to unmitigated operations and achieve GHG emission levels below regulatory thresholds. A complete discussion of measures to improve air quality is provided in Section 4.3, Air Quality.

Sensitive Receptors

Policy AQ 2.1

Riverside The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.

Analysis: Consistent. The Specific Plan proposes land uses that are separated and protected from polluting point sources (operational emissions from project roadways) to the greatest extent possible.

Policy 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.

Analysis: Consistent. The Specific Plan proposes site plan designs that protect people and sensitive uses from air pollution by freeway setbacks, landscape buffers, and mobile pollution source reduction through

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alternative transportation. A complete discussion of measures to protect people and land uses sensitive to air pollution is provided in Section 4.3, Air Quality.

**Policy AQ 2.3**

Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

**Analysis: Consistent.** The landscape framework of the Specific Plan consists of approximately 3,100 acres of Conservation Habitat and an interconnected network of linear parks, trails, neighborhood parks, and pocket parks that can trap and control pollution and contribute to the overall health, desert aesthetic, and quality of life of the community.

**Mobile Pollution Sources**

**Policy AQ 3.1**

Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.

**Analysis: Consistent.** Implementation of the Specific Plan will be market-driven, allowing consumers to relieve congestion and cut emissions by offering alternative transportation choices such as walking, bicycling, and NEV use to meet daily needs.

**Policy AQ 3.2**

Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.

**Analysis: Consistent.** Design features of the Specific Plan to reduce VMT from employees include a trip reduction program, telecommuting and alternative work schedules, employee vanpool/shuttle, provision of a ride-sharing program, and increased public transit services.

**Policy AQ 3.3**

Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.

**Analysis: Consistent.** The Specific Plan could allow for large employers and commercial/industrial complexes to create Transportation Management Associations.

**Policy AQ 3.4**

Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.

**Analysis: Consistent.** Design features of the Specific Plan that exist to encourage employee rideshares include the following: a trip reduction program, telecommuting and alternative work schedules, employee vanpool/shuttle, and provision of a ride-sharing program.
Policy AQ 4.1 (Stationary Pollution Sources)

Require Encourage the use of all feasible building materials/methods which reduce emissions.

Analysis: Consistent. The Specific Plan requires all new buildings within the project area to use all feasible building materials/methods that reduce emissions by exceeding current (2013) Title 24 standards by 50 percent, enforced through Conditions of Approval on the project and verified through plan check and building inspection prior to Certificates of Occupancy being issued. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 4.2

Require Encourage the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

Analysis: Consistent. The Specific Plan has established energy efficiency criteria for appliances installed at the project site. As shown in the project CAP included in EIR Appendix G, the required energy efficiency of an appliance ranges from 15 percent to 30 percent over the currently effective (2013) Title 24 requirements. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 4.3

Require Encourage centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.

Analysis: Consistent. The Specific Plan requires energy efficiency of an appliance ranges from 15 percent to 30 percent over the currently effective (2013) Title 24 requirements, allowing for time clocks or occupant sensors to control heating where feasible. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 4.4

Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Administrative Code of Regulations.

Analysis: Consistent. Implementation of the Specific Plan is required to meet current State Building Code standards in effect in Riverside County. The Specific Plan requires all new buildings within the project area to exceed current (2013) Title 24 standards by 50 percent, enforced through Conditions of Approval on the project and verified through plan check and building inspection prior to Certificates of Occupancy being issued. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 4.5

Require stationary pollution sources to minimize the release of toxic pollutants through:

- Design features;
- Operating procedures;
Analysis: Consistent. The proposed project includes a light industrial area but does not allow heavy industrial uses that might produce significant quantities of toxic pollutants. Nevertheless, industrial emissions where they may occur and future stationary pollution sources would be required to minimize the potential release of toxic pollutants through design features, operating procedures, preventative maintenance, operator training, and emergency response planning.

Policy AQ 4.6

Require stationary air pollution sources to comply with applicable air district rules and control measures.

Analysis: Consistent. Implementing the project design features of the Specific Plan will reduce GHG emissions levels below applicable regulatory thresholds of the SCAQMD, SCAG RTP/SCS, and Riverside County CAP.

Policy AQ 4.7

To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SOCAB—SCAB, the Environmental Protection Agency and the California Air Resources Board.

Analysis: Consistent. The proposed project falls within SCAQMD jurisdiction. Implementing the project design features of the Specific Plan and mitigation measures in the Specific Plan EIR will reduce air pollutant emissions levels to the greatest extent possible, as recommended by SCAQMD. Although the proposed project would add approximately 8,490 homes and 1.38 million square feet of non-residential uses, the project includes many features and measures to reduce VMT and reduce emissions. Primary among these features is the mixed-use land plan itself, which provides for commercial retail, office, schools, public services and other locally serving uses within the Specific Plan area, reducing the need to commute outside the project. In addition, the use of solar energy, measures to encourage the use of NEVs and ZEVs (such as chargers in every residential garage and NEV-compatible speed limits on all streets within the development), the provision of a shuttle service from the community center to the SunLine Transit hub in Indio, energy conserving construction, and the other measures that reduce emissions. As discussed in Section 4.3, Air Quality, all feasible mitigation measures and design features have been applied.

Policy AQ 4.8

Expand, as appropriate, measures contained in the Riverside County’s Fugitive Dust Reduction Program for the Coachella Valley to the entire County of Riverside.

Analysis: Consistent. As discussed in Section 4.3, Air Quality, the implementation of the Specific Plan will adhere to SCAQMD dust control measures. As discussed in Section 4.3, Air Quality, all feasible mitigation measures and design features have been applied. Erosion avoidance measures provided in EIR Section 4.6, Geology and Soils, will also assist in the reduction of particulate matter during construction.
Policy AQ 4.9

Require compliance with SCAQMD Rule 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

Analysis: Consistent. The proposed project, including implementing projects, would be subject to Rule 403 and 403.1. Specific Plan Section 1.11.3.3 discusses project compliance with SCAQMD Rule 403 and 403.1, Dust Control and Supplemental Fugitive Dust Control, to reduce fugitive dust emanating from construction sites. Section 4.3, Air Quality, identifies that all feasible mitigation measures and design features have been applied.

Policy AQ 4.10

Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in Riverside the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended.

Analysis: Consistent. The project site is within the SCAQMD boundaries. Buildout of the Specific Plan would be required to comply with SCAQMD rules regarding the suspension of grading operations during specified smog alerts and wind speeds. Section 4.3, Air Quality, provides a discussion of compliance with SCAQMD rules and operating policies. The project must comply with applicable SCAQMD rules and the project has incorporated all feasible mitigation measures and design features as identified in the EIR analysis to reduce emissions.

Energy Efficiency and Conservation

Policy AQ 5.1

Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.

Analysis: Consistent. The Specific Plan would reduce the amount of solid waste disposed of in landfills by providing recycling options for paper, aluminum, cans, electronic and plastic waste within each proposed village and common areas, providing of recycling containers within all multi-family residential communities, placing recycling containers within all non-residential buildings, and providing composting opportunities within commercial and office facilities. Waste management plans may also be incorporated to reduce waste generation and encourage material recycling.

Policy AQ 5.4

Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.

Analysis: Consistent. The homes provided within the project will employ passive and active energy efficiency design features and technologies including rooftop solar where practicable to reduce fuel consumption for heating and cooling. As described in Section 4.7, Greenhouse Gas Emissions and 4.24, Energy Conservation, the proposed project takes steps towards the increasingly higher energy-efficient goals of California Title 24 by requiring all new buildings within the project area to exceed 2016 Title 24 standards by approximately 31 percent, enforced through Conditions of Approval on the project / implementing projects and verified through plan check and building inspection prior to Certificates of
Occupancy being issued. This efficiency goal will also meet the future 2030 requirements of SB 350.\textsuperscript{13}

**Jobs to Housing Ratio**

**Policy AQ 8.3**

Time and locate public facilities and services so that they further enhance job creation opportunities.

**Analysis: Consistent.** The mixed-use business park would be located near public facilities such as the fire and sheriff stations in Village 1 such that these facilities and services may further enhance job creation opportunities. Studies for the Paradise Valley Specific Plan demonstrate that the proposed project can accommodate enough jobs to match the local job need in the same proportion as elsewhere in the Coachella Valley (see Section 4.13, Population and Housing).

**Policy AQ 8.4**

Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency.

**Analysis: Consistent.** The Specific Plan supports the development of new mixed use Village core areas made up of high density housing, retail and office uses, community services, visitor services and gathering spaces that define and anchor the community, thereby creating a sense of place and reducing the need to travel out of the community by automobile for most basic goods and services.

**Policy AQ 8.5**

Develop community centers in conformance with policies contained in the Land Use Element.

**Analysis: Consistent.** The proposed mixed use Village core areas of the Specific Plan are analyzed for conformance with the policies contained in the Land Use Element herein.

**Policy AQ 8.6**

Encourage employment centers in close proximity to residential uses.

**Analysis: Consistent.** The Specific Plan supports the development of new mixed use Village core areas made up of high density residential uses and employment centers containing retail and office uses, community services, visitor services, and gathering spaces reducing the need to travel out of the community by automobile.

**Policy AQ 8.7**

Implement zoning code provisions which encourage community centers, telecommuting and home-based businesses.

\textsuperscript{13} The 2016 Title 24 standards are approximately 28 percent more efficient than the prior standards from 2014. Therefore, being 30.6 percent more efficient than 2016 standards is equivalent to being 50 percent more efficient than 2014 standards, as required by SB 350.
Analysis: Consistent. Upon buildout of the Specific Plan, Village Refinement Plans and zoning code provisions may be adopted to encourage community centers, telecommuting, and home-based businesses.

Policy AQ 8.8

Promote land use patterns which reduce the number and length of motor vehicle trips.

Analysis: Consistent. The Specific Plan supports the development of new mixed use Village core areas made up of high density housing, retail and office uses, community services, visitor services and gathering spaces that define and anchor the community, thereby creating a sense of place and reducing the need to travel out of the community by automobile for most basic goods and services. The Integrated Multi-Modal Mobility Plan also provides a sustainable internal transportation system by providing a network of transportation options within the Specific Plan boundaries that promote walkability and connectivity within the community such as a complete street design, NEV mobility, a trails system that accommodates bike travel, and pedestrian walkways to reduce the number and length of motor vehicle trips. External trips have been reduced by the creation of a self-sufficient new town, where goods and services are available locally, and also by providing ample non-residential land uses to generate a job bank that matches or exceeds the employment needs of the Coachella Valley as a whole (see Section 4.13, Population and Housing).

Policy AQ 8.9

Promote land use patterns that promote alternative modes of travel.

Analysis: Consistent. The land use patterns of the Specific Plan support the development of mixed use Village core areas made up of high density housing, retail and office uses, community services, visitor services and gathering spaces that reduce the need to travel out of the community by automobile for most basic goods and services. The Integrated Multi-Modal Mobility Plan provides alternative transportation options for pedestrian, bicycle, and NEV modes of travel, such as a complete street design, a trails system and pedestrian walkways to promote alternative modes of travel.

Transportation Facility Development

Policy AQ 14.1

Emphasize the use of high occupancy vehicle lanes, light rail and bus routes, and pedestrian and bicycle facilities when using transportation facility development to improve mobility and air quality.

Analysis: Consistent. This policy is designed for Riverside County Planning Department and County decision-maker implementation. The Specific Plan provides consistency with this policy by including a Mobility Plan to facilitate the use of internal transit (i.e., NEV), bicycle and pedestrian paths and trails, and a shuttle bus to the SunLine Transit hub in Indio, to encourage alternative modes of travel.

Multi-jurisdictional Cooperation

Policy AQ 16.1

Cooperate with local, regional, state and federal jurisdictions to better control particulate matter.
Analysis: Consistent. The Specific Plan includes design features that reduce emissions to below the regulatory thresholds of local, regional, and state jurisdictions to better control particulate matter. The Specific Plan would be implemented in cooperation with local, regional, state, and federal jurisdictions to better control particulate matter.

Control Measures

Policy AQ 17.1

Reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles to the extent possible.

Analysis: Consistent. The Specific Plan does not involve agricultural land use, the demolition of existing structures, or railroad right-of-ways. The project is located within the jurisdiction of the SCAQMD and includes reduction measures to reduce emissions from construction, debris hauling, street cleaning, utility maintenance, and off-road vehicles. The project / implementing projects must comply with Rule 403.

Policy AQ 17.6

Reduce emissions from building materials and methods that generate excessive pollutants, through incentives and/or regulations.

Analysis: Consistent. The Specific Plan includes reduction measures to reduce emissions from building materials and methods that generate excessive pollutants through exceeding Title 24 building standards and instituting recycling and composting services.

Policy AQ 17.7

Separate trucks from other vehicles in industrial areas of Riverside the County with the creation of truck-only access lanes to promote the free flow of traffic.

Analysis: Consistent. The I-10 freeway traverses the northerly portion of the project site. The freeway carries a large amount of heavy truck traffic traveling east and west along the highway daily. The most truck-intensive uses, the project business park and optional gas-fired power plant, would be located close to the I-10, facilitating freeway access and reducing truck travel through the remainder of the project. Light industrial uses will be allowed on approximately 6.2 acres adjacent to the south side of the I-10 freeway. All CR and MU planning areas will be located along the project’s backbone roadway system, the largest volume roadways of the Specific Plan.

Riverside County Greenhouse Gas Emission Reduction Strategy

Policy AQ 18.2

Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve a greenhouse gas emissions reduction of 25% compared to Business As Usual (BAU) project in order to be found consistent with Riverside the County’s Climate Action Plan (CAP).
Analysis: Consistent. Consistent with this policy added by GPA 960, the Specific Plan includes design features that substantially reduce emissions compatible with the County’s CAP. A full discussion of compliance with GHG emissions reductions and Riverside County CAP compliance is provided in Section 4.7, Greenhouse Gas Emissions. The Paradise Valley CAP, which is compatible with the County’s CAP and with state requirements for AB 32, is provided in EIR Appendix G.

Policy AQ 18.4

Implement policies and measures to achieve reduction targets. The County of Riverside shall implement the greenhouse gas reduction policies and measures established under the Riverside County Climate Action Plan for all new discretionary development proposals.

Analysis: Consistent. Consistent with this policy added by GPA 960, the Paradise Valley Specific Plan and CAP would implement measures to achieve or exceed the reduction targets specified by the SCAQMD, SCAG RTP/SCS, and the Riverside County CAP. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

General Plan Policies and Climate Action Plan

Policy AQ 19.3

Require new development projects subject to County of Riverside discretionary approval to achieve the greenhouse gas reduction targets established in the CAP either through:

a. Garnishing 100 points through the Implementation Measures found Riverside the County’s CAP; or

b. Requiring quantification of project specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.

Analysis: Consistent. Consistent with this policy added by GPA 960, the Specific Plan would implement measures to achieve or exceed the reduction targets specified by the Riverside County CAP. As shown in the project CAP, Tables 3.5 – 3.7, Riverside County CAP Screening Table Points Assessment (with Reduction Measures), the project would achieve sufficient points to meet or exceed the points goal of 100. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 19.4

All discretionary project proposals shall analyze their project-specific GHG reduction targets in comparison to the “business as usual” (BAU) scenario for the development’s operational life and the “operational life” of a new development shall be defined as a 30-year span. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. Alternatively, a project may use the CAP Screening Tables to show the attainment of the applicable number of points needed to ensure adequate GHG reductions and CAP compliance.

Analysis: Consistent. As described above in the consistency analysis for Policy AQ 19.3, the Specific Plan would implement measures to achieve or exceed the reduction targets specified by the Riverside County CAP. As shown in the project CAP, Tables 3.5 – 3.7, Riverside County CAP Screening Table
Points Assessment (with Reduction Measures), the project would achieve sufficient points to meet or exceed the points goal of 100. A complete discussion of project compliance with GHG reduction targets is provided in Section 4.7, Greenhouse Gas Emissions. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Transportation-Related Objectives

**Policy AQ 20.1**

Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments.

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the land use patterns of the Specific Plan reduce VMT by supporting the development of mixed-use Village core areas made up of high density housing, retail and office uses, community services, visitor services and gathering spaces that reducing the need to travel out of the community by automobile for most basic goods and services. The Integrated Multi-Modal Mobility Plan provides alternative transportation options for pedestrian, bicycle, and NEV modes of travel and the project includes incentives for ZEV ownership in the form of electrical vehicle chargers in residential garages and elsewhere in the Specific Plan area. A shuttle service from the community center to the SunLine Transit station in Indio will provide other modes of travel. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 20.2**

Reduce VMT by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation.

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Specific Plan reduces VMT by facilitating an increase in transit options consisting of walking, bicycling, NEV use, automobile, and transit. The Specific Plan calls for the provision of shuttle service to the SunLine Transit hub in Indio from the Community Center and conceptually locates potential shuttle stops (Specific Plan Exhibit 4-1, Circulation Plan) that would be usable by transit providers and regional transportation planning agencies in efforts to serve the project. While this policy is aimed at the governmental level, the proposed project would not impair the County’s ability to comply. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 20.3**

Reduce VMT and GHG emissions by improving circulation network efficiency.

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Specific Plan contains a land use mix, a shuttle program, and a multi-modal mobility plan that reduces VMT and GHG emissions by providing transportation options such as the shuttle to the SunLine transit hub in Indio, electric vehicle chargers and preferred parking for ZEVs and LEVs, and complete street design, therefore improving the circulation network for the efficient movement of people and goods throughout the project area. As described in Section 4.20, Transportation and Traffic, the project would generate a VMT per service population value that is approximately 19.2 percent below that of Unincorporated County and 15.1 percent below that of Riverside County as a whole (including unincorporated and incorporated areas).
The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

*Policy AQ 20.4*

Reduce VMT and traffic through programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles.

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Specific Plan establishes and implements a number of project design features that include land use mix, a shuttle program, complete street design, electric vehicle chargers and preferred parking for ZEVs and LEVs, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies, that would reduce the project’s operational VMT and traffic. As described in Section 4.20, Transportation and Traffic, and the VMT technical analysis in Appendix N-2, the proposed project would have a less than significant impact on VMT, based upon a threshold that compares project VMT per service population to that of Unincorporated Riverside County. Mitigation Measures and design features of the project will encourage the use of electric vehicles. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

*Policy AQ 20.5*

Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations.

**Analysis: Consistent.** As stated in the Specific Plan Section 3., Sustainability Strategies, and the Mitigation Measures portion of EIR Section 4.3, Air Quality, the County will require installation of vehicle chargers within residential garages and within the parking areas of the hotel, office buildings, and other commercial and public parking areas within the Specific Plan area. The project would be consistent with this policy, and the addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

*Policy AQ 20.6*

Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.

**Analysis: Consistent.** As noted in the analysis for Policy AQ 20.5, in addition to requiring installation of vehicle chargers within residential garages, the Specific Plan Section 3., Sustainability Strategies, and the Mitigation Measures portion of EIR Section 4.3, Air Quality, the County will require installation of vehicle chargers within the parking areas of the hotel, office buildings, and other commercial and public parking areas within the Specific Plan area. The project would be consistent with this policy, and the addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.


**Land Use-Related Objectives**

**Policy AQ 20.7**

*Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the land use patterns of the Specific Plan reduce VMT by supporting the development of mixed use Village core areas made up of high density housing, and employment opportunities in retail and office uses, community services, and visitor services that reduce the need to travel out of the community by automobile for most basic goods and services. The Integrated Multi-Modal Mobility Plan provides alternative transportation options for pedestrian, bicycle, and NEV modes of travel such as a complete street design, a trails system and pedestrian walkways to promote alternative modes of travel. The Specific Plan would establish a self-sufficient new town, where goods and services are available locally and non-residential land use provisions are such that job supply matches or exceeds the needs of the Coachella Valley as a whole (see Section 4.13, Population and Housing). Further, as described in Section 4.20, Transportation and Traffic, the proposed project would have a less than significant impact on VMT, based upon a threshold that compares project VMT per service population to that of Unincorporated Riverside County. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 20.8**

*Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby.*

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the land use patterns of the Specific Plan support the development of mixed-use Village core areas made up of high density housing and a neighborhood trail network. The trail network provides extensive pedestrian and bicycle access between land uses throughout the Specific Plan area.

**Policy AQ 20.9**

*Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space.*

**Analysis: Consistent.** The Specific Plan consists of a new town that would be limited to the development footprint proposed. To minimize energy costs associated with infrastructure construction and transmission to distant locations, the project would include on-site utilities and on-site generated renewable solar energy to the extent possible. The Specific Plan would preserve 3,100 acres, 60 percent of the land within the project boundary as protected open space. The project has been designed to comply with Policy ECVAP 2.3, which requires a new town in Shaver’s Valley have a rigid and permanent urban boundary, and that services not be expanded beyond the limits of the proposed community. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Energy Efficiency and Energy Conservation Objectives

Policy AQ 20.10

Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design.

Analysis: Consistent. To reduce energy demand, the Specific Plan recommends passive solar building orientation, as well as energy conservation and renewable energy features, such as photovoltaic panels on buildings and covered parking structures, as discussed in Specific Plan Section 8, Community Design Guidelines. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 20.11

Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipments.

Analysis: Consistent. The Specific Plan proposes to increase energy efficiency through new utilities and infrastructure design, including the use of on-site generated solar energy to the extent feasible. The project would also increase energy efficiency upon implementation by exceeding Title 24 building standards and would include installation of energy efficient mechanical systems and equipment, such as home appliances. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Water Conservation and Biota Conservation Objectives

Policy AQ 20.13

Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities.

Analysis: Consistent. The project site does not contain agricultural uses or resources, and the Specific Plan does not propose large scale agricultural uses. However, the Specific Plan would reduce water use and wastewater generation through the use of desert appropriate landscaping, the use of recycled wastewater for landscape irrigation, and water efficient appliances. The project does not propose agricultural activities. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 20.14

Reduce the amount of water used for landscaping irrigation through implementation of Riverside County Ordinance No. 859 and increase use of non-potable water.

Analysis: Consistent. During buildout of the Specific Plan, implementing projects would be required to comply with the Water Efficient Landscape Requirements specified in Ordinance 859 and Coachella Valley Water District Ordinance 1302.1 that promote the use of water efficient irrigation technologies and
reduce waste. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 20.15**

*Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.*

**Analysis:** Consistent. The Specific Plan provides a drainage plan that includes the use of bio-swales for the detention of urban runoff water. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 20.16**

*Preserve and promote forest lands and other suitable natural and artificial vegetation areas to maintain and increase the carbon sequestration capacity of such areas within the County of Riverside. Artificial vegetation could include urban forestry and reforestation, development of parks and recreation areas, and preserving unique farmlands that provide additional carbon sequestration potential.*

**Analysis:** Consistent. The Specific Plan provides a complete landscape plan, numerous parks and recreation areas, and the preservation of 3,100 acres of the property boundary as open space to maintain the carbon sequestration capacity of natural and artificial vegetation in the area. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 20.17**

*Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires.*

**Analysis:** Consistent. The project is located in a moderate Fire Hazard Severity Zone and will provide fire prevention measures determined necessary and proper by the Riverside County Fire Department during buildout to protect vegetation from fire risks associated with drought conditions. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Alternative Energy Objectives**

**Policy AQ 20.18**

*Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.)*

**Analysis:** Consistent. The Specific Plan proposes rooftop solar installations where practicable and other energy-efficient improvements including passive solar design strategies. Mitigation in the Section 4.7, Greenhouse Gas Emissions, will require specific solar energy goals to be met by the project. With implementation, the overall project will supply 60 percent of the electricity needs of the entire project by buildout in 2035, as enforced by the County of Riverside through Conditions of Approval on the project and verified through building inspections prior to issuance of Certificates of Occupancy. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
**Policy AQ 20.19**

Facilitate development and siting of renewable energy facilities and transmission lines in appropriate locations.

**Analysis: Consistent.** Transmission lines currently pass through the proposed project development footprint. The project has been designed so as not to conflict with existing transmission lines, and to acknowledge existing easements and maintain appropriate setbacks, where needed (e.g., school uses must maintain a setback to comply with state school siting requirements). Future development of renewable energy facilities such as solar arrays and transmission lines would be located appropriately and subject to review by the applicable agencies involved. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Waste Reduction Objectives**

**Policy AQ 20.20**

Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at Riverside County landfills.

**Analysis: Consistent.** Consistent with this policy added by GPA 960, the Specific Plan contains reduction measures including recycling and composting services to reduce solid waste generation. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy AQ 21.1**

The County of Riverside shall require new development projects subject to Riverside County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project’s fair-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target.

a. This reduction shall be measured in comparison to the “business as usual” (BAU) scenario for the development’s operational life. The BAU scenario shall be consistent with the General Plan build out assumptions detailed in Appendix E-1 of the General Plan.

b. For the purposes of this policy, the “operational life” of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years.

c. For the purposes of this policy, “new development” refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.

d. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory “paper” reductions achieved merely through baseline manipulation.

e. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.
Analysis: Consistent. Consistent with this policy added by GPA 960, as discussed in the proposed project CAP included as Appendix G, the project achieves and exceeds the 100-point goal of the Riverside County CAP through the incorporation of implementation measures found the screening tables. The project’s achievement of these reduction goals is assured through a series of mitigation measures provided in Section 4.7, Greenhouse Gas Emissions, and justified in the analysis therein as well as in the supporting appendices. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 21.2

Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project’s Conditions of Approval issued by the County of Riverside to ensure the measures are implemented appropriately.

Analysis: Consistent. The Specific Plan presents implementation measures found in the CAP Screening Tables that may be incorporated into Conditions of Approval for the project / implementing projects issued by the County of Riverside. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 21.3

Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County of Riverside, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at Riverside the County’s discretion:

a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.

b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP’s Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.

c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius. Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.

Analysis: Consistent. Consistent with this policy added by GPA 960, given the scale of the proposed development, a project CAP has been prepared with a custom GHG analysis included as EIR Appendix G, showing that the project would achieve or exceed the 100-point goal of the Riverside County CAP through the incorporation of implementation measures. Project attainment of these reduction goals is assured through a series of mitigation measures provided in Section 4.7, Greenhouse Gas Emissions, and justified in the analysis therein as well as in the supporting appendices. Also consistent with this policy, the Specific Plan achieves significant energy efficiencies and VMT reductions from smart growth design features including the provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius of residences. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy AQ 22.1

The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with transportation:

a. Reduce vehicle miles traveled by providing or requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.

b. Reduce vehicle miles traveled by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation.

c. Improve connectivity by requiring pedestrian linkages between developments and transportation facilities, as well as between residential and commercial, recreational and other adjacent land uses.

d. Reduce air pollution and greenhouse gas emissions by improving circulation network efficiency.

e. Reduce traffic through programs that increase carpooling and public transit use, decrease trips and commute times and increase use of alternative-fuel vehicles.

f. Preserve transportation corridors for renewable energy transmission lines and for new transit lines, where appropriate.

Analysis: Consistent. Consistent with this policy added by GPA 960: (a) The Specific Plan reduces VMT by providing a complete multi-modal mobility plan that provided expanded multi-modal facilities and services for transportation alternatives, such as transit, bicycle and pedestrian modes. (b) The project will coordinate with transit providers to determine if a bus transit stop would be added in the future, which would increase the use of alternative transportation. The project land use plan provides for a mix of uses (residential, public service, commercial) that help reduce VMT, as will the project’s shuttle program to the SunLine Transit hub in Indio. (c) The multi-modal mobility plan improves community connectivity by including pedestrian linkages between developments, transportation facilities, recreational, and adjacent land uses. (d) The project multi-modal mobility plan reduces VMT and GHG emissions, thereby improving the circulation network for the efficient movement of people and goods throughout the project area. (e) The Specific Plan establishes and implements a number of project design features that would reduce the project traffic through traffic calming measures, an NEV alternative-fuel network, ZEV ownership incentive (charging stations), a trip reduction program, telecommuting and alternative work schedules, employee vanpool/shuttle, providing a ride sharing program, and increasing public transit use. (f) The project would preserve existing utility easements for renewable energy transmission lines or potential new transit lines as appropriate. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 23.1

The County of Riverside shall implement programs and requirements to achieve the following objective related to reducing greenhouse gas emissions associated with land use patterns:

a. Reduce vehicle miles travelled (VMT) through increased densities in urban centers and emphasis on mixed use to provide localized residential, commercial and employment opportunities in closer proximity to each other.

b. Prevent urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations and to maximize protection of open space, particularly forests, which provide carbon sequestration potential.
c. Conserve energy by increasing the efficiency of delivery of services through the adoption and implementation of smart growth principles and policies.

d. Reduce vehicle miles travelled by commuters through implementation of planning measures that provide appropriate jobs-housing balances within communities.

e. Reduce vehicle miles travelled by increasing options for nonvehicular access through urban design principles that promote higher residential densities in attractive forms with easily accessible parks and recreation opportunities nearby.

f. Improve energy efficiency through implementation of standards for new residential and commercial buildings that achieve energy efficiencies beyond that required under Title 24 of the California Code of Regulations.

g. Reduce vehicle miles travelled by identifying sites for affordable housing for workers close to employment centers and encouraging development of such sites.

Analysis: Consistent. Consistent with this policy added by GPA 960 the Specific Plan establishes and implements a number of project design features (i.e., multiple Village concept, multi-modal mobility plan, guidelines for lighting, community design, non-residential land uses to provide employment) that would reduce the project’s operational GHG emissions. (a) Land use and circulation measures that improve air quality by reducing VMT and emissions include increasing the diversity of land uses so that destinations are within a closer distance to residents, providing mixed use for localized residential, commercial and employment opportunities in closer proximity to each other. (b) The project is a new town that would be limited to the proposed development footprint to prevent urban sprawl and minimize energy costs associated with additional infrastructure construction and transmission. The project would also preserve 3,100 acres of the property as open space allowing for the retention of the existing carbon sequestration potential. (c) The Specific Plan is designed with smart growth principles and policies that include a walkable community design and improved destination accessibility for the efficient delivery of services. (d) The Specific Plan reduces VMT through and an improved pedestrian network and bicycle path network that reduces VMT by commuters for an appropriate jobs-housing balance within communities. (e) The Specific Plan reduces VMT by increasing options for non-vehicular access to nearby parks and recreation opportunities. (f) The project improves energy efficiency by achieving and exceeding the energy efficiencies required under Title 24 of the California Code of Regulations. (g) The project reduces VMT through the integration of below market rate housing in closer proximity to jobs for workers close to employment centers. A complete discussion of measures to reduce air quality impacts is provided in Section 4.3, Air Quality. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 23.2

For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. Riverside County programs shall also be developed and implemented to address land use-related reductions for Riverside County operations and voluntary community efforts.

Analysis: Consistent. Consistent with this policy added by GPA 960, the Specific Plan would achieve or exceed the greenhouse gas reduction targets specified by the Riverside County CAP through implementation of the appropriate Implementation Measures of the CAP. Project attainment of these reduction goals is assured through a series of mitigation measures provided in Section 4.7, Greenhouse Gas Emissions, and justified in the analysis therein as well as in the supporting appendices. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy AQ 24.1

The County of Riverside shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation:

a. Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating).

b. Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.

c. Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.

d. Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units.

e. Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect.

f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.

Analysis: Consistent. Consistent with this policy added by GPA 960, the Specific Plan establishes and implements a number of project design features that would reduce the project’s operational GHG emissions through improving energy efficiency and increasing energy conservation. (a) During implementation, new development would be required to provide efficient site design accounting for solar orientation and shading, including passive solar and passive radiant heating. (b) Similarly, new development would design energy efficiency into the project through efficient use of utilities and infrastructure. (c) New development would be required to reduce energy consumption through energy efficient mechanical systems, equipment, and appliances. (d) As a new town development, there are no older affordable housing units requiring retrofitting. (e) There are no existing habitable structures on site that would be eligible for new programs to achieve energy efficiency. Future habitable structures constructed during buildout would exceed Title 24 energy efficiency requirements. (f) Housing to be provided under the Specific Plan would exceed energy efficiency requirements and could be supported by programs to finance energy-efficient housing. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 24.2

For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. Riverside County programs shall also be developed and implemented to address energy efficiency and conservation efforts for Riverside County operations and the community.

Analysis: Consistent. Consistent with this policy added by GPA 960, the Specific Plan would achieve or exceed the greenhouse gas reduction targets specified by the Riverside County CAP through implementation of the appropriate Implementation Measures of the CAP.
Policy AQ 25.1

The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through water conservation:

a. Reduce water use in both new and existing housing, commercial and industrial uses.
b. Reduce wastewater generation in both new and existing housing, commercial and industrial uses.
c. Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance No. 859.
d. Increase use of non-potable water where appropriate, such as for landscaping and agricultural uses.
e. Encourage increased efficiency of water use for agricultural activities.
f. Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.

Analysis: Consistent. Consistent with this policy added by GPA 960, (a-b) The project would reduce water use and wastewater generation in new housing, commercial, and industrial uses through the use of water efficient appliances and offsetting potable water demand with the use of recycled water for landscape irrigation purposes. (c) The Specific Plan would reduce the amount of water used in landscaping through the requirement of implementing projects to comply with the Water Efficient Landscape Requirements specified in County Ordinance 859 promoting the use of water efficient irrigation technologies and reduce waste. (d) The Paradise Valley recycled water system would increase the use of non-potable water for landscaping. (e) No agricultural uses are proposed for within the Specific Plan. (f) The project drainage plan would include the use of bioswales to detain stormwater and reduce the costs associated with stormwater treatment. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy AQ 25.2

The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through biota conservation:

a. Conserve biota that provides carbon sequestration through implementation of the Multiple Species Habitat Conservation Plans for western and eastern Riverside County.
b. Preserve forest lands and other suitable natural vegetation areas to maintain the carbon sequestration capacity of such areas within the Riverside County.
c. Promote establishment of vegetated recreational uses, such as local and regional parks, that provide carbon sequestration potential in addition to opportunities for healthy recreation.
d. Promote urban forestry and reforestation, as feasible, to provide additional carbon sequestration potential.
e. Promote the voluntary preservation of farmlands for carbon sequestration purposes. In particular, protect important farmlands and open space from conversion and encroachment by urban uses. Also, seek to retain large parcels of agricultural lands to enhance the viability of local agriculture and prevent the encroachment of sprawl into rural areas.
f. Promote the voluntary preservation of areas of native vegetation that may contribute to biological carbon sequestration functions.
g. Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires. In particular, prevent unnecessary intrusion of people, vehicles and development into natural open space areas to lessen risk of wildfire from human activities.
Analysis: Consistent. Consistent with this policy added by GPA 960, (a) The project complies with the Coachella Valley MSHCP and conserves biota that provides carbon sequestration. The project will conserve 3,100 acres of desert habitat in a natural state, and will provide additional off-site acreage for conservation as compensatory mitigation for development within the project footprint. (b) The Specific Plan preserves 3,100 acres as open space within the subject property boundary to maintain the carbon sequestration capacity of natural vegetation in the area. (c-d) The Specific Plan provides a complete landscape plan, numerous parks and recreation areas that provide carbon sequestration potential in addition to opportunities for healthy recreation. (e) The Specific Plan does not contain farmlands for preservation for carbon sequestration purposes. The addition of this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
VIII. HEALTHY COMMUNITIES ELEMENT POLICY ANALYSIS

The following policies are from the Riverside County Healthy Communities Element, Chapter 10 of the General Plan.\(^{14}\)

**Countywide Land Uses**

**Policy HC 2.1**

Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by:

- Promoting the use of survey tools such as Health Impact Assessments, Development Application Health Checklist, or other tools the County of Riverside deems effective to evaluate the impacts of development on public health.
- Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.

**Analysis: Consistent.** The first component this policy is aimed at County compliance. The second component can be implemented within existing urbanized areas, but can also apply to large Specific Plans, such as Paradise Valley. The Paradise Valley Project provides for a centralized, compact planned development that meets many of the goals and policies of the Healthy Communities Element, such as walkable villages, a NEV transit system, a network of trails and parks, and mixed-use and commercial areas within walking distance of residences that provide opportunities for shopping, entertainment and jobs.

**Policy HC 2.2**

Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:

- Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use.
- Encouraging the development of neighborhood grocery stores that provide fresh produce.

**Analysis: Consistent.** The Specific Plan provides for multi-modal transportation. As described in Specific Plan Section 4, Integrated Multi-modal Mobility Plan, the project includes trails, sidewalks and other walkways, as well as a street network for vehicular transportation. These features also include complete street design and a direct shuttle system to the SunLine Transit hub in Indio to promote increased walking, cycling, and public transit. The new town of Paradise Valley new town is designed in a compact development pattern, where residents are provided with commercial uses, services and parks within relatively short distances. The Town Center Village, will serve as the overall core of the development, providing the largest mixed-use area. This land use pattern will allow for an arrangement of uses that would allow for neighborhood grocery stores. The exact uses and stores within each area cannot be known at this time.

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\(^{14}\) Riverside County, 2003 Riverside County General Plan, as Amended, Effective Date 12-9-14 (Includes 4th General Plan cycle of 2014), Accessed 2015: http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/1%20General%20Plan/Chapter%2010-Healthy%20Communities%20Adopted%20Final%20Clean.pdf
Community Development Land Uses

Policy HC 3.1

Where appropriate, require high-density, mixed-use development near existing and proposed high use transit centers.

Analysis: Consistent. The Specific Plan Land Use map places high-density and mixed-use development adjacent near conceptually located transit stops or park-and-ride lots. Villages are designed around mixed use and commercial cores, which would include NEV transit stops (shown as Transit Stop or Park and Ride Conceptual Locations on Specific Plan Exhibit 4-1, Circulation Plan).

Policy HC 3.2

Where appropriate, design communities with a balanced mix of uses that provide regional transportation facilities within walking distance.

Analysis: Consistent. The Specific Plan conceptually locates six transit stops or park-and-ride lots in each of the six Village core areas. The transit stop closest to the I-10 could serve as a regional transit stop, should regional transit be provided to the site. The project shuttle service to the SunLine Transit hub would be available from the community center, a central spot within the Specific Plan area. Additional stops could be provided as the plan area develops and ridership increases. Several conceptually located shuttle stops are shown on Specific Plan Exhibit 4-1, Circulation Plan.

Policy HC 3.3

Where appropriate, require pedestrian-oriented design that encourages the use of bicycles and walking as alternatives to driving and increases levels of physical activity.

Analysis: Consistent. A comprehensive roadway and trail system would provide mobility for pedestrians and bicycles, and other modes of transportation, such as the provision of a shuttle bus from the Paradise Valley Specific Plan Community Center to the SunLine Transit hub in Indio, within the community as alternatives to driving and to increase levels of physical activity, as described in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan. The new town of Paradise Valley is designed in a mix of land uses and compact development pattern, where residents are provided with commercial uses, services and parks within relatively short distances to promote walkability and connectivity within the community.

Policy HC 3.4

Provide for a range of housing options to accommodate a range of income levels and household types.

Analysis: Consistent. The neighborhood/building scale of Paradise Valley provides a broad range of residential housing types and densities (medium, medium high, high, very high, and highest density residential). Housing would accommodate a range of income levels. The Paradise Valley Specific Plan will provide 5 percent of the total dwelling units as housing affordable to lower- and moderate-income households, a total of 425 units, assuming that the project is built out to the maximum of 8,490 units. Of this total, 43 units of the Paradise Valley rental-housing component will be made available at rents affordable to very low-income households. It is the intent of the master developer to avoid concentration of affordable housing in any one location of Paradise Valley.
Open Space, Rural, Rural Community and Agriculture Land Uses

Policy HC 4.1

Promote healthy land use patterns by doing each of the following to the extent feasible:

a. Preserving rural open space areas, and scenic resources.
b. Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.
c. Developing incentives, such as transfer of development rights, clustered development, development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.

Analysis: Consistent. The analysis below is labeled to correspond to the three points in the policy:

a. The Specific Plan permanently would preserve approximately 3,100 acres, or 62.6 percent of the project site, as undisturbed Open Space-Conservation habitat, as well as several thousand acres of land off-site.
b. The Specific Plan prevents inappropriate development through laying out Community Design Guidelines that require the appropriate scale and massing of building heights and design for a comfortable and visually pleasing environment. In recognition of the environmental sensitivities of the area, the Specific Plan clusters the development footprint, creates natural edge treatments, preserves natural open space, and proposes a landscape palette and architectural styles consistent with the project’s desert context.
c. The Specific Plan clusters development into roughly 1,800-acre development footprint to preserve the economic value of the land while allowing the permanent preservation of approximately 3,100 acres of natural, undisturbed habitat within the contiguous project site.

Policy HC 4.2

Promote services that enable residents to meet their daily needs without driving. Such services may include: shopping shuttles to nearby retail districts, retail near residential, and mobile or virtual health clinics.

Analysis: Consistent. The Paradise Valley Land Use Plan places land use designations that allow higher densities proximate to the urban core. All residences would be within walking distance to the backbone roadway system, where the NEVs travel, and to sidewalks and trails, reducing the need to drive. Increased residential densities put the highest number of workers and residents within walking distance of retail, recreation and daily service destinations. In addition, a shuttle service is anticipated for Village 3, an age-qualified community.

Non-Motorized Transportation System

Policy HC 5.1

Identify non-motorized traffic safety issues and locations with a high degree of traffic incidents.
Analysis: Consistent. Given that the project site is undeveloped, there are no existing identified non-motorized traffic safety issues and locations with a high degree of traffic incidents. Traffic safety features proposed include dedicated NEV and bicycle lanes, speed limits, and reduced vehicular use.

Policy HC 5.3

When feasible, incorporate non-motorized safety features within road improvement projects.

Analysis: Consistent. The multi-modal transportation network of the Specific Plan incorporates safety features for non-motorized transportation including pedestrians, bicycles, scooters, and personal mobility devices. Safety features include dedicated bicycle/neighborhood electric vehicle lanes, a complete street design, low vehicle speeds, sidewalks, and street crossings.

Policy HC 5.4

Consider pedestrian safety and crime prevention measures in major transit centers and high pedestrian traffic generators such as schools, community centers, etc.

Analysis: Consistent. The Specific Plan promotes Crime Prevention Through Environmental Design (Paradise Valley Residential Design Guidelines, Section 8.4.5) with natural surveillance and natural access control to maximize visibility, or “eyes on the street,” and promote positive social interaction in Village core areas containing conceptually located transit centers and high pedestrian traffic generators such as schools and community centers.

Policy HC 5.5

When building sidewalks, ensure that they are sufficiently wide and clear of obstructions to facilitate pedestrian movement and access for the disabled.

Analysis: Consistent. Specific Plan Section 6, Conservation, Open Space and Landscape, requires that parks and trails be designed for ADA accessibility in accordance with state and County standards. All sidewalks and trails will be 5 feet in width, which is considered adequate in the County for accessibility. Specific designs will be established at the project-level review stage, and curb cuts and other features compliant with state and County ADA requirements will be provided. The maintenance responsibility for roadways and sidewalks may be provided by the local Homeowner’s Association, a County Service Area, Community Facilities district or similar mechanism, to be confirmed and approved by the County before project-level approvals, as described in Specific Plan Section 9.5, Financing and Maintenance.

Policy HC 5.6

Implement traffic-calming and traffic-slowing measures on roads with a high level of pedestrian and non-motorized vehicle activity.

Analysis: Consistent. The backbone roadways proposed by the Specific Plan would have posted speeds of 35 MPH or less to allow for the use of neighborhood electric vehicles. As such, the local collectors, Main Street, Town Center Boulevard, and local roads will allow for full neighborhood electric vehicle use.
**Multiple-Modal Transportation Network**

**Policy HC 6.1**

Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County of Riverside, including public transit.

**Analysis: Consistent.** While this policy is more directly aimed at public agencies, the proposed project incorporates features to improve access and provide multi-modal transportation options. The Specific Plan’s comprehensive roadway and trail system provides improved access to multi-modal transportation options for automobiles, pedestrians, bicycles, neighborhood electric vehicles and other modes of transportation within the plan’s boundaries. The Specific Plan conceptually locates transit stops or park-and-ride lots in each of the six Village cores, assuring wide distribution of access points to the NEV system. The Multi-Modal Mobility Plan aims to increase multi-modal transportation options, and features include complete street design, electric vehicle chargers and preferred parking for ZEV and LEV, telecommute infrastructure, and commercial employer trip reduction programs by employers with more than 100 employees, as specified in Specific Plan Section 4, Integrated Multi-Modal Mobility Plan and Section 3.4, Sustainable Conservation Development Strategies. In addition, the project applicant will provide shuttle services between the Paradise Valley Community Center and the SunLine Transit hub in Indio and to coordinate with regional transit authorities to include bus turnouts and other transit accommodations within the Paradise Valley Specific Plan. This will encourage the use of transit.

**Policy HC 6.2**

Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.

**Analysis: Consistent.** The Specific Plan conceptually locates transit stops or park-and-ride lots in each of the six Village cores to provide access to neighborhood-serving retail centers, community buildings and/or worship sites and/or civic buildings within short walking distance from neighborhoods. A neighborhood park and one or more conceptually located schools are located directly adjacent to Village core areas.

**Policy HC 6.3**

Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.

**Analysis: Consistent.** The Specific Plan conceptually locates transit stops or park-and-ride lots in each of the six Village cores so that public transit may provide access to residential areas.

**Policy HC 6.4**

Ensure that regional trail plans are implemented at the Area Plan and Specific Plan level.

**Analysis: Consistent.** Two designated and mapped Non-County trails fall within the SCE easements that cross the project site: 1) the east-west trending alignment adjacent to the I-10 freeway, and 2) the angled north-west to south-east trending alignment that runs through the main portion of the development footprint. The project will provide at least one point of access to each of these two trails to assure trail
continuity, however, neither of these trails traverse the development footprint. A third designated and mapped Non-County trail that BLM has mapped as an OHV trail falls just outside the project development footprint and would likely not connect directly within the project site, but would indirectly connect via the SCE easement. The specifications for connection to the Non-County trails would be determined on a Village Refinement Plan and implementing project-level. Further design will occur at the Village Refinement and implementing project stage.

**Policy HC 6.5**

Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.

**Analysis: Consistent.** The Specific Plan provides for a new community that will enhance the region’s economy and provide local jobs and housing for the growing population.

**Social Capital**

**Policy HC 8.1**

Promote development patterns and policies that:

- a. Reduce commute times.
- b. Encourage the improvement of vacant properties and the reinvestment in neighborhoods.
- c. Provide public space for people to congregate and interact socially.
- d. Foster safe and attractive environments.
- e. Encourage civic participation.

**Analysis: Consistent.** (a) The Specific Plan provides local jobs to reduce existing commute times out of the County and locates new jobs in close proximity to residential areas, including mixed use areas, to keep commute times minimal. Providing jobs on-site will reduce longer eternal commuter trips, which reduces VMT. The project would provide for sufficient non-residential job-generating uses to result in a ‘jobs provided’ to ‘jobs needed’ ratio that is consistent or better than the Coachella Valley average. (b) The development footprint provides improvements for roughly 1,800 acres of currently vacant property and provides local commercial land uses for reinvestment in neighborhoods. (c) Each of the six Village Cores contain public space with central gathering places for the residents to congregate, interact, and connect. (d) The Paradise Valley Specific Plan will promote safety by utilizing Crime Prevention Through Environmental Design (CPTED) which provides natural surveillance and natural access control. The Community Design Guidelines pay careful attention to building siting, connectivity, safety, and architectural integrity to promote an attractive community. (e) The Specific Plan promotes civic participation by including civic uses in the Town Center and as a possible element in each of the Village cores. In addition, a Community Services District, or similar entity, may be established that would be administered by a locally elected board of directors.

**Policy HC 8.2**

Support cohesive neighborhoods, especially with life-cycle housing opportunities.

**Analysis: Consistent.** The Specific Plan supports cohesive neighborhoods by clustering development around a Village core highlighted by modest groupings of elements such as a park or plaza, neighborhood serving commercial uses, a school and/or child care center, a worship facility and neighborhood clubhouse. This cluster of uses and services results in slightly higher density housing that will facilitate
neighborhood events, gatherings, and chance encounters. The Specific Plan provides life-cycle housing opportunities that range from affordable workforce housing to higher end single-family dwellings for families. Age-restrictions on the housing in Village 3 provide housing opportunities for seniors and retirees.

**Complete Communities**

**Policy HC 9.1**

Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents.

**Analysis: Consistent.** The Specific Plan provides higher densities that put residents within walking distance of retail, recreation and daily service destinations for them to meet basic daily needs for their health, safety, and welfare.

**Policy HC 9.2**

Require appropriate infrastructure, public facilities, and services.

**Analysis: Consistent.** The Specific Plan contains a comprehensive plan for appropriate infrastructure, public facilities, and utility services.

**Policy HC 9.3**

Require safe and appealing recreational opportunities.

**Analysis: Consistent.** The Specific Plan includes safe and appealing recreational opportunities by offering recreational amenities such as neighborhood parks, linear parks with par course stations, and trails that provide a range of both passive and active open space experiences.

**Policy HC 9.4**

Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.

**Analysis: Consistent.** The Specific Plan promotes Crime Prevention Through Environmental Design to improve safety and the perception of safety. This occurs through the requirement of adequate security lighting, the preservation of street visibility by discouraging low or overly dense landscaping, and the positioning of windows to oversee streets and alleys. Natural access control features limit opportunities for crime by differentiating between public and private space for the creation of defensible space.

**Policy HC 9.5**

Where appropriate, require neighborhood retail, service and public facilities within walking distance of residential areas.

**Analysis: Consistent.** The clustering and densities of the Specific Plan place residential areas within walking distance of retail, recreation, public facilities, and daily service destinations.
Parks, Trails and Open Space

Policy HC 10.1

Provide residents of all ages and income levels with convenient and safe opportunities for recreation and physical activities.

Analysis: Consistent. The Specific Plan provides safe and appealing recreational opportunities for residents of all ages and income levels such as conveniently-located neighborhood parks, linear parks with par course stations, and trails that provide a range of both passive and active open space experiences.

Policy HC 10.2

Increase access to open space resources by:

a. Supporting a diversity of passive and active open spaces throughout the County of Riverside.
b. Facilitating the location of additional transportation routes to existing recreational facilities.
c. Locating parks in close proximity to homes and offices.
d. Requiring that development of parks, trails, and open space facilities occur concurrently with other area development.

Analysis: Consistent. (a) The Specific Plan provides a diverse range of both passive and active open space recreational opportunities. (b) Recreational facilities are located such that they are accessible from a variety of transportation routes such as neighborhood trails, roadways, the linear park, and the perimeter trail. (c) The Specific Plan locates parks within close walking distance to homes and offices. (d) The Specific Plan requires that the development of parks, trails, and open space facilities occur concurrently with the buildout of each phase.

Policy HC 10.4

Encourage the construction of new parks and open spaces.

Analysis: Consistent. The Specific Plan encourages the construction of safe and appealing new neighborhood parks, linear parks with par course stations and trails, and open spaces.

Policy HC 10.5

Incorporate design features in the multi-use open space network that reflect the sense of place and unique characteristics of the community.

Analysis: Consistent. The Specific Plan’s conceptual monuments are designed to create a sense of arrival and present a unified community identity in harmony with its desert context. Each Village core will be planned and programmed to establish the character and identifiable elements of each village, with central gathering places for the residents to interact and connect. Each Village core will have a unique focus and scale such as retail and service, health and wellness, education or cultural and civic.
Policy HC 10.6

Address both actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and defensible space.

Analysis: Consistent. The Specific Plan promotes Crime Prevention Through Environmental Design to improve safety and the perception of safety by requiring adequate security lighting, preserving street visibility by discouraging low or overly dense landscaping, and positing windows to look out on streets and alleyways. Natural access control features limit the opportunity for crime by differentiating between public and private space for the creation of defensible space.

Policy HC 10.7

When planning communities, encourage the location of parks near other community facilities such as schools, senior centers, recreation centers, etc.

Analysis: Consistent. The Specific Plan locates neighborhood parks near community facilities such as schools and recreation areas. Village 3 provides age-restricted housing with neighborhood parks in close proximity, while age-targeted units for active adults will be distributed throughout the project in various other non-age-restricted residential planning areas.

Policy HC 10.8

Encourage joint-use agreements with school districts that allow school properties to be used during non-school hours.

Analysis: Consistent. The Specific Plan provides space for four (4) Coachella Valley Unified School District schools that could be used during non-school hours subject to a joint-use agreement.

Policy HC 10.9

When feasible, coordinate with public entities to allow easements to be used as parks and trails.

Analysis: Consistent. The Specific Plan project will not interfere with the use of easements as parks and trails. The project will provide at least one point of connection to the existing designated and mapped Non-County trails that traverse the SCE easements through the project site: 1) the east-west trending alignment adjacent to the I-10 freeway, and 2) the angled north-west to south-east trending alignment that runs through the main portion of the development footprint.

Schools, Recreational Centers and Day Care Centers

Policy HC 13.1

Encourage development of recreational centers to serve all phases of life (e.g. children, families, and senior citizens).

Analysis: Consistent. The Specific Plan includes recreational centers within Village cores designed to serve all phases of life including children, families, and senior citizens.
Policy HC 13.2

Encourage the location of recreational centers in areas not subject to environmental hazards and in areas where they are easily accessible by public transportation.

**Analysis: Consistent.** The Specific Plan locates recreational centers in Village core areas that are not subject to environmental hazards and are conceptually located near public transit or park and ride lots.

**Environmental Health**

Policy HC 14.1

When feasible, avoid siting homes and other sensitive receptors near known or anticipated sources of air pollution.

**Analysis: Consistent.** The Specific Plan is in a remote location that avoids siting homes and sensitive receptors near known or anticipated sources of air pollution.

Policy HC 14.2

When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.

**Analysis: Consistent.** The land uses proposed by Specific Plan would not locate new sources of air pollution near homes and other sensitive receptors.

Policy HC 14.3

When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.

**Analysis: Consistent.** The Specific Plan requires that storm drain infrastructure including water quality basins and water storage reservoirs be designed and constructed in accordance with all CVWD standards and requirements for the temporary storage of water to minimize the harborage of vectors such as mosquitoes.
IX. EASTERN COACHELLA VALLEY AREA PLAN (ECVAP) POLICY ANALYSIS

The following policies are from Riverside County’s Eastern Coachella Valley Area Plan, an element of the General Plan.\textsuperscript{15}

**ECVAP Planned Communities**

**Policy ECVAP 2.3**

The General Plan Vision and Principles recognize that the new towns and planned self-sustaining communities will play a role in the growth and development of Riverside County. These development proposals will require rigorous reviews to ensure compatibility with surroundings, consistency with environmental policies, a full range of public services, and fiscal stability.

Lands adjacent to *Interstate* 10 freeway, from the easterly edge of the Coachella Valley to the Chiriaco Summit, also known as the Shavers Valley, offer unique opportunities for self-sustaining development provided that such development is limited and can provide for a full complement of infrastructure and services. Clearly the availability and assurance of a long term and reliable water supply will be the pivotal issue for development in this area. Proposed planned communities in this area are not subject to the eight-year limit placed on and other procedural requirements applicable to Foundation Component amendments as described in the Administrative Element provided above, provided that:

a. Planned community proposals may have urban characteristics with thematic elements (i.e., golf, equestrian opportunities, etc.), but also will have a rigid and permanent urban boundary.

b. The plan must include a comprehensive water service program that addresses the long-term requirements of the project, conservation, and reliability.

c. The proposed community must be located within a district that provides water and sewer services or a water and sewer district has agreed to annex and serve the project; and there is an agreement that such services will not be expanded beyond the limits of the proposed community.

d. The proposed community must provide for all relevant public facilities and services, including public protection, road maintenance, library services, education facilities, and waste disposal; and, it must be demonstrated that such service can be efficiently delivered within the proposed community.

e. The proposed community must provide a full range of parks and if necessary, parks large enough to accommodate organized sports activities.

f. The proposed community must be consistent with, and advance the goals of, the *Riverside County Housing Element* and provide for a range of housing opportunities including low and moderate-income housing.

g. At least 50% of the proposed community must be devoted to open space and recreation.

h. The proposed community must be compatible with the achievement of the goals of the Coachella Valley Multiple Species Habitat Conservation Plan, as determined by the County of Riverside in consultation with the Coachella Valley Association of Governments, the California Department of Fish and *Wildlife Game*, and the United States Fish and Wildlife Service, if this habitat conservation plan has been adopted by the County.

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i. The plan must be based on "new urbanism" principles, and include elements that facilitate internal transit programs and encourage pedestrian mobility.

j. The plan, to the extent feasible, must contain provisions for the use of innovative and state-of-the-art technology to reduce energy and resource consumption.

**Analysis: Consistent.** ECVAP Policy 2.3 is the defining policy in the County General Plan documents that establishes requirements for new town development in Shavers Valley. The proposed project is fully described in the Paradise Valley Specific Plan, a roughly 5,000 acre property, where approximately 3,100 acres that include Pinkham Wash have been set aside as open space conservation area, and about 1,800 acres are proposed for the footprint. The Plan outlines the design, guidelines and requirements for a mixed use, self-sustaining, new town with limited boundaries, presenting a full complement of infrastructure and services designed to comply with ECVAP Policy 2.3. The funding of public service facilities, which establishes the project as a “self-sustaining development” providing “a full complement of infrastructure and services” is discussed in Specific Plan Section 9.5.2, Community Facilities Funding and Maintenance, which provides a range of funding mechanisms that may be utilized to assure successful maintenance of project facilities and systems. A Fiscal Impact Analysis, which demonstrates that the provision of services is fiscally feasible, has been prepared and provided to the County. The following analysis evaluates the project’s consistency with each of the lettered components provisions “a” through “j”, of the policy.


The Paradise Valley new town will consist of six villages, each with recognizable thematic characteristics, as demonstrated in the Specific Plan standards and guidelines for each village (Specific Plan Section 2, Land Use Plan and Development Standards, and Section 8, Community Design Guidelines). Being surrounded by open space conservation area, the development footprint has rigid, permanent boundaries. Edge conditions, described in EIR Section 2.0, Project Description, assure a definite demarcation and barring of access to the surrounding conservation area. The project will provide at least one point of connection to the existing designated and mapped Non-County trails that traverse the SCE easements through the project site: 1) the east-west trending alignment adjacent to the I-10 freeway, and 2) the angled north-west to south-east trending alignment that runs through the main portion of the development footprint. However, no new connections to the surrounding natural area will be provided. The County must review and approve these plans, established in more detail at the Village Refinement or implementing project stage, and determine if the Coachella Valley Conservation Commission (CVCC, which governs the CVMSHCP) would need to review and approve any access granted into the surrounding natural area during the project implementing stage. However, the trail connections would be rural and include no urban characteristics, land uses or buildings, and therefore would not pose an inconsistency with the provision of rigid and permanent urban boundaries. Also, because the ECVAP new town policy includes a requirement that new towns have rigid and permanent boundaries and that the new towns provide needed services on-site that are only sufficient to serve the new town, the project would not result in the alteration of planned land uses outside its boundaries.

Also, because the ECVAP new town policy includes a requirement that new towns have rigid and permanent boundaries and that the new towns provide needed services on-site that are only sufficient to serve the new town, the project would not result in the alteration of planned land uses outside its boundaries.


As discussed in EIR Section 4.21, Utilities and Services - Water, which relies upon the Paradise Valley Specific Plan Water Supply Assessment (Appendix O-1), the proposed project has available, sufficient, long-term, reliable water to...
service the project. Wastewater from the project will be transported by gravity flow sewer and pump(s) to an on-site wastewater treatment plant, which will provide tertiary-level treated water for re-use on the site as a water conservation measure. A system of recycled water distribution piping will provide the recycled water to areas of use within the development footprint. The Paradise Valley project is proposed for annexation into the CVWD. Once annexed, all water, recycled water, and sewer infrastructure built by the project will be maintained by the CVWD. The groundwater basin below the site has sufficient capacity to accommodate water storage when helpful for addressing supply and demand fluctuations, as evaluated in the Paradise Valley Groundwater Banking Study (see EIR Section 4.9, Hydrology and Water Quality, and Appendix I). Storage and use of groundwater will be governed by a Groundwater Management Plan to be prepared, which will prescribe monitoring administration of the water balance on a permanent basis.

d. Efficiently Provide all Relevant Public Facilities and Services (including public protection, road maintenance, library services, education facilities, and waste disposal). Consistent. Public facilities and services are to be provided within the project to serve the Paradise Valley community. The provision of public services and utilities is evaluated in EIR Sections 4.14 through 4.23, which address the following topics: fire, sheriff, schools, libraries, medical service, parks and recreation, transportation, water, sewer, and solid waste. Section 4.24 addresses energy conservation and the provision of energy infrastructure. This EIR programmaticaly evaluates the need for public services, and sets trigger points for the provision of the new facilities. As the plan area builds out through implementation, County review, including later CEQA review as needed, will assure that the services and facilities are offered, implemented, located, and timed. Section 9.5 of the Specific Plan provides a discussion of the infrastructure, public facilities, and amenities required for the project, and potential funding mechanisms for their construction and maintenance are identified in Specific Plan Table 9.1 and 9.2, respectively.

e. Provide Full Range of Parks (and if Necessary a Large Park With an Organized Sports Field). Consistent. Within the development footprint, the proposed project provides numerous types and sizes of parks, including some large enough for an organized sports field. A visual overview of Paradise Valley’s proposed parks and recreational areas is provided in Specific Plan Exhibit 6-1, Parks and Open Space Plan. As shown, the parks are to be distributed throughout the Specific Plan, and are to be provided within each village and phase of development. The range of park types, are depicted in the following Specific Plan Exhibits and in the accompanying Specific Plan guidelines for each park type: Exhibit 6-2, Neighborhood Park Concepts, Specific Plan 6-3, Paradise Valley Linear Park, Specific Plan 6-4, Community Trails, Specific Plan 6-5 Perimeter Trail. Specific Plan Table 6-1 summarizes the type and acreage of parks and recreational areas by village. Edge conditions also provide trails and desert-compatible landscaped open space. Edge conditions are described in EIR Chapter 2.0, Project Description, and in Specific Plan Exhibits 6-6 through 6-11.

Active sports fields are planned for the park in Village 5 core. One or more conceptually located school may be located adjacent to the core, and will help form a family oriented village with the sports fields, playgrounds, picnic areas and a large gathering area suitable for community events. Internal trails are planned to connect the core to all village neighborhoods, and an enhanced loop collector road will create further connectivity to neighborhoods, parks and special features. Village 5 is located in the southeast portion of Paradise Valley and has the advantage of direct access through collector roads, local roads and trails to the adjacent Town Center Core and the full component of services that are to be developed in an earlier phase of Specific Plan buildout. In recognition of the conservation values and goals of the CVMSHCP, project recreational facilities are limited to areas within the development footprint of the project site.
f. Provide a Range of Housing Opportunities, Including Low-Moderate Income Housing, Consistent with County Housing Element Goals. Consistent. The project as a whole is intended to serve a diverse mix of residents: one third traditional homes, one third age restricted and one third second homes. A diverse mix of residential land use densities is included, from Medium Density to Highest Density Residential and Mixed Use. “Social Equity” is a concept promoted in the Specific Plan Section 3, Sustainability Strategies – A Livable and Healthy Community Program Roadmap. The project is intended to provide for three housing demand sectors: one third of the total residential development will be targeted to full time families and individuals, one third to part-time families and individuals, and one third to couples or singles with at least one family member who is age fifty-five years or older. The plan will provide 5 percent of the total dwelling units as affordable to lower- and moderate-income households, or a total of 425 units, assuming the project is built out to the maximum of 8,490 units. The Specific Plan’s consistency with the policies of the County Housing Element is provided above in Section VI, Housing Element Policy Analysis. As demonstrated in the analysis, the proposed project is consistent with the Housing Element policies. As discussed, the project is consistent with relevant housing element policies.

g. Devote at Least 50 Percent of the Community to Open Space and Recreation. Consistent. Considering that approximately 3,100 acres of the approximately 5,000-acre site will be set aside as open space conservation land, more than half (over 60 percent) of the project site would be preserved as open space. The open space areas will include hillsides, arroyos, riparian areas in Pinkham Wash, and other natural features. See the introductory analysis of ECVAP Policy 2.3 (above “a”) and the consistency analysis for “e,” above, regarding open space for parks and recreation within the development footprint. In recognition of the conservation values and goals of the CVMSHCP, project recreational facilities are limited to areas within the development footprint of the project site.

h. Provide Compatibility with the CVMSHCP. Consistent. The EIR provides a CVMSHCP consistency analysis in Section 4.4, Biological Resources, which demonstrates programmatic compliance with the CVMSHCP. The Specific Plan provides approximately 3,100 acres of land outside the development footprint to be retained in permanent natural open space and conservation habitat, compliant with CVMSHCP. The Specific Plan clusters development onto approximately 1,800 acres of the 5,000-acre site, avoiding impacts to the maximum extent possible within a majority of the project site. Direct impacts to Pinkham Wash, the largest drainage traversing the project site, will be avoided and/or reduced, as the project will remain out of the main bed and bank areas of the wash. Corridors under the I-10 freeway would not be reduced, and the primary wildlife corridors in the area lie to the east and west of the proposed project site, rather than through the development footprint, where the natural environment will be modified. The project site includes riparian habitat (dry desert washes) and other sensitive natural communities identified in the CVMSHCP and by the CDFW and USFWS, portions of which would be modified by project development. While the drainages that run through the site will include flood protection features and will therefore be narrowed, these drainages will continue to follow the general location of the existing drainages. Mitigation measures for impacts to habitat resources identified for focal and other species are spelled out in the CVMSHCP and require avoidance or replacement at specified ratios, as addressed in the biological resources analysis section of the EIR. The project will impart acreage for conservation beyond the supplied on-site conservation acreage. This is consistent with the CVMSHCP and conserves a variety of habitat types, as addressed in Section 4.4, Biological Resources. Changes to this policy due to GPA 960 are minor textual updates that would not affect the project’s consistency with the General Plan.

i. Base the New Plan on “New Urbanism” Principles, Including Elements that Facilitate Internal Transit Programs and Pedestrian Mobility. Consistent. The proposed project is a mixed-use development that provides public services, open space and recreational resources, and shopping and work
opportunities within close proximity. The Land Use Plan provides residential development in six villages, each with commercial and recreational amenities within walking distance. Each village has an urban core and is linked by a roadway and trail system. The roadway system will be traveled by NEVs providing internal transit. The backbone roadway system and potential transit stops or Park and Ride conceptual locations are shown in Specific Plan Exhibit 4-1, Circulation Plan. Paradise Valley’s proposed parks and recreational areas are provided in Specific Plan Exhibit 6-1, Parks and Open Space Plan, which includes trails linking residential neighborhoods to commercial, mixed use and recreational areas, schools and other public facilities via a trail system. The Village cores provide for a central focus of activity in each village, with the core in Village One being the Town Center and largest concentration and gathering point for commercial and community events. As stated in the Specific Plan (Section 2.1), “A small community farm and Farmer’s Market are envisioned to help anchor the Main Street and serve as a gathering place for people watching, fairs, festivals and open air markets. Cultural and civic facilities are anticipated to be strategically located within or adjacent to the Town Center core to provide visual focal points and gathering areas.” Specific Plan Section 3, Sustainability Strategies – a Livable and Healthy Community Roadmap contains core policies and themes of the plan that provide for a more sustainable with health benefits for residents and visitors. The project design and plan policies were conceived in compliance with the state Global Warming Solutions Act of 2006 (AB 32) and the Sustainable Communities and Climate Protection Act of 2008 (SB 375). An efficient arrangement of land uses, a mix of land uses and housing types, and a plan for multi-modal transportation (see also Specific Plan Section 4, Integrated Multi-modal Mobility Plan) provide for walkability and connectivity for a more healthy population and more vibrant community activity.

Section 3 of the Specific Plan also outlines the sustainability goals and objectives with regard to conservation and natural systems: climate and energy, sustainable economics, strategic partnerships, energy efficiency, water conservation and reduced waste stream, health and safety, education/arts/culture, and technological innovation. It establishes three pillars of sustainability: environmental responsibility, social equity, and economic health. The section provides a framework guiding development of the Specific Plan, and for later development of the Village Refinement Plans and implementing projects.

j. Provide for the Use of Innovative and State-of-the-art Technology to Reduce Energy and Resource Consumption. Consistent. As noted in the consistency analysis of ECVAP Policy 2.3.i., Specific Plan Section 3, Sustainability Strategies – a Livable and Healthy Community Roadmap provides goals and policies that form a framework guiding development with the Specific Plan boundaries. The section and the Specific Plan focus on energy conservation and conservation of resources. The development as a whole is contained, limited and centralized around public facilities and urban centers (cores). An efficient multi-modal transportation plan is incorporated into the design (Specific Plan Section 4). Technological innovation is a focus of the plan, calling for the County and developers to embrace innovation, technological advancements and evolving sustainability practices in development. The plan identifies environmental responsibility as one of the three pillars of the sustainability plan, stating, “The goal is to design a community that clearly embraces its desert context and bioregional climate harmoniously. After all, the desert environment is a primary reason why people will move here; to live in the splendor of the open desert while still being ‘connected’ to the region. The desert context will be reflected in the patterns, colors and plant palette of the community.” Water resources are to be conserved through an innovative groundwater management program and the use of recycled water. The desert landscape is to be preserved with the conservation of approximately 3,100 acres of the site, and with a desert compatible landscape palette.
ECVAP Land Use Policies - Lighting

Policy ECVAP 4.1

Require the inclusion of outdoor lighting features that would minimize the effects on the nighttime sky and wildlife habitat areas.

Analysis: Consistent to the Extent Feasible. The proposed Specific Plan project would add light sources from new town development that do not currently exist on site. The site currently has limited light sources, with some light being generated from the I-10 freeway and the Sempra facility. The Specific Plan contains dark sky lighting guidelines (Section 7.4) to reduce the development’s potential light emissions substantially below traditional urban and suburban development. These include such guidelines as requiring, 1) building-related exterior lighting to comply with Title 24 Part 6, which includes wall packs, landscape lighting, parking garages/surface lots connected to buildings and building related pathways; 2) shielded and downward focused outdoor lighting from solid state fixtures/standards with full cut-off optics; 3) no skyward focused lighting or unacceptable light trespass; and 4) use of appropriate lighting spectrum/correlated color temperature (CCT) to minimize circadian disruption and visual glare at night. Lighting along the perimeter of the development is designed to reduce impacts to the surrounding open space conservation habitat area, to avoid and reduce wildlife impacts. Edge conditions are described in Specific Plan Section 6.4.3. For the full list of requirements, see Section 7.4 of the Specific Plan. Although the proposed project will substantially increase lighting at the site compared to existing conditions, the Specific Plan requires substantial reduction of potential impacts through its dark skies provisions and by limiting the extent of development footprint to approximately 1,800 acres of the approximately 5,000 acre site.

ECVAP Land Use Policies – Industrial Uses

Policy ECVAP 8.3

Discourage industrial uses which use large quantities of water in manufacturing or cooling processes and result in subsequent effluent discharges.

Analysis: Consistent. The proposed project includes a light industrial area within Planning Area 1-9, but does not allow heavy industrial uses, as these might use large quantities of water in manufacturing or cooling processes and result in subsequent effluent discharges. Nevertheless, industrial water usage would be subject to NPDES requirements and would be subject to CVWD drought time water conservation measures when they are in effect.

Policy ECVAP 8.4

Discourage industrial uses which produce significant quantities of toxic emissions into the air.

Analysis: Consistent. As noted above (response to Policy ECVAP 8.3), the proposed project includes a light industrial area but does not allow heavy industrial uses which might produce significant quantities of toxic air emissions. Nevertheless, industrial emissions where they may occur, are subject to the regulations of the South Coast Air Quality Management District.
ECVAP Land Use Policies – Watershed/Water Supply

Policy ECVAP 9.1

Conserve and protect watersheds and water supply through adherence to policies contained in the Open Space, Habitat and Natural Resource Preservation and Land Use Designation Policies sections found in the General Plan Land Use Element, and the Water Resources section of the General Plan Multipurpose Open Space Element.

Analysis: Consistent. Relevant policies in the Land Use Element and Multipurpose Open Space Element are provided in this policy analysis Appendix. No project conflicts with policies were found. Development within the Specific Plan boundaries must comply with the requirements of the CVMSHCP (see EIR Section 4.4, Biological Resources) and provide open space and recreational features on site in compliance with the Quimby Act and the Specific Plan (see EIR Section 4.19, Parks and Recreation). No inconsistencies are anticipated. Watershed impacts have been reduced by reducing the footprint of the development area, maintaining the bed and bank of Pinkham Wash in a natural condition, and planning for stormwater runoff from the site to be maintained at pre-project levels (see EIR Section 4.9, Hydrology and Water Quality). Water supply impacts are reduced by numerous water conservation features of the Specific Plan, including a drought tolerant plant palette, use of recycled water, and groundwater banking (see EIR Section 4.21, Utility and Service Systems – Water).

ECVAP Land Use Policies – Signage

Policy ECVAP 10.1

Adhere to the Advertising Regulations of the County of Riverside Land Use Ordinance, Section 19, regarding outdoor advertising for all development within the Eastern Coachella Valley.

Analysis: Consistent. The Specific Plan does not provide guidelines that conflict with County standards for outdoor lighting. All development proposed within the Specific Plan boundaries will be reviewed by the County for compliance with the sign provisions of the Land Use Ordinance.

Policy ECVAP 10.2

Prohibit the placement of billboards within the Eastern Coachella Valley.

Analysis: Consistent. No billboards will be permitted within Paradise Valley. All development proposed within the Specific Plan boundaries will be reviewed by the County for compliance with the sign provisions of the Land Use Ordinance.

ECVAP Land Use Policies – Vehicular Circulation System

Policy ECVAP 11.1

Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the functional classifications and standards in the System Design, Construction and Maintenance section of the General Plan Circulation Element.

Analysis: Substantially Consistent. See evaluation of project consistency with Policy C 3.1. Roadways within the project would be designed and constructed to be substantially consistent with the
Riverside County Road Improvement Standards. Some slight adjustments to the typical street section (cross-section, or profile) have been provided (see Specific Plan Section 4, Integrated Multi-modal Mobility Plan), such as adjustments to the lane or parkway planting widths, as specified in the detailed list in the analysis of Policy 3.1. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy ECVAP 11.2 12.2**

Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

**Analysis: Consistent to the Extent Feasible.** The circulation network for the proposed project is designed to maintain acceptable Levels of Service. The project traffic analysis demonstrates that there would be off-site impacts that are significant and unavoidable. Although fee programs would provide a vehicle to reduce project impacts to a less than significant level, many of the impact locations are outside County jurisdiction and full implementation cannot be guaranteed. Therefore, as discussed in Section 4.20, Transportation and Traffic, impacts are determined to be significant and unavoidable. Where determined necessary by the County, additional traffic studies may be provided for implementing projects. Further mitigation may be available at that time. Currently reported impacts are conservative. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy ECVAP 11.3 12.3**

Separate vehicular traffic from pedestrian and equestrian traffic in order to avoid potential hazards and where traffic volumes justify the costs.

**Analysis: Consistent.** The Specific Plan provides a pedestrian circulation and trail plan, to encourage walking for recreation as well as to reduce vehicular trips where possible. The Specific Plan includes design standards to ensure safe separation of pedestrian and vehicular traffic. Traffic speeds within Paradise Valley will be posted and limited to 35 mph on the main backbone roadway system; lower speed limits will be posted for internal circulation roadways. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**ECVAP Circulation Policies – Trails and Bikeways**

**Policy ECVAP 13.4 14.1**

Implement the Trails and Bikeway System, Figure 9, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

**Analysis: Consistent.** The Specific Plan provides for multi-modal forms of transportation, including roadways, trails, and an NEV system for internal public transit in an effort to reduce vehicle miles traveled within the development and to effectively create a vibrant, mixed use urban/suburban environment where residents may use alternative travel modes. The systems will be interconnected to maximize multi-modal trip opportunities. The NEV network is planned for the backbone roadway system. The system of bikeways and trails will also reach this roadway system at key connection points. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Policy **ECVAP 13.2 14.2**

At signalized intersections, special equestrian push buttons (located at heights usable by persons riding on horseback) will be considered and installed where appropriate. Priority shall be given to those signalized intersections identified as trail crossings.

**Analysis: Consistent.** The proposed project will not include equestrian properties. Therefore, special equestrian push buttons will not be required. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy **ECVAP 13.3 14.3**

As resources permit, consideration should be given to the placement of signs along those public rights-of-way identified as regional or community trail alignments alerting motorists to the possible presence of equestrian, bicycle and pedestrian (i.e., non-motorized) traffic.

**Analysis: Consistent.** The Specific Plan encourages directional signs to facilitate way-finding to community features, such as trails. Detailed signage requirements may be provided in Village Refinement Plans. Where no specifications are included, the standard County Sign Ordinance requirements would apply. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**ECVAP Circulation Policies – Scenic Highways**

Policy **ECVAP 14.1 15.1**

Protect the scenic highways in the Eastern Coachella Valley from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

**Analysis: Consistent to the Extent Feasible.** There are no designated scenic highways or scenic vistas in the project vicinity. However, the project development footprint straddles the I-10, which the County has a designated a County-eligible scenic highway. Numerous design features would reduce project visual impacts. The Specific Plan includes many design features to provide an aesthetically well designed project, including a paint and landscape palette, architectural and signage guidelines, set backs and edge conditions, a fencing and wall plan and regulations and guidelines on building massing. Given the size of the project, the visibility of the site from a number of surrounding roadways, including from portions of the I-10 freeway, and the degree of change from existing conditions, the analysis finds the project’s visual impacts significant and unavoidable. However, the project will not impact the more distant views of natural hillsides and mountain ranges beyond the site, which are substantial resources viewed from the I-10 freeway. A complete discussion of the project’s aesthetic impacts is provided in Section 4.1, Aesthetics. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**ECVAP Open Space - Habitat Conservation/CVMSHCP**

Policy **ECVAP 15.1 16.1**

Protect visual and biological resources in the Eastern Coachella Valley Area Plan through adherence to General Plan policies found in the Fish and Wildlife Habitat Preservation section of the Multipurpose
Open Space Element, as well as policies contained in the Coachella Valley Multiple Species Habitat Conservation Plan, upon its adoption.

**Analysis: Consistent.** As discussed in the project consistency analysis for Policy ECVAP 2.3.h, the EIR provides a CVMSHCP consistency analysis in Section 4.4, Biological Resources, which demonstrates programmatic compliance with the CVMSHCP. Plan consistency with relevant Multipurpose Open Space Element policies are evaluated in this Appendix (see III. Multipurpose Open Space Element Policy Analysis), and no inconsistencies were found. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**ECVAP Hazard – Flooding**

**Policy ECVAP 17.1 18.1**

Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.

**Analysis: Consistent.** The issues of potential flooding and flood control are addressed in EIR Section 4.9, Hydrology and Water Quality. This analysis is supported by several hydrologic, hydraulic, and groundwater balance reports provided by appropriately qualified project engineers. These reports are subject to review and approval by the County, as part of the review process for the Specific Plan and EIR. The project flood control / drainage plans, which are provided at a programmatic level for Specific Plan review, demonstrate that CVWD-compliant flood control can be provided for the project. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy ECVAP 17.2 18.2**

Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of the Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.

**Analysis: Consistent.** The Specific Play flood control / stormwater conveyance system has been designed in alignment with CVWD and County flood control requirements. Implementing projects will be reviewed for compliance during the implementing project review. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

**Policy ECVAP 17.3 18.3**

Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Coachella Valley Water District for review.

**Analysis: Consistent.** As noted above (response to Policy ECVAP 18.2), the Specific Play flood control / stormwater conveyance system has been designed consistent with CVWD and County flood control requirements and will be reviewed as part of the project review process. Similarly, implementing projects will be reviewed for compliance during the implementing project review process. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
ECVAP Hazard - Wildland and Fire Hazard

Policy ECVAP 18.1 19.1

Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

Analysis: Consistent. The proposed Specific Plan is located within a moderate fire zone, as discussed in EIR Section 4.14, Public Services – Fire Services. Project features, such as a Fire Station would be opened with an initial level of service at the start of construction. A 2.5-acre site for a new Fire Station is conceptually located within Village 1, the Town Center. Fire services and emergency medical/paramedic services will be provided by the Riverside County Fire Department. A fire station with 1 staffed, 3-person paramedic fire engine will be provided prior to the first certificate of occupancy, with the precise size and location to be determined based on coordination with the Riverside County Fire Department. A squad or second fire engine may be required prior to build out. Building new fire facilities would be constructed as an integral (though small) component of the overall project, and the physical changes to the environment as a result of these facilities are conservatively determined to have likewise significant and unavoidable construction and operation impacts, based on their contribution to these overall project impacts. However, the proposed project would still be consistent with the policy, as the creation of a new fire station would aim to protect life and property from wildfire hazards. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

ECVAP Hazard – Seismic

Policy ECVAP 19.4 20.1

Protect life and property from seismic-related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

Analysis: Consistent. As evaluated in this Land Use Consistency Analysis Appendix, the Specific Plan is consistent with applicable policies of the Seismic Hazards section of the General Plan Safety Element. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

ECVAP Hazard - Slopes

Policy ECVAP 20.4 21.1

Protect life and property through adherence to the Hillside Development and Slope section of the General Plan Land Use Element and the Slope and Soil Instability Hazards section of the General Plan Safety Element.

Analysis: Consistent. As evaluated in this Land Use Consistency Analysis Appendix, the Specific Plan is consistent with applicable policies in the Hillside Development and Slope section of the General Plan Land Use Element and the Slope and Soil Instability Hazards section of the General Plan Safety Element. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
Local Hazard - Wind Erosion and Blowsand

Policy ECVAP 20.2 22.1

Minimize damage from and exposure to wind erosion and blowsand through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element.

Analysis: Consistent. Neither Riverside County hazards mapping nor the project’s geotechnical investigation (discussed in EIR Section 4.6, Geology and Soils and provided in EIR Appendix F) identify wind erosion or blowsand as substantive concerns for the site in particular. However, general erosion control and construction best management practices are recommended and provided for the project in EIR Section 4.6 to reduce general erosion concerns during construction. In addition to best management practices during construction, the project landscaping requirements identified in the Specific Plan will assure that soils are stabilized and not subject to excessive erosion after construction. Impacts would be less than significant after mitigation. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy ECVAP 21.2-22.2

Require protection of soil in areas subject to wind erosion or blowsand. Mitigation measures that may be required include, but are not limited to, windbreaks, walls, fences, vegetative groundcover, rock, other stabilizing materials, and installation of an irrigation system or provision of other means of irrigation.

Analysis: Consistent. As noted in the consistency analysis for Policy ECVAP 21.1, wind erosion impacts would be less than significant after mitigation. Implementing projects proposed within the Specific Plan boundaries will require geology reporting, which will include project-specific measures to avoid erosion. The mitigation measure in this program EIR (GEO-5) requires adherence to the specifications of the Specific Plan geotechnical investigation and to any refinements to the recommendations posed by implementing project geology investigations. MM GEO-5 recommends the use of plantings, possible hydro-seeding, jute mat, geo-textile fabrics and/or soil stabilizers, or other stabilization measures to be implemented on bare slopes as soon as practical following grading. Project landscaping requirements identified in the Specific Plan will assure that soils are stabilized and not subject to excessive erosion after construction. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.

Policy ECVAP 21.3-22.3

Control dust through the policies of the Particulate Matter section of the General Plan Air Quality Element.

Analysis: Consistent. See the evaluation of Policy ECVAP 21.2, as well as EIR Section 4.3, Air Quality and the analysis of General Plan Air Quality Element Policies in Section VII of this Appendix. Adherence to SCAQMD dust control measures is required. Erosion avoidance measures provided in EIR Section 4.6, Geology and Soils, will also assist in the reduction of particulate matter during construction. Changes to this policy due to GPA 960 would not affect the project’s consistency with the General Plan.
APPENDIX J-1: LAND USE POLICY CONSISTENCY ANALYSIS

RIVERSIDE COUNTY LAFCO

I. LAFCO POLICY ANALYSIS

The following analysis evaluates project consistency with the relevant goals, objectives and policies presented in the Riverside County Local Formation Commission’s, LAFCO Policies and Procedures document dated August 26, 2004.

RCLAFCO Goal No. 2

Enhance service provision through local government structure

**Analysis: Consistent.** Goal No. 2 is expressed through Objectives 1 and 2 and supporting policies, below. Based on the analysis of objectives and policies below, the proposed project would be consistent with Goal No. 2.

RCLAFCO Objective No. 1

Encourage orderly formation and development of agencies by shaping local agency boundaries.

**Analysis: Consistent.** The proposed Paradise Specific Plan has been developed in accordance with state and County requirements for Specific Plans, and in accordance with the County’s ECVAP Policy 2.3, which acknowledges the unique opportunities for self sustaining development which are offered in the Shavers Valley area. ECVAP Policy 2.3 requires that the Specific Plan for any new town in Shaver’s Valley be self-sustaining with firm boundaries, among other requirements (see Table 4.10-5, Project Consistency with ECVAP Policy 2.3, above). As such, the project’s boundaries are distinct and the town is self-contained master-planned community. The project’s utility/service infrastructure has been designed on a programmatic level, assuring adequate service (including how to phase the project to provide service to the earlier-developed project areas, prior to buildout) to the entire project.

RCLAFCO Policy 2.1.1

To achieve this goal, LAFCO shall encourage the reorganization of overlapping and competing agencies or illogical boundaries dividing agency service areas. In certain cases adjoining service agencies shall collaborate to ensure appropriate and adequate services are provided to the public even though it may be outside an agency’s service area. In those unique instances where an adjoining agency has the best ability to serve a particular location outside of its service area and within another agency’s service area, it must be demonstrated that the public need or benefit outweighs a particular jurisdictional authority. LAFCO shall encourage this type of interagency collaboration only on a limited geographical basis when appropriate and in the best interest of the public. This type of collaboration may take a variety of forms, including:

a. The establishment of informal arrangements between agencies in which each understands the other’s abilities and/or priorities and the action meets existing agency goals.

b. The establishment of formal arrangements between agencies using agreements or Memorandums of Understanding that detail the administrative and operational relationship of each agency.

**Analysis: Consistent.** There are currently no overlapping or competing agencies, or divided agency service areas within or adjacent to the project site. Development of the project would not result in conflicting agency service areas.

Paradise Valley Specific Plan

SCH # 2015101031

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Draft EIR

December 2017
The project applicant (GLC) has consulted with the CVWD and the County on annexation requirements. As discussed in Section 4.21, Utilities and Service Systems - Water, CVWD and GLC have entered into a pre-annexation agreement which provides for CVWD’s annexation of the project site into CVWD’s service area, and a Project Services Agreement which provides for CVWD’s provision of water, wastewater, storm water and flood control and recycled water services for the Project. Upon receipt of a written Annexation Request from GLC, CVWD would pursue and seek to obtain approval from the Riverside County LAFCO for the annexation of the GLC project site into CVWD’s service area for water, wastewater, storm water and flood control services for the proposed project. In addition, LAFCO approval is required for the formation and establishment of special districts for the project, including community facilities districts and County service areas to provide funding mechanisms for necessary infrastructure and public services for the project would require review and approval by the Riverside County LAFCO.

As the service area is master-planned with logical boundaries and consistent with programmatic utility service plans, and as the special districts would be designed to effectively service these utilities, the project’s proposed LAFCO request would be consistent with this Objective 1 and Policy 2.1.1.

**RCLAFCO Policy 2.1.4**

Agency boundaries should not be drawn so as to create an island, corridor or strip either within the proposed territory or immediately adjacent to it. Where such an island, corridor or strip is created, the proponent shall justify the reasons for non-conformance with this Strategy. Such reasons could include, but are not limited to: a) creation of the island, corridor or strip will not affect the provision of services to the area, b) service impacts can be mitigated by terms and conditions imposed on the annexing city to provide services to all or a portion of the island, corridor or strip, c) implementation of the strategy would be detrimental to the orderly development of the community.

**Analysis: Consistent.** The proposed service boundaries for the Paradise Valley Specific Plan, the proposed CVWD utilities would reflect the master-planned, closed-boundary nature of the proposed project, and would therefore serve the contiguous area within the Paradise Valley project boundaries. There are no agencies in the vicinity of the project area other than CVWD which are capable of providing water, wastewater, storm water and flood control and recycled water services for the project.

**RCLAFCO Policy 2.1.5**

LAFCO shall support agency boundaries that include rather than split existing identifiable communities, commercial districts, or other areas having social or economic homogeneity which are located within the applicable sphere of influence.

**Analysis: Consistent.** As noted above for Policy 2.1.4, the proposed service boundaries for the Paradise Valley utilities would reflect the master-planned, closed-boundary nature of the proposed project, and would therefore serve contiguous areas within Paradise Valley. The LAFCO action would not split an existing identifiable community, commercial district or other area having social homogeneity. The Paradise Valley project site is not currently located within any sphere of influence.

**RCLAFCO Objective No. 2**

In recognition of legislative policy expressed in Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Section 56000 et seq.), the Commission shall endeavor to minimize the number of agencies providing services to a given area.
Analysis: Consistent. The project annexation proposal is for only one service agency (i.e., CVWD) for water, wastewater, storm water and flood control services for the proposed project.

RCLAFCO Policy 2.2.1

In order to minimize the number of agencies providing services within a given area, LAFCO will evaluate proposals for changes of organization with the following hierarchy in mind (in descending order of preference). That is, prior to proposing a specific organizational change, proponents must provide justification for rejection of each preceding change in the hierarchy:

a. Annexation to an existing city.
b. Annexation to an existing multiple purpose special district.
c. Annexation to an existing single purpose special district.
d. Formation of a County Service Area.
e. Formation of a new district.
f. Incorporation of a new City.
g. Unincorporated Community.

Analysis: Consistent. In addition, the project will seek the formation and establishment of special districts for the project, including community facilities districts and County service areas to provide funding mechanisms for necessary utility infrastructure and public services for the project. The project is located within unincorporated Riverside County, and does not propose to incorporate as a new city. As such, special districts and County service areas are the logical entities, rather than annexation to an existing or new city.

RCLAFCO Policy 2.2.2

Commission actions will recognize that certain services are best provided on a sub-regional basis over a geographic area spanning the boundaries of more than one general-purpose agency. Provision of services on a sub-regional basis is often appropriate due to the following factors:

a. The cost of providing services is lower due to economies of scale.
b. A sub-regional agency may have a greater ability to obtain favorable financing for public works.

Analysis: Consistent. The project is not proposed in a geographic area spanning the boundaries of more than one general-purpose agency.

RCLAFCO Policy 2.2.3

In order to reduce and minimize the number of agencies providing services, LAFCO shall only approve proposals for the formation of new agencies when all of the following conditions are met:

a. There is evidenced a clear need for the new agency’s services from the affected landowners and/or residents.
b. There are no other existing agencies that are able to annex and provide similar services in a cost-effective manner.
c. There is a demonstrated ability of the new agency to provide for and finance the needed new services.
d. The Commission shall establish a sphere of influence pursuant to Objective No. 3 at the time of formation.

**Analysis: Consistent.** As noted above, the project would not result in the formation of a new agency. The project proposes formation and establishment of special districts for the project, including community facilities districts and County service areas to provide funding mechanisms for necessary utility infrastructure and public services for the project. Consistent with Riverside County LAFCO policy 2.2.3: a, b) there is a clear need for these service districts and County service agencies as none exist that cover this area currently, and c) a fiscal analysis has been provided to the County demonstrating the fiscal viability of the project, including public services and utilities, etc.

**RCLAFCO Policy 2.2.4**

The Commission encourages implementation of changes of organization, such as consolidations, mergers, dissolutions, where the result will be better services, reduced cost, and/or efficient administration of services to the citizens.

**Analysis: Consistent.** CVWD has been in existence since 1918 and currently exists as a multifaceted agency which delivers domestic water, collects and recycles wastewater, provides regional storm water protection, replenishes the groundwater basin and promotes water conservation.\(^\text{16}\) Annexation of the project into CVWD’s service area will result in efficient services for water, wastewater, storm water and flood control services for the proposed project. Joining the existing District is expected to result in service efficiencies.

\(^{16}\) See www.cvwd.org