APPENDIX A

General Plan Consistency Analysis for the Proposed Independence at Canyon Springs Project

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for the Proposed Independence at Canyon Springs Project

Relevant Objective or Policy	Project Consistency
Land Use and Urban Design Element	
Objective LU-8: Emphasize smart growth principles through all steps of the land development process.	
Policy LU-8.1: Ensure well-planned infill development Citywide, allow for increased density in selected areas along established transportation corridors.	**No Conflict.** The Project proposes a residential development on an infill site along Gateway Drive and Canyon Park Drive in the Canyon Springs Business Park (CSBP) Specific Plan area. The Project site is also located in close proximity to Interstate 215 (I-215) and State Route 60 (SR 60).
Policy LU-8.2: Avoid density increases or intrusion of nonresidential uses that are incompatible with existing neighborhoods.	**No Conflict.** The Project site is vacant and surrounded by land either developed or planned for development with commercial, office and institutional. No residential land uses are located adjacent to the Project site. The proposed Project is a residential development and thus does not propose the intrusion of non-residential uses in an existing residential neighborhood.
Policy LU-8.3: Allow for mixed-use development at varying intensities at selected areas as a means of revitalizing underutilized urban parcels.	**No Conflict.** The Project proposes a residential development with a range of housing choices on a vacant infill site.
Objective LU-9: Provide for continuing growth within the General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's objectives.	
Policy LU-9.2: Evaluate proposed amendments to the Land Use Policy Map (Figure LU-10) to consider the effect such amendments will have on the City's ability to achieve its objectives.	**No Conflict.** The Project proposes an amendment to the Riverside Land Use Policy Map from Commercial to Mixed-Use-Urban to promote smart growth and is consistent with City objectives, as discussed in this table.
Policy LU-9.3: Designate areas for urban land uses where adequate urban levels of public facilities and services exist or are planned, in accordance with the public facilities and service provisions policies of this General Plan.	**No Conflict.** The Project proposes a residential development in an urbanized area of the City where existing public facilities and services are present and available to serve the proposed development.
Policy LU-9.4: Promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities when considering amendments to the Land Use Policy Map (Figure LU-10).	**No Conflict.** The proposed Project would be located in an area where existing infrastructure systems are present to serve the proposed development. The proposed on-site utility infrastructure would connect to existing infrastructure adjacent to or in the vicinity of the Project site. Refer to the discussion provided in the Utilities and Service Systems section of the Initial Study.

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Objective LU -10: Provide for appropriate timing of development in accordance with the future land uses designated in this Land Use Element.	
Policy LU-10.1: Discourage the premature development of nonurbanized areas and encourage growth, through such programs as the Residential Infill Incentive Program, first in undeveloped and under-developed areas within, adjacent to or in close proximity to existing urbanized neighborhoods.	**No Conflict.** The Project proposes a residential development on an infill site in an urbanized area within the City.
Policy LU-10.4: Require development projects to be timed and phased so that projects are not occupied prior to the provision of necessary urban services.	**No Conflict.** The proposed Project would be located in an area where existing urban services are present and available to serve the proposed development.
Objective LU-22: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Port, Riverside Municipal and Flabob Airports.	
Policy LU-22.5: Review all proposed projects within the airport influence areas of Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport as noted in the Public Safety Element (Figure PS-6A – Riverside Municipal and Flabob Airport Safety Zones and Influence Areas; and Figure PS-6B – March ARB/IPA Airport Safety Zones and Influence Areas) for consistency with all applicable airport land use compatibility plan policies adopted by the Riverside County Airport Land Use Commission (ALUC) and the City of Riverside, to the fullest extent the City finds feasible.	**No Conflict.** The Project site is located approximately 2.7 miles northeast of the March Air Reserve Base/Inland Port (MARB/IP) Airport and within the Airport Influence Area (AIA), Compatibility Zone D, Flight Corridor Buffer, as depicted on Map MA-1 of the MARB/IP Airport Land Use Compatibility Plan (ALUCP). The Project site is not within any MARB/IP Airport safety zones. The MARB/IP ALUCP does not include density limit on residential developments within Compatibility Zone D. The Project site is also located outside of the noise contours as described in the MARB/IP ALUCP. The proposed Project was reviewed by the Riverside County Airport Land Use Commission (RCALUC) on October 9, 2025, and the RCALUC determined that the proposed Project is consistent with the MARB/IP ALUCP, subject to identified standard conditions, which will be included as Project conditions of approval.
Policy LU-22.7: Prior to the adoption or amendment of the General Plan or any specific plan, zoning ordinance or building regulation affecting land within the airport influence areas of the airport land use compatibility plan for Riverside Municipal Airport, Flabob Airport or March Air Reserve Base/Inland Port Airport, refer such proposed actions for determination and processing by the ALUC as provided by Public Utilities Code Section 21670.	
Objective LU-27: Enhance, maintain and grow Riverside's inventory of street trees.	
Policy LU-27.1: Require appropriately sized landscaped parkways in all new development. Parkway areas shall be of sufficient width to allow planting of trees that will become large canopy trees.	**No Conflict.** The proposed Project would retain the landscaped parkways along Gateway Drive and Canyon Springs Drive, and would include planting of trees along streets internal to the Project site (refer to the Preliminary Landscape Plan included on Figure 18 of the Initial Study).
Policy LU-27.4: Encourage trees on private property to add to the City's urban forest.	**No Conflict.** The proposed Project includes the planting of trees within the Project site that would add to the City's urban forest (refer to the

Relevant Objective or Policy	Project Consistency
	Preliminary Landscape Plan included on Figure 18 of the Initial Study).
Objective LU-30: Establish Riverside's neighborhoods as the fundamental building blocks of the overall community, utilizing Neighborhood and Specific Plans to provide a more detailed design and policy direction for development projects located in particular neighborhoods.	
Policy LU-30.3: Ensure that the distinct character of each of Riverside's neighborhoods is respected and reflected in all new development, especially infill development.	**No Conflict.** The proposed Project's design, including layout, architecture, and landscaping would be consistent with the development standards established for Planning Area (PA) 8B in the proposed CSBP Amendment (e.g., lot sizes, setbacks, landscaping, walls/ fences, building height, lighting standards, and open space). The proposed CSBP Amendment also requires that development within PA 8B comply with the design criteria listed in Chapter 3.B: Multi-Family Residential Design of the Riverside Citywide Design Guidelines. Development in compliance with the proposed CSBP Amendment for PA 8B and the Citywide Design Guidelines for multi-family residential uses would ensure a high-quality aesthetic for the Project site.
Circulation and Community Mobility Element	
Objective CCM-2: Build and maintain a transportation system that combines a mix of transportation modes and transportation system management techniques, and that is designed to meet the See the Air Quality Element under "Transportation" for information on this topic. needs of Riverside's residents and businesses, while minimizing the transportation system's more In particular, review Objective AQ2. impacts on air quality, the environment and adjacent development.	
Policy CCM-2.3: Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.	**No Conflict.** LOS is no longer the metric for determining a project's transportation impacts pursuant to CEQA; however, the City's traffic impact analysis guidelines require a traffic analysis based on LOS, which the City uses in part to determine transportation improvement obligations of development projects. The required traffic study has been prepared and required improvements to address deficiencies have been identified. The Project Applicant would be required to pay its fair share for implementation of the required intersection improvements.
Policy CCM-2.4: Minimize the occurrence of streets operating at LOS F by building out the planned street network and by integrating land use and transportation in accordance with the General Plan principles.	**No Conflict.** Study area intersections and roadway segments do not currently operate at LOS F. While the intersection of Eucalyptus Avenue and Valley Springs Parkway would operate at LOS F during the AM peak hour under Cumulative Year (2045) Conditions, this would occur with or without the Project. The required

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	intersection improvement is consistent with the City's General Plan classification and the Western Riverside Council of Governments (WRCOG) Traffic Uniform Mitigation Fee (TUMF) program for Eucalyptus Avenue. The Project Applicant would pay the required TUMF fees.
Objective CCM-8: Protect neighborhoods and reduce the risk posed to young children and other residents by vehicular traffic on local roadways.	
Policy CCM-8.2: Promote walking and biking as a safe mode of travel for children attending local schools.	**No Conflict.** The proposed Project would accommodate pedestrian circulation through the incorporation of pedestrian-friendly design elements such as sidewalks, walkways, and internal traffic calming features. The on-site pedestrian facilities would connect to existing pedestrian sidewalks located along the Project frontage with Canyon Park Drive and Gateway Drive. These pedestrian facilities would promote pedestrian movement to the Edgemont Elementary School south of the Project site.
Objective CCM-9: Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.	
Policy CCM-9.1: Encourage increased use of public transportation and multi-modal transportation as means of reducing roadway congestion, air pollution and non-point source water pollution, through such techniques as directing new growth along transportation corridors.	**No Conflict.** The proposed Project would introduce residential uses in an area primarily developed or planned for development with commercial, office and institutional uses. Additionally, the Project site is well-connected to existing transit options, including bus routes operated by Riverside Transit Agency (RTA). The proposed Project would include pedestrian-friendly design elements as well as bicycle racks. Additionally, existing crosswalks at the intersection of Campus Parkway and Canyon Park Drive would be upgraded to continental crosswalks and painted. These facilities would promote non-vehicular travel and use of public transportation and thereby reduce traffic and pollution.
Objective CCM-10: Provide an extensive and regionally linked public bicycle, pedestrian and equestrian trails system.	
Policy CCM-10.1: Ensure the provision of bicycle facilities consistent with the Bicycle Master Plan.	**No Conflict.** There are no bicycle facilities identified on the Bicycle Master Plan along the roadways adjacent to the Project site.
Policy CCM-10.2: Incorporate bicycle and pedestrian trails and bicycle racks in future development projects.	**No Conflict.** Refer to the consistency analysis for Policy CCM-9.1 above, which addresses the

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Policy CCM-10.4: Identify and seek to eliminate hazards to safe, efficient bicycle or pedestrian movement citywide.	pedestrian and bicycle facilities incorporated into the proposed Project.
Policy CCM-10.6: Encourage pedestrian travel through the creation of sidewalks and street crossings.	
Policy CCM-10.11: Provide sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles where traffic volumes and conditions warrant.	**No Conflict.** The roadways adjacent to the Project site are currently constructed to their full width. The proposed Project does not include or required roadways improvements and would not preclude shared bicycle and vehicle travel.
Policy CCM-10.12: Encourage bicycling as a commute mode to school, work, etc.	**No Conflict.** Refer to the consistency analysis for Policy CCM-9.1, which addresses proposed Project features to encourage non-vehicular travel.
Objective CCM-11: Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.	
Policy CCM-11.1: Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan to determine the consistency of proposed development.	**No Conflict.** Refer to the consistency analysis for Polices LU-22.5 and LU-22.7 above. As identified, the proposed Project was reviewed by the RCALUC, and the RCALUC determined that the proposed Project is consistent with the MARB/IP ALUCP, subject to identified standard conditions, which will be included as Project conditions of approval.
Policy CCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with the Riverside County Airport Land Use Compatibility Plan and all other applicable State and Federal regulations.	
Objective CCM-13: Ensure that adequate on- and off-street parking is provided throughout Riverside.	
Policy CCM-13.1: Ensure that new development provides adequate parking.	**No Conflict.** Attached garages would be provided for each residential unit. Units with a one-car garage would also be provided with a parking stall adjacent to or near the residence. The proposed Project would provide a total of 365 parking spaces, which would exceed the required 312 parking spaces.
Housing Element	
Policy HE-4: Thriving Neighborhoods. Facilitate and encourage a variety of new housing types, including both single- and multi-family and missing middle housing, and the necessary public amenities to support a sense of community that results in equitable and sustainable neighborhoods.	**No Conflict.** The proposed Project would provide 156 two-story residential units in 78 duplexes. Five different floor plans are proposed including 2 bedroom/2 bath and 3 bedroom/2.5 bath floor plans. The residential units would range from 1,176 square feet (sf) to 1,819 sf. The proposed Project would also provide on-site resident amenities (i.e., leasing office, fitness building, and

Relevant Objective or Policy	Project Consistency
	mail pavilion). Resident amenities in the on-site recreation area include but are not limited to a pool, spa, sun deck and cabana shade structure. There would also be an enclosed dog park northeast of the recreation area.
Education Element	
Objective ED-4: Maintain a safe environment at all campus facilities and on routes to school.	**No Conflict.** The proposed Project would maintain the existing sidewalks along Gateway Drive and Canyon Park Drive to accommodate pedestrian circulation for children walking or biking to Edgemont Elementary School, which is south of the Project site.
Noise Element	
Objective N–1: Minimize noise levels from point sources throughout the community and, wherever possible, mitigate the effects of noise to provide a safe and healthful environment.	
Policy N–1.2: Require the inclusion of noise-reducing design features in development consistent with standards in Figure N–10 (Noise/Land Use Compatibility Criteria), Title 24 California Code of Regulations and Title 7 of the Municipal Code.	**No Conflict.** The proposed Project would be designed in adherence to the City's noise standards. Further, as discussed in the Noise section of the Initial Study, the proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of established standards.
Policy N–1-5: Avoid locating noise-sensitive land uses in existing and anticipated noise-impacted areas.	**No Conflict.** The proposed residential uses would be designed in compliance with the City's noise regulations for interior and exterior spaces.
Policy N–1.8: Continue to consider noise concerns in evaluating all proposed development decisions and roadway projects.	**No Conflict.** The noise impacts and noise exposure of the proposed Project have been considered in the analysis provided in the Noise section of the Initial Study. As identified, the proposed Project's noise impacts from construction and operation would be less than significant.
Open Space and Conservation Element	
Objective OS-1: Preserve and expand open space areas and linkages throughout the City and sphere of influence to protect the natural and visual character of the community and to provide for appropriate active and passive recreational uses.	
Policy OS-1.8: Encourage residential clustering as means of preserving open space.	**No Conflict.** The proposed Project would involve development of residential uses on an undeveloped urban infill site; there is no open space within or near the Project site.

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Objective OS-8: Encourage the efficient use of energy resources by residential and commercial users.	
Policy OS-8.1: Support the development and use of non-polluting, renewable energy sources. Policy OS-8.2: Require incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects pursuant to Title 24, and encourage the installation of conservation devices in existing developments. Policy OS-8.6: Require all new development to incorporate energy-efficient lighting, heating and cooling systems pursuant to the Uniform Building Code and Title 24. Policy OS-8.9: Encourage construction and subdivision design that allows the use of solar energy systems.	**No Conflict.** The proposed Project would implement energy conservation measures as required by the City's Building Code, which adopts the California Building Code (Title 24), including the CALGreen Code, by reference with specific amendments, which requires energy-efficient lighting, heating and cooling systems. Additionally, the proposed Project would be all-electric and would not use natural gas, and solar would be utilized for on-site generation.
Policy OS-8.7: Encourage mixed use development as a means of reducing the need for auto travel.	**No Conflict.** The proposed Project would introduce residential uses in an area primarily developed or planned for development with commercial, office and institutional uses, which would create a mixed use area, consistent with the amended land use designations of MU-U_SUP and Mixed Use Urban, and reduce the need for auto travel between residential and non-residential uses.
Policy OS-8.10: Support the use of public transportation, bicycling and other alternative transportation modes in order to reduce the consumption of non-renewable energy supplies.	**No Conflict.** Refer to the consistency analysis for Policy CCM-9.1 above, which discusses the pedestrian and bicycle facilities incorporated into the proposed Project, which would facilitate non-vehicular transportation and use of public transportation.
Objective OS-10: Preserve the quantity and quality of all water resources throughout Riverside.	
Policy OS-10.4: Develop a recommended native, low-water-use and drought-tolerant plant species list for use with open space and park development. Include this list in the landscape standards for private development.	**No Conflict.** The proposed Project landscaping would consist of drought-resistant ground covers, shrubs, and trees allowed by the City.

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Policy OS-10.9: Evaluate development projects for compliance with NPDES requirements, and require new development to landscape a percentage of the site to filter pollutant loads in stormwater runoff and provide groundwater percolation zones.	**No Conflict.** As discussed in the Hydrology and Water Quality section of the Initial Study, the proposed Project would comply with applicable water quality regulations. The Project site soil materials are not conducive to infiltration; however, Modular Wetlands Systems (MWS) would be used for stormwater treatment, and landscaped areas would be provided throughout the Project site.
Air Quality Element	
Objective AQ-1: Adopt land use policies that site polluting facilities away from sensitive receptors and vice versa; improve job-housing balance; reduce vehicle miles traveled and length of work trips; and improve the flow of traffic.	
Policy AQ-1.5: Encourage infill development projects within urbanized areas, which include job centers and transportation nodes.	**No Conflict.** The proposed Project would introduce residential uses on an undeveloped urban infill site in an area primarily developed or planned for development with commercial, office and institutional uses. This would reduce the need for auto travel. Further, as discussed in the Transportation section of the Initial Study, the proposed Project is located in a low VMT-generating area.
Policy AQ-1.7: Support appropriate planned residential developments and infill housing, which reduce vehicle trips.	
Policy AQ-1.12: Support mixed-use land use patterns, but avoid placing residential and other sensitive receptors in close proximity to businesses that emit toxic air contaminants to the greatest extent possible. Encourage community centers that promote community self-sufficiency and containment and discourage automobile dependency. See policy AQ-1.6.	**No Conflict.** As discussed under the consistency analysis for Policy OS-8.7, the proposed Project involves a General Plan Amendment, rezone and CBSP Amendment to allow for residential uses in an area primarily developed or planned for development with commercial, office and institutional uses, reducing automobile dependency. The proposed Project would not be located near businesses that emit toxic air contaminants.
Policy AQ-1.15: Establish land use patterns that reduce the number and length of motor vehicle trips and promote alternative modes of travel.	**No Conflict.** Refer to the consistency analysis for Policies AQ-1.5 and AQ-1.7, which address the reduction of motor vehicle travel (daily trips). Also, refer to the consistency analysis for Policy CCM-9.1 above, which discusses the pedestrian and bicycle facilities incorporated into the proposed Project, which would facilitate non-vehicular transportation and use of public transportation.
Policy AQ-1.18: New residential subdivisions shall be designed to encourage "walkable" neighborhoods with pedestrian walkways and bicycle paths to facilitate pedestrian travel.	

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Objective AQ-3: Prevent and reduce pollution from stationary sources, including point sources (such as power plants and refinery boilers) and area sources (including small emission sources such as residential water heaters and architectural coatings).	
Policy AQ-3.4: Require projects to mitigate, to the extent feasible, anticipated emissions which exceed AQMP Guidelines.	**No Conflict.** As discussed in the Air Quality section of the Initial Study, the proposed Project would not exceed established local or regional criteria pollutant emissions thresholds established by the South Coast Air Quality Management District (SCAQMD) for construction or operation. Therefore, no mitigation is required. Further, the proposed Project would comply with applicable SCAQMD rules and regulations.
Objective AQ-4: Reduce particulate matter, as defined by the Environmental Protection Agency (EPA), as either airborne photochemical precipitates or windborne dust.	
Policy AQ-4.2: Reduce particulate matter from agriculture (e.g., require use of clean non-diesel equipment and particulate traps), construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way and off-road vehicles to the extent possible, as provided in SCAQMD Rule 403. Policy AQ-4.3: Support the reduction of all particulates potential sources. Policy AQ-4.5: Require the suspension of all grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour.	**No Conflict.** Refer to the consistency analysis for Policy AQ-3, which addresses pollutant emissions and adherence to SCAQMD rules and regulations. Notably, the proposed Project would comply with SCAQMD Rule 403, which addresses fugitive dust emissions.
Objective AQ-5: Increase energy efficiency and conservation in an effort to reduce air pollution.	
Policy AQ-5.1: Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	**No Conflict.** As discussed in the Utilities and Service Systems section of the Initial Study, pursuant to the CALGreen Code, contractors would be required to recycle and/or salvage at least 65 percent of the estimated volume or weight of all nonhazardous construction and demolition wastes. Additionally, future residents would participate in the City's solid waste management programs, and solid waste contractors would comply with RMC Chapter 6.04, Residential Solid Waste and Recyclable Material. Trash and recycling bins and enclosures would also be provided on-site in accordance with the City's requirements.

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Policy AQ-5.7: Require residential building construction to meet or exceed energy use guidelines in Title 24 of the California Administrative Code.	**No Conflict.** The proposed Project would implement energy conservation measures as required by the City's Building Code, which adopts the California Building Code (Title 24), including the CALGreen Code, by reference with specific amendments. Additionally, the proposed Project would be all-electric and would not use natural gas, and solar would be utilized for on-site generation.
Objective AQ-8: Make sustainability and global warming education a priority for the City's effort to protect public health and achieve state and federal clean air standards.	
Policy AQ-8.23: Apply urban planning principles that encourage higher density, mixed use, walkable/bikeable neighborhoods, and coordinate land use and transportation with open space systems in 2008.	**No Conflict.** The proposed Project embodies the principles of Smart Growth (e.g., compact building design/infill development, range of housing choices, walkable neighborhoods, development in existing communities, and variety of transportation sources). Notably, as previously discussed, the proposed Project would introduce residential uses on an undeveloped urban infill site in an area primarily developed or planned for development with commercial, office and institutional uses. This would reduce the need for auto travel between residential and non-residential uses.
Policy AQ-8.28: Plant at least 1,000 trees in City parks and right-of-ways and encourage the planting of at least 3,000 shade trees on private property annually.	**No Conflict.** Refer to the consistency analysis for Policies LU-27.1 and LU-27.4, which address the planting of trees within the Project site and retention of existing street trees along Gateway Drive and Canyon Park Drive.
Public Facilities and Infrastructure Element	
Objective PF-1: Provide superior water service to customers.	
Policy PF-1.1: Coordinate the demands of new development with the capacity of the water system.	**No Conflict.** As discussed in the Project Description and Utilities and Service Systems sections on the Initial Study, the proposed Project would be served by existing water system infrastructure within Gateway Drive and Canyon Park Drive.
Policy PF-1.3: Continue to require that new development fund fair-share costs associated with the provision of water service.	**No Conflict.** The Project Applicant would pay required fees for water service to the proposed Project.
Policy PF-1.5: Implement water conservation programs aimed at reducing demands from new and existing development.	**No Conflict.** The proposed Project would implement water conservation measures as required by City regulations and the CALGreen Code.
Policy PF-1.7: Protect local groundwater resources from localized and regional contamination sources such as septic tanks,	**No Conflict.** The proposed Project would be connected to the public sewer system and would not rely on septic tanks. On-site catch basins and a MWS would be used for storm water treatment.

Relevant Objective or Policy	Project Consistency
underground storage tanks, industrial businesses and urban runoff.	Further, the proposed Project does not involve the development of industrial uses or installation of underground storage tanks that would contain hazardous materials.
Objective PF-3: Maintain sufficient levels of wastewater service throughout the community.	
Policy PF-3.1: Coordinate the demands of new development with the capacity of the wastewater system.	**No Conflict.** As discussed in the Project Description and Utilities and Service Systems sections on the Initial Study, the proposed Project would be served by existing sewer system infrastructure within Gateway Drive.
Policy PF-3.2: Continue to require that new development fund fair-share costs associated with the provision of wastewater service.	**No Conflict.** The Project Applicant would pay required fees for sewer service to the proposed Project.
Objective PF-4: Provide sufficient levels of storm drainage service to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic or which would obstruct flows.	
Policy PF-4.2: Continue to cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.	**No Conflict.** As discussed in the Hydrology and Water Quality section of the Initial Study, the proposed Project would comply with applicable water quality regulations pursuant to the NPDES programs.
Objective PF-6: Provide affordable, reliable and, to the extent practical, environmentally sensitive energy resources to residents and businesses.	
Policy PF-6.3: Promote and encourage energy conservation. Policy PF-6.4: Encourage energy-efficient development through its site plan and building design standard guidelines. Policy PF-6.5 Promote green building design.	**No Conflict.** The proposed Project would implement energy conservation measures as required by the City's Building Code, which adopts the California Building Code (Title 24), including the CALGreen Code, by reference with specific amendments. Additionally, the proposed Project would be all-electric and would not use natural gas, and solar would be utilized for on-site generation.
Objective PF-7: Ensure that Riverside residents, the business community and educational institutions have easy access to state-of-the-art internet services and modern telecommunications technology	
Policy PF-7.4: Encourage new development to be wired or provided with other necessary infrastructure for up-to-date telecommunications services.	**No Conflict.** The proposed Project would be connected to existing telecommunications system infrastructure that exist within Gateway Drive and/or Canyon Park Drive.
Parks and Recreation Element	
Objective PR-1: Provide a diverse range of park and recreational facilities that are responsive to the needs of Riverside residents.	
Policy PR-1.3: Encourage private development of recreation facilities that complement and supplement the public recreational system.	**No Conflict.** The proposed Project would include resident amenities within the on-site recreation area including a pool, spa, sun deck and cabana shade structure. There would also be an enclosed dog park northeast of the recreation area. Additionally, there would be approximately

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	45,065 sf of private open space, which exceeds the required 7,800 sf.
Historic Preservation Element	
Objective HP-1: To use historic preservation principles as an equal component in the planning and development process.	
Policy HP-1.1: The City shall promote the preservation of cultural resources to ensure that citizens of Riverside have the opportunity to understand and appreciate the City's unique heritage. Policy HP-1.3: The City shall protect sites of archaeological and paleontological significance and ensure compliance with all applicable State and federal cultural resources protection and management laws in its planning and project review process.	**No Conflict.** As discussed in the Cultural Resources, Geology, and Tribal Cultural Resources sections of the Initial Study, mitigation measures are required to ensure that impacts to archaeological, paleontological, and tribal cultural resources are less than significant.
Objective HP-4: To fully integrate the consideration of cultural resources as a major aspect of the City's planning, permitting and development activities.	
Policy HP-4.3: The City shall work with the appropriate tribe to identify and address, in a culturally appropriate manner, cultural resources and tribal sacred sites through the development review process.	**No Conflict.** The City completed the required Native American consultation process and mitigation measures for the protection of tribal cultural resources have been included in the Initial Study.